

Secretary level officer and to hand-over all other cases to CBI.

- (iii) Loss suffered by Railway over entire Indian Railways on gauge conversion works would exceed Rs. 500 crores

(c) and (d) The investigation in tenders as well as execution of works has been made by the Ministry. Certain irregularities in award of contract were noticed by the Ministry and further cases are handed over to CBI. The matter regarding permission of registration of the case is being resolved in consultation with the Central Bureau of Investigation and the Central Vigilance Commission. There is no basis for loss of Rs. 500 crores and no major irregularity has been observed on Zonal Railways other than S.C. Railway.

(e) DAR action in consultation with CVC against officers and staff has already been initiated.

Order for Wagons

798 SHRI SANAT KUMAR MANDAL Will the Minister of RAILWAYS be pleased to state

(a) the number of wagons for which orders worth of Rs. 40.29 crore had been placed with two Calcutta-Based companies by the Government.

(b) whether neither of these companies met G-93 specifications stipulated by the Railway Design and Standards Organisation (RDSO).

(c) if so, the reasons for not placing the orders with the Wagon India Limited (WIL), a joint sector undertaking.

(d) whether the wagons sourced from unapproved suppliers could be a potential safety hazard in the railway operations.

(e) if so, the stage at which the matter stands at present.

(f) whether any wagon manufactured by these unapproved firms have been got tested by the RDSO and

(g) if so, findings in this regard and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) 600 Nos Wagons

(b) Neither of the companies meet the G-93 specification.

(c) These are development orders aimed at introducing more sources of supply, since Indian Railway is running short of wagons and is unable to meet the ever increasing demand. Placement of development order through Wagon India Ltd is not mandatory.

(d) No, Sir

The wagons manufactured by any source as also the manufacturing facilities are inspected by RDSO. The prototype is approved only if it meets the specifications and safety requirements fully. All the wagons manufactured thereafter are also inspected by RDSO and approved, if they meet specifications and safety standards. Same procedure is applicable to these orders also.

(e) The firms are initiating steps for manufacture of prototype.

(f) and (g) The stage has not reached as yet.

Harassment by RPF

799 SHRI RAMASHRAY PRASAD SINGH Will the Minister of RAILWAYS be pleased to state

(a) whether complaints have been received regarding harassment of railway passengers by the Railway Protection Force.

(b) if so, the details thereof, and

(c) the action taken by the Government against the erring officers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) Yes, Sir

(b) and (c) Out of the total 12 complaints received during the current year, 4 have been found to be unsubstantiated, 5 are under enquiry and in the remaining 3 complaints which have been found true, 3 Constables have been dismissed, six Constables have been suspended and against two of them, criminal cases have been registered.

Railway Projects to Private Sector

800 SHRI JAGAT VIR SINGH DRONA Will the Minister of RAILWAYS be pleased to state

(a) whether the Government have offered several railway projects worth Rs. 4390 crore to the private sector during the last one year.

(b) if so, the reasons therefor.

(c) the details of Projects alongwith estimated worth and the Private Sector Agencies to which the various Project have been allotted or are likely to be allotted.

(d) whether the Government have considered the merits and demerits of allocation of projects to the Private Sector, and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) (a) and (b) With a sharp reduction in budgetary support for infrastructure development plans, the Indian Railways had identified some of the projects worth approx. Rs.

4390 cr. for taking up through investment by private sector under Build-Own-Lease-Transfer (BOLT) Scheme.

(c) I. The following projects have been allotted to private sector :

Projects	Approx. cost (Rs. in crores)	Agency
(i) Viramgam-Mehsana (65 Km.) Gauge Conversion	60	M/s. Hydron Enviro Systems Ltd., Ahmedabad.
(ii) Mudkhed-Adilabad (162 Km.) Gauge Conversion	160	M/s. Shakti Concrete Industries Hyderabad.

II The following project is likely to be allotted to Private Sector

Project	Approx. cost (Rs. in crores)	Agency
(i) Wagons (BOXN/BCN) (10,000 Four Wheeler Units, 400 Nos.)	140	M/s. CIMMCO, Gwalior.

The remaining projects will be considered on the merits of each case.

(d) and (e). Yes, Sir. Although the BOLT Scheme of the Railways is in its stage of infancy, yet the merits of the Scheme are expected to outweigh the demerits, if any, as the Indian Railways will be able to undertake some of the important projects through private investment which other-wise would have been difficult due to resource crunch

Railway Line from Jammu and Udhampur

801. SHRI CHAMAN LAL GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway line from Jammu to Udhampur was laid on April, 14, 1983 with an announcement to execute this project within five years before the "next Assembly elections" in Jammu Kashmir;

(b) the original estimate of the execution and the amount spent every year as also the latest revised cost estimates;

(c) whether any bridges constructed enroute this Railway line Project had developed cracks;

(d) if so, whether any inquiry was held and repair work was taken up;

(e) if so, the loss caused as a result thereof; and

(f) the present time schedule for commissioning of this Project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) Original estimated cost of the project was Rs. 50 crores and the revised estimated cost is Rs. 346

crores. The amount spent every year is as under :

Year	Amount Spent (Rs. in Crores)
1981-82	1.25
1982-83	0.84
1983-84	1.01
1984-85	2.66
1985-86	2.07
1986-87	1.71
1987-88	5.88
1988-89	11.71
1989-90	13.28
1990-91	15.78
1991-92	16.25
1992-93	15.68
1993-94	10.00
1994-95	50.00
1995-96	50.00
Total	195.66

(c) Yes, Sir. One span of E.11 Viaduct (Total 11 spans) had developed crack during execution.

(d) Yes, Sir. Enquiry is in progress and the repair is going on.

(e) Repair work is being done at the cost of the contractor and is expected to cost Rs. 8 lakhs.

(f) The project is expected to be completed by 31.12.97, subject to availability of required level of funds.