

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:265
ANSWERED ON:07.12.2000
IMPORT OF DIESEL LOCOMOTIVES
PRABHUNATH SINGH

Will the Minister of RAILWAYS be pleased to state:

- (a) whether 3100 HP WDP2 diesel locomotives manufactured by Diesel Locomotive Works have a trail speed of 160 kmh;
- (b) if so, the reasons for importing of 4000 HP diesel passenger locomotives from abroad;
- (c) the amount spent on the import of these locos and extra amount paid for extension of letter of credit; and
- (d) the reasons for extending the letter of credit?

Answer

MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE)

(a) to (d) : A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.265 BY SHRI PRABHUNATH SINGH TO BE ANSWERED IN LOK SABHA ON 07.12.2000 REGARDING IMPORT OF DIESEL LOCOMOTIVES

(a) Yes, Sir.

(b) The objective of import is not merely the speed potential. 10 Nos. of 4000 horse power diesel passenger locomotives (WDP4) are under import from M/s Electromotive Division, General Motors along with the transfer of technology. This import is intended to enable Diesel Loco Works (DLW) to manufacture similar state-of-art locomotives which have:

- Higher horse power per tonne of axle load that enables faster acceleration, reduced travel time and haulage of longer trains including on graded sections.
- Additional safety features like electronic braking, multi resetting vigilance control device to ensure alertness of driver, extended dynamic brakes, blended brakes for uniform braking etc.
- Lower operating & maintenance costs.
- Greater operational flexibility since these locos can run for 92 days without any maintenance attention in between.
- Fuel and lubricating oil conservation.
- On board diagnostics.
- Radar based creep control to avoid wheel skidding, rail burning and consequent damages to track.
- Improved reliability/availability.

The 3100 horse power WDP2 locomotives do not have these features. These low horsepower locos were designed by RDSO and manufactured in DLW using indigenous technology, essentially as an interim measure, till such time high horse power WDP4 locomotives with GM technology are taken for series manufacture in DLW. Apart from the advantages mentioned above, import of this technology is expected to provide DLW a cutting edge in exporting locomotives to other countries.

(c) The Unit FOB price of the imported passenger locomotive is US \$2.28 million. There has been NO extension of letter of credit and therefore the question of paying extra amount for extending the letter of credit does not arise.

(d) Does not arise.