

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3780
ANSWERED ON:21.08.2003
SUPPLY OF RAIL LINES BY BSP
UMMAREDDY VENKATESWARLU

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the 30,000 Kilometre of rail track supplied by Bhilai Steel Plant has un-acceptable levels of hydrogen and have been deemed unfit for running trains;
- (b) if so, whether over 90% of track fractures have occurred only on rails supplied by Bhilai Steel Plant;
- (c) whether any thought has been given to the possibility of slowly replacing this whole type of track to enhance rail safety;
- (d) if so, the estimated cost thereof; and
- (e) the steps taken by the Railways to initiate a public discussion on rail safety?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA)

(a) to (e) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO.3780 BY PROF. UMMAREDDY VENKATESWARLU TO BE ANSWERED IN LOK SABHA ON 21.8.2003 REGARDING SUPPLY OF RAIL LINES BY BSP.

- (a) No, Sir. Bhilai Steel Plant (BSP) had been supplying the rails to Indian Railways with some temporary relaxation without compromising safety to avoid imports. However, these relaxation have been withdrawn since 1.1.1999.
- (b) Most of the track fractures have occurred on rails supplied by BSP as Indian Railways track mainly comprises of rails manufactured by BSP.
- (c) & (d) Track renewal is an ongoing process and is done on age cum condition basis depending upon the availability of fund. The present cost of track renewal (rail only) is approximately Rs. 45 lakh per Kilometre.
- (e) Track renewals have already been discussed in White Paper, Safety on Indian Railways, April 2003.