

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:735  
ANSWERED ON:22.11.2001  
IMPORT OF DIESEL LOCOS  
SHEESH RAM SINGH RAVI

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether 20 high horse power diesel locomotives were imported at the cost of Rs.390.01 cr. and the same lacked justification in view of Indian Railways' future transportation strategy and upgradation of WDM2 locomotives;
- (b) whether the CAG in their report No.9 of 1999 (Railways) on pages 137-143 have been dwelt on the matter at great length;
- (c) if so, whether the matter has been enquired by the committee of the advisers constituted to analyze its cost; and
- (d) if so, the steps, the Government propose to take to ensure that the officials are made answerable and questionable of all acts of omission and commissions?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS AND MINISTRY OF PARLIAMENTARY AFFAIRS ( SHRI O. RAJAGOPAL )

- (a) The Free - on - Board (FOB) cost of these locomotives was Rs.183 crore (approx.) and landed cost was Rs.309 crore and not Rs.390.01 crore. Induction of state - of - the - art high horse power diesel locomotives was in keeping with the traffic requirement of the Railways and as envisaged in the Indian Railways Corporate plan, 1985-2000. The import of high horse power diesel locomotives was justified as total financial, operational and safety benefits arising out of operation of these locomotives cannot be derived by upgrading WDM2 locomotives having the technology of 50s.
- (b) CAG in their report mentioned inter-alia that import of locomotives lacked justification. The Action Taken Note on CAG's report has already been submitted indicating that induction of state-of-the-art diesel locomotives was considered keeping in view substantial improvement in availability, reliability, lesser maintenance, increased haulage capability and lower fuel consumption etc. The induction of such locomotives was envisaged in Indian Railways Corporate Plan 1985-2000 and was recommended by many committees such as Special Committee of Planning Commission, Parliamentary Standing Committee on Railways (1995) etc. Thus import was fully justified.
- (c) & (d) There was no Committee of Advisers constituted as it was not require.