

SHRI INDER KUMAR GUJRAL: Sir, my name was there.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): Your Party's time is over.

SHRI JAGDISH TYTLER: Sir, since he has to go somewhere, he wants to make his statement first.

THE VICE-CHAIRMAN (SHRI V. NARAYANASAMY): All right. The Minister of State for Railways will make a statement first.

The Vice-Chairman (Shri Md. Salim)
in the Chair

STATEMENT BY MINISTER

Production of Coaches in Integral Coach Factory, Madras

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): Sir, Honourable Members, Mr. Ganesan, Smt. Jayanti Natarajan and others, have raised certain issues pertaining to Integral Coach Factory, Madras. I had assured that I would clarify the matter with all the details. I am glad to clarify and from the House that the apprehensions expressed by Honourable Members are not at all true.

There is no proposal to close Integral Coach Factory, Madras and shift the work to Rail Coach Factory Kapurthala. Further no employee has been retrenched on account of reduction of workload. Full installed capacity to manufacture 1000 coaches including Electrical Multiple units is being utilised at Integral Coach Factory, Madras during 1993-94.

The production programme of Integral Coach Factory, Madras was earlier approved at 1050 coaches during 1994-95, including 200 Electrical Multiple Units.

However, seeing the reduction in the assessed requirement of coaches during the VII Plan, the production programmes of both Integral Coach Factory

Madras and Rail Coach Factory Kapurthala are being revised downwards to 775 coaches including 150 Electrical Multiple Units at Integral Coach Factory, Madras and 775 coaches at Rail Coach Factory, Kapurthala. Both the units have an installed capacity of 1000 each.

Efforts are being made to secure alternate load for the two factories.

THE VICE-CHAIRMAN (SHRI MD. SALIM): We are now going to take up the clarifications on this statement.

AN HON. MEMBER: What about the statement to be made by the Minister of Civil Aviation?... *(Interruptions)*...

SHRI INDER KUMAR GUJRAL (Bihar): Sir, I want to be on record that since I was the Chairman of the Committee which has submitted its Report on the Dunkel proposals, and my name was to be there and for obvious reasons I have not been permitted, I would like to seek the indulgence of the House to let me speak before the Minister speaks next time.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Time was allotted to your Party and someone had already spoken. I think it was Mr. Jaipal Reddy.

SHRI INDER KUMAR GUJRAL: I know that, but I am submitting it because my name... *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Reddy has spoken.

SHRI INDER KUMAR GUJRAL: I am submitting it as a personal explanation. Because Mr. Swamy has mentioned my name, I will take... *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI MD. SALIM): If this is a personal explanation, then you can write to the Chairman.

SHRI INDER KUMAR GUJRAL: But I want to be on record.

THE VICE-CHAIRMAN (SHRI MD. SALIM): You can write to the Chairman.

SHRI V. NARAYANASAMY (Pondicherry): Sir, as per the list of Business,

the clarifications on the statement regarding the production of coaches in the Integral Coach Factory, Madras should be taken up first.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Now we are taking up clarifications on the statement made by the Minister, Shri S. Viduthalai Virumbi.

SHRI JOHN F. FERNANDES (Goa): Sir, I would like to know whether you are taking up clarifications on both the statements or on this statement only.

THE VICE-CHAIRMAN (SHRI MD. SALIM): We are taking up clarifications on the statement regarding the Integral Coach Factory, Madras.

SHRI S. VIDUTHALAI VIRUMBI (Tamil Nadu): Sir, the statement says:—

“The production programme of the Integral Coach Factory, Madras was earlier approved at 1050 coaches during 1994-95, including 200 Electric Multiple Units.

However, seeing the reduction in the assessed requirement of coaches during the VIII Plan, the production programmes of both Integral Coach Factory Madras and Rail Coach Factory, Kapurthala are being revised downwards to 775 coaches...”

Sir, the production programme of the Integral Coach Factory, Madras was earlier approved at 1050 coaches during 1994-95. Now they have reduced it to 775 coaches. Sir, nobody will accept that the requirement of coaches will go down if population increases. Actually, the number of passengers is bound to increase automatically. Sir, I have also gone through the Annual Report. The Annual Report says that the passenger traffic has reduced. But it is not so. Sir, actually the ticketless travel has increased. That is why it shows that the passenger traffic has come down. Sir, the Minister must be giving this reason, may be, due to financial constraints. This reason is totally wrong. I would like to know why the number of coaches has been reduced.

Then the Minister has mentioned about the number of coaches manufactured during the last year by the Integral Coach Factory, Madras. What was the total number of coaches actually manufactured by the Rail Coach Factory, Kapurthala during the last financial year? The Minister has not mentioned it at all. The Minister should explain it.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Mr. Vice-Chairman, Sir, as the hon. Members are aware... (*Interruptions*)...

SHRI GURUDAS DAS GUPTA: Sir, the normal practice in this House is that the Minister first makes a statement and after that the Members seek clarifications and then the Minister replies to those clarifications. The Minister cannot answer in this way.

THE VICE-CHAIRMAN (SHRI MD. SALIM): I don't think he is going to answer like that.

SHRI C. K. JAFFER SHARIEF: Sir, I thought that if I place all the facts before the House then there would not be any need for clarifications.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Minister, you have already made your statement. Now there are seven or eight Members to seek clarifications. It will be better if you make your reply later.

SHRI C. K. JAFFER SHARIEF: I personally feel that the time of the House is more valuable. I feel that if I place some more facts before the House, there will not be any need for more clarifications.

THE VICE-CHAIRMAN (SHRI MD. SALIM): It is the right of the Members.

SHRI C. K. JAFFER SHARIEF: Yes, it is the right of the Members. So, if they want, they can always seek clarifications.

SHRI S. VIDUTHALAI VIRUMBI: Sir, I quote: "The doubts of the employees have been vindicated by the drastic reduction in the production of coaches at I.C.F. whereas the production was increased year after year at the R.C.F." The Minister at that time said: "The Finance Ministry has not released funds to the tune of Rs. 20 crores for I.C.F. which has already been allotted in the Budget for 1991-92". This is very important. It was provided for in the Budget but the Ministry seemed to have not released the funds at all to the tune of Rs. 20 crores. What were the reasons for it? I think that the hon. Minister should clarify it. Sir, the Minister is also increasing the capacity in one area whereas he is reducing the capacity in another area. In the Report, what he said was that there would be no retrenchment of employees at all. But once the existing production capacity is reduced it implies that further recruitment will automatically be stopped. Besides that, the vacancies arising out of retirement may not be filled at all; that is, new hands will not be appointed. There is also no mention about this aspect in the statement. Therefore, Sir, I would like the Minister to clarify on these four points, namely, (1) the number of coaches manufactured at Kapurthala; (2) the norms that you applied while giving this assessment; (3) the reasons for not utilising the funds sanctioned for it in the Budget; and (4) any assurance on the part of the Government that further recruitment will not be restricted on any account.

SHRI V. NARAYANASAMY: Mr. Vice-Chairman, Sir, I am glad that the hon. Minister has come out with a statement in which he has stated that the capacities of both the coaches have been reduced. Now, the situation is very clear that there is a demand for more and more coaches and that there is also capacity to meet this demand. In that case, what was the necessity for reducing the capacity of these two factories? Actually, Sir, I.C.F. Madras was earning a profit of Rs. 37 crores. It is a

very old factory. And even though its capacity was 1,000 coaches per year; its production went up to the extent of 1050 per year. It was able to manufacture coaches up to that level. Now the hon. Minister says that in the Eighth Plan period, I.C.F. at Madras would manufacture 775 coaches and so also the R.C.F. at Kapurthala, which would manufacture only 775 coaches. What is the total amount that has been allocated for these two factories? While RCF, Kapurthala has got Rs. 16 crores ICF, Perambur has got only Rs. 12 crores. Even in the allocation of funds, the Perambur factory has been deprived of the funds. When the production capacity of both the factories is the same I don't know why the allocation to ICF is reduced.

SHRI MURASOLI MARAN (Tamil Nadu): During 1991-92, Rs. 24 crores were allocated to the Integra Coach Factory, Perambur.

SHRI V. NARAYANASAMY: I am talking about the current year's figures. There is a large difference in the allocations made between the RCF, Kapurthala and the ICF, Perambur. Why do you reduce the allocation to the Perambur factory when the production capacity of both the factories is 775 coaches per year? What is stated in the statement? In the last sentence of the Minister's statement, it is said: "Efforts are being made to secure alternative loans to this factory." What are these alternative loans? Already you started manufacturing containers. You have to specifically say what you are going to do if there is no good demand for coaches. My information is that you are trying to import the coaches from outside. This is my information. If there is no demand for coaches, then you have to go in for manufacturing the containers. We need containers in this country and the infrastructure for the purpose of manufacturing containers is there. There is a very great demand

for containers in this country from various organisations. Now, you started a Cash-and-Carry scheme. I don't know how far this scheme prestigious factories in India, employing around 14,000 people. Now a situation has come. There is an apprehension in the minds of the workers that you are trying to close down the factory slowly and slowly. The hon. Minister's justification is that they are reducing the capacity of both the factories. I want a categorical reply from the hon. Minister whether he has got excess coaches which could not be utilised as on the date. I want to know what your demand is, what the supply is, what the number of coaches is that are being supplied by these factories every year because the Kapurthala factory has increased its capacity from 1000 coaches last year to 1100 coaches this year. Here also, two or three years ago, coaches were manufactured in excess of the capacity. I want a categorical reply from the Minister as to what the demand for coaches by the Railway Ministry is. If the Ministry wants to reduce the capacity, I want to know what the rational for this is. Why are you reducing the capacity? Is it due to scarcity of funds? I want the Minister to make these things very clear to me. I want the Minister to say that because you don't have funds, you are reducing the capacity. This year you have increased the fares and freight for mopping up about Rs. 900 crores. Therefore there is no basis for the Minister to say in this House that we have reduced the capacity from 1000 coaches to 715 coaches because of shortage of funds. There is an apprehension in the minds of the employees. An agitation is already going on. The employees are saying that you are trying to close down the factory slowly and slowly. That has to be removed by the Minister's reply because the problem is not only for us but for the Minister also. There is a lot of disinformation campaign that is going on. That has to be removed from the minds of the people. I want to know from the hon. Minister what he is going to do with the surplus labour because you have reduced the production capa-

city from 1150 to 775 coaches. So, far, there is no retrenchment because they are manufacturing 1000 coaches upto 1993-94. For 1994-95 you have reduced the capacity. If this is the case; then what will happen to the surplus labour, how are you going to accommodate them; what is the alternative employment that you have found out for them? These people cannot be thrown out of employment because they have been working for the last 30-40 years. I want it to be clarified by the hon. Minister as to why the capacity is reduced from 1150 coaches to 775 coaches all of a sudden; whether the Railway Ministry wants more coaches or not; whether it is planning to place orders outside the country and also about the employees' apprehensions regarding closing down of the factory. I want the hon. Minister to reply because this is a burning problem in Tamil Nadu. Not only the employees are agitated; but all the political parties also are agitated over this matter.

श्री जगदीश प्रकाश साधु (उत्तर प्रदेश) :
श्रीमान, मेरा पहला सवाल यह है कि आपने पहले मद्रास कोच फैक्टरी को 1050 कोचेज का आर्डर दिया था। अब इस के बाद आपने कहा है कि 1000 कोचेज की फैक्टरी की कैपेसिटी है दोनों की।
(व्यवधान) अगर एक हजार कोचेज की कैपेसिटी है तो आपने 1050 कोचेज का आर्डर उन को क्यों दिया ?

दूसरे आपने 1985 के अंदर इसकी संख्या क्यों घटाई। इसका कारण क्या है क्योंकि हमें याद है कि पंजाब में कपूरथला में एंप्लायमेंट देने लिए रेल कोच फैक्टरी बनाई गई। विलकल ठीक किया। इसमें बराई नहीं है। लेकिन आपने फिर भी फैक्टरी बनाई जब कि पैगम्बर में फैक्टरी थी। तो आपका उस समय का ऐसेसमेंट कितना था दोनों फैक्टरियों को काम देने के लिए और उसमें परिवर्तन की स्थिति क्यों आई ?

आपने अपने स्टेटमेंट में कहा है—
“Efforts are being made to secure alternative load for the two factories.”

इसका मतलब यह है कि रेलवे के पास दोनों फैक्टरियों को मिलाकर काम देने की क्षमता है। यदि नहीं है तो आल्टरनेटिव आप क्या करने वाले हैं? यह पैसे का एलोकेशन करके मद्रास को कम दे दिया, कपूरथला को ज्यादा दे दिया, यह करके आप घपला कर रहे हैं। तो पहले आपने फैक्टरी बनाई तो उस समय आपका एसेसमेंट क्या था और आज वह क्यों बदला? हमारे 1000 की कैपेसिटी है तो आपने 1050 का आर्डर क्यों दिया। और तीसरे इमक मजदूरों के लिए आपका आल्टरनेटिव क्या है। आज की जो स्थिति है उसमें मद्रास की फैक्टरी अगर बंद हो जाए तो उनके लिए आप क्या करने जा रहे हैं। एक भी वर्कर रिट्रेच नहीं होना चाहिए, उनका बाकायदा काम मिलता रहे, इसके लिए आप क्या कर रहे हैं?

श्रीमति सरला माहेश्वरी : (पश्चिमी बंगाल) : महोदय, माननीय मंत्री जी ने जो बयान कपूरथला फैक्टरी और मद्रास की फैक्टरी के बारे में दिया है, मैं उनसे जानना चाहती हूँ कि वह इस बात से अच्छी तरह से अवगत होंगे कि जो मद्रास और कपूरथला के साथ घटित हो रहा है, वह पश्चिमी बंगाल के साथ भी घटित हो रहा है। पश्चिमी बंगाल जहां सबसे ज्यादा बैगन बनते हैं, वहां पर किस तरह से हमारे मंत्री महोदय ने जो बैगन फैक्टरी थी लगातार उत को अराजक ढंग से जिस तरह से आदेश देने में कमी की गई, जिसके परिणाम स्वरूप आज उसकी हालत यह हो गई है कि वहां 55 हजार कर्मचारियों और मजदूरों की नौकरियों पर तलवार लटक रही है। मैं मंत्री महोदय से जानना चाहती हूँ कि आखिर क्या कारण है कि जब आपका मंत्रालय हमारे बैगन बनाने वाले कारखानों की उत्पादन क्षमता को देखते हुए आदेश देता है और अपनी जरूरतों को मद्देनजर रखते हुए आदेश देता है, अपनी जरूरतों और उन फैक्टरियों की उत्पादित क्षमता को मद्देनजर रखते हुए क्या आप इस बात का भी ध्यान रखते हैं कि आप जब आदेश देते हैं, जब आर्डर देते हैं,

तो उस आर्डर की पृष्ठभूमि क्या होती है, उसका आधार क्या होता है? आप कब रिव्यू करते हैं, आप एक साल में अगर आप पांच बार आर्डर देंगे, एक बार आपने पश्चिमी बंगाल की 23 हजार का आर्डर दिया, इसके बाद उसको 22 हजार का कर दिया, फिर 18 हजार कर दिया, फिर 15 हजार कर दिया, तो समझ में नहीं आता कि इसका तर्क क्या है? इस तरीके से चलेगा, तो ये फैक्टरियां किस तरह से अपना उत्पादन करेंगी? मैं मंत्री महोदय से जानना चाहूंगी कि एक तरफ आप कहते हैं कि पैसेजर ट्रैफिक के आधार पर आप मूल्यांकन करते हैं और उसकी बढ़त और घटत के आधार पर आप आदेश बढ़ाते और घटाते रहते हैं, इस बात को निश्चित रूप से आधार बनाकर आप गणना करते होंगे? मैं यह जानना चाहती हूँ कि आज भी हमारे देश के अन्दर जो फैक्टरियां हैं, ये अपनी उत्पादन क्षमता का भरपूर इस्तेमाल नहीं कर पा रही हैं और सरकार विदेशों से बैगन खरी रही है, इस बात की कोई परवाह न करते हुए कि इन कारखानों में काम करने वाले मजदूरों की कर्मचारियों की छंटनी हो रही है या नहीं। अभी अपने बयान में कहा है कि मजदूरों की और कर्मचारियों की कोई छंटनी नहीं हो रही है, जबकि मैंने अभी आपको बताया कि 55 हजार मजदूरों की नौकरी पर खतरा मंडरा रहा है। इतने मजदूर और कर्मचारी हटा दिये जायेंगे, बर्खास्त कर दिये जायेंगे। मंत्री महोदय बतायें, इस में क्या सच्चाई है? आप यह कहते हैं कि मजदूरों की छंटनी नहीं हो रही है, लेकिन मजदूरों की छंटनी नहीं भी होती, लेकिन एक मजदूर को या कर्मचारी को एक जगह से हटा कर दूसरी जगह काम पर लगा दिया जाता है, तो क्या उसके वेतन में, उसकी सेवा शर्तों में कोई फर्क नहीं आता? इस बारे में भी मुझे सच्चाई बताई जाये। इसके साथ-साथ मैं यह भी मानना चाहती हूँ कि एक तरफ हमारी फैक्टियों की उत्पादन क्षमता का इस्तेमाल नहीं हो रहा है और दूसरी तरफ विदेशों से बैगन मंगाये जा रहे हैं? निजी लोगों को, निजी कंपनियों को कहा जा रहा है

कि आप विदेशों से मंगवा लीजिये, तो इसमें क्या सच्चाई है ? हमारे मजदूरों के साथ हमारे कर्मचारियों, के साथ खिलवाड़ क्यों किया जा रहा है, यह बताने का कष्ट करें ।

SHRI MISA R. GANESAN (Tamil Nadu): The statement made by the Minister says in para 4: "However, seeing the reduction in the assessed requirement of coaches during the 8th Plan, the production programme of both ICF Madras and the Rail Coach Factory Kapurthala are being revised downwards to 775 coaches." This is wrong. The demand for rail coaches has been increasing at the rate of over 4 per cent every year, whereas the Railways have decided to cut down production of coaches in ICF to 775 for 1994-95 from the established capacity of 1200.

This move has evoked strong protests from the ICF employees who are daily agitating in front of the office of the General Manager of the ICF.

Ever since the inception of the Rail Coach Factory at Kapurthala, ICF was given a step-motherly treatment and the employees as well as the people in Tamil Nadu feel that ICF will be taken out of the Railway map very soon.

A cost analysis report had said that ICF coaches are cheaper than others. The cost per coach in ICF is roughly Rs. 72 lakhs while coaches manufactured in other centres exceeds Rs. 100 lakhs. The production in ICF had remained static despite developing additional capacity through modernisation at a cost of Rs. 50 crores whereas production in RCF was on the rise. It is to be remembered that RCF is on the project stage.

Here I want to mention one shocking thing. This is nothing but a fraud on the people of Tamil Nadu and the employees and labourers of the ICF. The Ministry had not released funds to the tune of Rs. 20 crores for ICF which had been allocated in 1991-92 budget for augmentation of production capacity and developing facilities for increasing production of air-conditioned and EMU

coaches. This has appeared under 'Work' Machinery and Rolling Stock programme of Railways for 1991-92, a part of the budget papers placed before Parliament along with the Railway budget presented in July 1991. In the pink book under item No. 12 it has been mentioned. Similarly, this work was again shown in the budget papers for 1992-93 as work in progress. It comes under item No. 18 of the pink book, under section 12.33. This is in the budget papers. But in 1992-93, contrary to this, the Minister has unilaterally dropped the proposal approved by Parliament. What does it show? It finds a place in the 1991-92 budget; it finds a place in the 1992-93 budget, in the pink book as items No. 8 and 12. But in 1993-94, unilaterally it was dropped.

Sir, ICF had produced 1050 coaches per year continuously in 1990-91, 1991-92, 1992-93 and will be maintaining this in 1993-4 as well. Therefore, there was no need to delete the sanctioned work for increasing capacity at ICF from 1000 to 1200 coaches per year. On the other hand, the Kapurthala Factory has allowed to increase its capacity from 750 coaches in 1991, progressively, every year, and has been asked to produce 1050 coaches in 1992-93 and 1993-94. From this, it is evident that the expansion programme of the Integral Coach Factory has been sacrificed, to take up the expansion programme of the Kapurthala Factory.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Ganesan, please seek your clarifications.

SHRI MISA R. GANESAN: Sir, this statement has come only because of my raising the matter earlier. The statement says: Clarificatory statement with reference to the matter raised by Shri Misa R. Ganesan. Therefore, kindly give me two-three minutes more.

I would like to point out that in the Integral Coach Factory, 700 vacancies, comprising all categories of staff, have not been filled. Another 800 employees are due for superannuation during 1994-95. There has been no recruitment of

[Shri Misa R. Ganesan]

Class IV staff since 1991. Is it not a deliberate attempt to hamper the performance of the Factory in order to justify a cut in production at a later date? I would like to utter a word of caution here. Don't play with Tamil Nadu. Don't play with the Integral Coach Factory.

I now come to my specific questions. I would like to know from the hon. Minister whether it is not a fact that the work was sanctioned to increase the production capacity of the Integral Coach Factory from 1,000 to 1,150 coaches in the Railway Budget for the year 1991-92, presented in July, 1991. Is it not also a fact that the same work duly sanctioned was dropped in the Railway Budget for the year 1993-94? I would like to know from the hon. Minister why this was dropped unilaterally. Was any Explanatory Note attached to the Budget papers for the year 1993-94, or, was any statement made in Parliament regarding the deletion of this sanctioned work? Why was no manpower planning done by the Integral Coach Factory Administration in regard to the filling up of future vacancies, as directed by the Railway Board during the year 1991?

From all these things, one can presume that the Railway Ministry is allowing this Factory to have a natural death by slowly reducing its production and, correspondingly, its staff strength. Therefore, I would like to have a categorical reply from the hon. Minister, I would like to have a categorical assurance from the hon. Minister, that the production target of the integral Coach Factory would not be reduced on any ground. Thank you sir.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYLER): Even when there are no demands?

SHRI MURASOLI MARAN: There is a demand every year.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Shri Mentay Padmanabham, please.

SHRI MENTAY PADMANABHAM (Andhra Pradesh): Did you call me, sir?

SHRI V. NARAYANASAMY: You were called earlier. You were not here at that time.

THE VICE-CHAIRMAN (SHRI MD. SALIM): I called you earlier.

SHRI MENTAY PADMANABHAM: I have only one point. I would not take more of your time.

Sir, I am happy that the Railway Minister has assured the House that they are neither closing the Factory, nor retrenching any of the workforce.

SHRI MURASOLI MARAN: He is not filling up the vacancies.

SHRI S. VIDUTHALAI VIRUMBI: This is what I asked.

SHRI MENTAY PADMANABHAM: The point is, the production level has been reduced from 1050 coaches to 750 coaches or something of that order. Therefore, the hon. Minister should give a categorical assurance that even if the production level is reduced, he is not going to retrench any of the employees.

SHRI C. K. JAFFER SHARIEF: It is here.

SHRI MENTAY PADMANABHAM: It is not here.

SHRI V. NARAYANASAMY: What mechanism is going to be adopted?

SHRI S. VIDUTHALAI VIRUMBI: There may not be any retrenchment, but further recruitment would not be made. (Interruptions).

SHRI MENTAY PADMANABHAM: This is a very important issue. Therefore the Minister should assure the House that even if the present capacity is reduced in the Eighth Five-Year Plan, for

any reason, they would not resort to retrenchment of the employees. As other Members have said, this assurance is needed because unemployment is a serious problem. It is not only in the case of Tamil Nadu, but is there in Andhra Pradesh and several other States as well. Therefore, do not try to choke,....

SHRI S. VIDUTHALAI VIRUMBS:
Do not cut down production.

SHRI MENTAY PADMANABHAM:
Please do not choke the employment opportunities available to the local people. You should try to increase the capacity of the Factory and try to absorb as many people as possible. Thank you.

SHRI C. K. JAFFER SHARIEF: Mr. Vice-Chairman, Sir, before I answer the clarifications sought for by hon. Members, I would request the hon. Members to bear with me as I want to explain to them the background as to why it has happened so. 7.00 p.m. hey themselves have quoted the comparative figures of the earlier production targets and those of now. Maybe my manner of explanation may be different, but I am sure I will be able to convince them. As my esteemed colleague has already explained it, I assure this august House that there is no question of any retrenchment at all.

SHRI MENTAY PADMANABHAM:
Either now or in future.

SHRI C. K. JAFFER SHARIEF: There is no question of closing down the factory also. There is no question of shifting either the factory or any activity of the factory. On all these three counts, one need not have to worry.

Now, why has this situation arisen? Today we are Ministers. Perhaps, sometime they may also become Ministers. When they sit in our place, they will also realise what it is.

Let me be very frank with you, let me be very clear with you that the budget that we have presented for 1994-95 is a need-based budget. Any requirement will be based on what we need.

Sir, perhaps hon. Members are aware that at the time of the last year's budget the Lok Sabha sat throughout the night, till early morning hours. Even yesterday the Lok Sabha sat till four o'clock in the morning and the whole day today. When I replied to them, it was around six o'clock or half past six o'clock. I am a Member of the other House for the last 25 years. I have seen a number of debates not only in the House but also in the Consultative Committee meetings, and I have seen a number of Railway Ministers presenting budgets. Why did the Members debate it for the whole night? For what? Not just because they had a fancy to sit and make speeches. The debate shows their interest in the development of the regions, the development of their constituencies, the development of their States, etc. How will development come? Development comes only when you expand the network. How do you expand the network? You will have to have the resources. When you want to use the resources, you will have to look for rationalisation. Today, with all confidence I am prepared to say that we have enough coaches to meet our traffic. In the budget you have seen that we have introduced a number of trains. We have enough wagons. The wagon industry, much of which is located in West Bengal and Bihar, is crying as if we are doing injustice to it. It is not so. Motives are also being attributed that we are importing wagons. It is not so. There was a query. As you know, we have adopted the uni-gauge policy. We want to sell our meter-gauge rolling-stock. When somebody came to purchase the meter-gauge rolling-stock, locomotives, wagons, coaches, they also said, "We have containers which may probably suit your country. If you buy ours we will buy yours." Otherwise their rolling stock is going to become scrap. But, our rolling stock is also going to become scrap. That way the country is going to benefit without losing anything. But, nothing has come through. It was only an academic discussion. Some queries came. Some queries we also made. That is all. But here why we reduced the rolling stock? Sir, I am telling you these operational techniques. Perhaps only when

we work with the system for quite long, we will be able to understand and know the details. A train from here goes to Lunknow at night and it returns. It has maintenance. A train leaves Guwahati and goes to Trivandrum. For three and a half days or four days it runs continuously. That also has maintenance. How much of rolling stock is available with you between one destination and another? I honestly say not has a Minister, but as a Member of Parliament, as a representative of the people, when any one who is sitting here in this House or that House may point out that the Government goes on saying there is no money, I have always seen a lot of sympathy in both the Houses with the Members appealing to the Planning Commission to help the Railways Members appealing to the Finance Ministry to help the Railway Ministry. For what do they have this sympathy? It is for development. Such an interest they have for the developing of every region. With the present liberalisation policy and the new economic policy, if some investor comes, he will naturally ask where the infrastructure is. He will have to bring in raw material, take the finished goods to the market, to the ports, etc. So, what is basically required is to develop the infrastructure. Once we develop the infrastructure, the investment comes, the industry grows, jobs are made available to our youths in the country. As the traffic grows, naturally, we will be requiring much more wagons. Today you are bothered about one ICF. There are three or four coach-building factories. Railways have got two—one in ICF at Perambur in Madras and another in Kapurthala in Bangalore, we have one under the Ministry of Defence—Bharat Earth Movers Ltd. This year we are not able to give orders to the Bangalore Unit, because we do not have work for our own factory. What we have done is that we have tried to mobilise money mostly to meet the cost of gauge conversions, setting up of new lines, doubling and more electrification. These are the areas of thrust. Yes, we will go in again for the

thing, but our production units have manufactured much more than their capacity. With the productivity-linked bonus, naturally the workers get encouraged. They can produce more and they get more. I do agree that temporarily there will be some loss. But whether one is a worker, trader or a tax-payer or a traveller, who is paying more there is a hue and cry, when we have increased the freight and fares. We will come back to this topic when debate on this issue takes place. Tell you the truth, unless we mobilise resources without burdening the common man and develop our network by rationalising our assets and utilise them properly, we will not be able to develop any network. So, there is no need to be in anxiety at all. Today, there is pressure from the wagon industry. Something is going wrong. We are not helping. There is no difference between a family and a Government, whether it is a State Government or the Central Government. When you buy something which you do not want, how you feel? If your pocket doesn't permit you what will you do? The same is the case with us also. So the question is privatisation comes in. What is our requirement? To tell you the truth, we have not yet computerised our traffic movement. We have computerised only the passenger reservation. We would like to computerise our wagon movement. Then, we will be able to know which wagon is where, how many wagons are in the workshop, how many wagons are running, how many wagons are in the yard. Then we will be able to know how much capacity is being utilised. There is no clear picture. If some industries and if some people in the establishment join together, we will go on placing orders. You shoot day in and day out, "I want a new line. I want a new train." We say, "No new line and no new train because we have no money." These are not small investments. They involve crores and crores of rupees. You can come with us and let us travel together and see the situation. You yourself would say, "Lot of yards, lot of rolling stock, wagons are idling coaches are idling."

SHRI JAGDISH PRASAD MATHUR:

If you limit yourself to queries, it would be better.

SHRI C. K. JAFFER SHARIEF: Mathur Sahab, I am just telling you... *(Interruptions)*... Please bear with me. I confine myself to your query, you will not be able to understand our position. I thought that I can make you understand much better so that there are no further queries... *(Interruptions)*...

SHRI GURUDAS DAS GUPTA (West Bengal): It is very interesting to listen to the Vedantic speech of the Railway Minister. Since we are running out of time, we would like to know how much time he would take. Let him come to the questions which we have raised... *(Interruptions)*... I do not say you are wasting the time. Since you are all mature people, I think you all understood me now.

SHRI M. A. BABY (Kerala): I would like to thank Shri Jafferji in giving a detailed reply even going out of the way and taking up the general issues. That is something which we appreciate. But the only point is that we have many other important issues to discuss... *(Interruptions)*...

SHRI MISA R. GANESAN: He has not replied to my points.

SHRI V. NARAYANASAMY: Mr. Minister, what are you going to do with the extra employees? You say that there will be no retrenchment. But tomorrow you may seal the factory. When we manufacture 775 coaches, what are you going to do with the extra employees? There should be a plan. Simply saying that there will be no retrenchment will not do.

Secondly, you said that you would use the additional capacity in the Kapurthala factory and the ICF factory for alternative purposes. What are the details? We want to know about these two things. I am happy that you gave an elaborate reply. But you have to reply to these two critical points.

... *(Interruptions)*...

THE VICE-CHAIRMAN (SHRI MD. SALIM): We cannot allow you to put questions in the second round.

SHRI MISA R. GANESAN: In the Railway Budget for 1991-92 a new item titled "Augmentation of production capacity and developing facilities for increasing production of AC coaches and EMUs was sanctioned for the Integral Coach Factory at Madras under the capital head at an estimated cost of Rs. 2050 crores. It has come in the Pink Book in section 12.02, item No. 12, in July 1991. This work was again shown in the Budget papers for 1992-93 as "Work in Progress", under section 12.03, item No. 8, in the same Pink Book. However, in the recent Budget, the Minister of Railways did not allot any funds for this work. On the other hand, I find from the Budget papers for 1993-94, this work has been unilaterally deleted. *(Interruptions)*. I want a specific answer from the Minister.

SHRI K. K. VEERAPPAN (Tamil Nadu): They are giving a step-motherly treatment to Tamil Nadu. No new lines are given in the Budget. Last time, I had asked for a new line with the signatures of more than 30 MPs. He has not cared for it.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Please sit down. This is not the time for asking for new lines.

SHRI S. K. JAFFER SHARIEF: As I have already said, there is no retrenchment. Mr. Narayanasamy was asking about the future plan. We have already told the production unit to plan for what they will be able to do with the infrastructure that is available in the manufacturing units. It is not that we have given up. We ourselves are trying for certain outside markets from where we are getting queries. Recently, there was a banking industry which came from Spain which would like to fund the third-world countries to meet their requirements. They wanted to know whether we would be able to manufacture for them. We said we would gladly undertake that responsibility. We are exporting our locomotives to Malay-

sia, Bangladesh and some African countries. We are trying to export not only our locomotives but also our coaches and wagons. Like that, we are planning and we may even get other sorts of orders from other places too. This is not going to be a permanent thing. This is a temporary feature. That is all.

The next thing was that we made some provision in the earlier Budgets and later, changed it. Sir, there is a Works Programme. They make assessments. (*Interruptions*). Based on that, the Budget is prepared. (*Interruptions*). I am telling you this. It may come in the Pink Book. In the middle of the year, we always make a Mid-Review. In the Mid-Review, if we find that there is no requirement, then we do not spend money. In no way it affects. After all, just because it is there in the book, one cannot say, "You should spend". It is not binding. You can always revise your opinion when you do not feel it necessary at all.

SHRI MISA R. GANESAN: Why has he mentioned the same thing in the Budget for 1992-93 also? (*Interruptions*). Rs. 20 crores had been allotted to the ICF. (*Interruptions*).

SHRI JAGDISH TYTLER: Sir, could you call my name?

THE VICE-CHAIRMAN (SHRI MD. SALIM): Yes, Mr. Jagdish Tytler to make a statement.

STATEMENT BY MINISTER

Crash of Sahara Airlines Boeing-737 Aircraft on the 8th March, 1994 at Indira Gandhi International Airport, Delhi

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Sir, on 8th March 1994, Boeing 737 aircraft VT-SIA belonging to Sahara India Airlines was engaged in training flying

at IGI Airport, Delhi, with Capt. P. Khurana as the Instructor. Total number of persons on board were four; the Instructor and three trainee Pilots. The aircraft was airborne first at 1413 hours. After carrying out five sorties, the aircraft was again airborne at 1454 hours. Soon after take off, the aircraft suddenly swirled to the left and was seen sharply descending. Near the international terminal building it impacted on the apron. An Aeroflot IL-86 aircraft parked on Bay 45 also got the impact and was totally destroyed alongwith the Sahara India aircraft; in fire that engulfed both the aircraft.

There were no passengers in either of the aircraft. The Aeroflot aircraft was being attended to by the airlines personnel for snag rectification. Two of them died at the time of the accident and one of the injured persons later succumbed to injury. Another injured person is, in hospital. All the four crew members of the Sahara India aircraft are reported dead. Besides, five more persons present at the accident site sustained injury and one of them later succumbed to it in the hospital. Thus, altogether eight persons lost their lives and five are injured. The injured persons were immediately hospitalised. Action has been taken to inform the families of the deceased and injured persons. Arrangements have also been made for members of the bereaved families to come to Delhi.

Senior officials rushed to the IGI airport soon after the accident and supervised rescue and relief operations.

Three aerobridges and parking bays have been damaged. Following the accident, flight operations at the airport remained suspended for about three hours, and were resumed at 1750 hours.

The available evidence and the situation prime facie do not indicate any act of sabotage.

Preliminary investigations have been started by DGCA. Government have also decided to institute a judicial enquiry which will reveal full facts and circumstances of the unfortunate accident.