

श्री सिक्न्दर बख्त : इसका क्या होगा ?

شہری سکندر بخت : اس کا کیا ہوگا .

उपसभापति : किसका ?

श्री सिक्न्दर बख्त : यह भी इंडियन एक्सप्रेस में एक खबर आई थी, उसका जिक्र हुआ था ।

شہری سکندر بخت : یہ ہوا انڈین ایکسپریس میں ایک خبر آئی تھی اس کا ذکر ہوا تھا .

THE DEPUTY CHAIRMAN : The Special Mention relating to the Secret Meeting a listed at Serial No. 6 and the, Special Mention of Shri Inder Kumar Gujral i\* at Serial No. 4, Okay.

#### CRISIS IN THE WAGON INDUSTRY IN WEST BENGAL

SHRI DIPANKAR MUKHERJEE (West Bengal) : Madam, during the last two day's discussion on the Labour Ministry, there have been talks about low productivity of Indain workers and here is a case of the Howrah Burn Standard Works, where in the minutes of the meeting, the management has informed the trade unions that since they do not have orders, the production has to be brought down. This is a wagon-making industry and there are industries like Howrah Burn Standard works (Howrah and Asansol), Braithwate and Jessop and allied industries who are employing about 60,000 people. There have been no jobs because there are no orders for wagons. The wagon manufacturing industry is a captive industry for the Railways, specifically meant for supplying wagons and other equipment to the Railways. They have drastically cut down the orders. I am giving you the figures. The licensed capacity of the wagon manufacturing in this country is 35,376 in terms of four-wheeler units. Now, during 1991-92, orders for 25,700 wagons were placed. In 1992-93, orders for 25,300 wagons were placed and in 1993-

[ ] Transliteration in Arabic Script.

94, it has come down to 18,500. That means orders have been drastically cut down by 30 per cent and ordering has been done in three phases. Normally, orders are given one year in advance so that the production centres can plan much in advance. But during 1993-94, it has been done in three phases after the Chief Minister of West Bengal had taken up the matter with the Prime Minister. Today, in 1994-95, till now, there is no order or wagons with these units and all the workers are absolutely without any work. There has been a report by Atkins, appointed by the Ministry of Industry, on the advice of the World Bank, and this report specifically says that the cost of wagons in these public sector units is much less than their cost in Western Europe or Eastern Europe. Now the Atkins report has said that some of the units have to be closed down and the Government immediately referred those units have to the BIFR for closure. But when the Atkin report has further said for these units that they have scope for better capacity utilisation and the production cost is less. But all now, the Government has not taken any action in placing orders. It appears that either the Government will import the wagons or they will depend on the road transport. I do not know what they are going to do. The productive capital assets are being under-utilised and the road transport or the import of wagons or the setting up of new factories, would not help. I want that the Prime Minister should immediately convene a meeting of all the Ministries because there is a game of musical chairs going on. The Ministry of Industry say that it is not their problem. The Ministry of Railways say that they are not placing the orders and there is no Plan Allocation from the Ministry of Finance and this is going on. The Prime Minister should immediately call a meeting of all these Ministries and see to it that orders are immediately placed on these units.

#### REFERRING OF IISCO TO BIFR IN VIOLATION OF THE PARLIAMEN- TARY STANDING COMMITTEE'S RE- COMMENDATION

SHRI GURUDAS DAS GUPTA (West Bengal) : Madam, I feel, the Indian Parliamentary system is really being tampered