

(vii) Ashok Leyland - Nissan	LCV
(viii) Force-Mann	HCV
(ix) HM-Shangdong Shifeng	LCV
(x) Bajaj-Renault-Nissan	Cars
(xi) Swaraj Mazda-Isuzu	Commercial Vehicles

(c) and (d) No Sir. The car industry had a consistent growth in the last five years. However, better road infrastructure and availability of steel at a reasonable price will always accelerate the growth of automobile industry including the passenger car segment. Government of India has made major investments for development of road infrastructure including the Golden Quadrilateral and highways projects. Further Government of India has also taken steps to contain the prices of steel as a result of which the spot prices of steel has reduced to some extent.

#### **Regularisation of casual workers of PSUs**

1646.SHRI S. ANBALAGAN: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) the number of casual workers being employed by the Central Public Sector Units (CPSUs), PSU-wise;
- (b) whether Government is aware that these workers contribute equally as that of permanent workers yet they have been working for decades without regularisation;
- (c) whether Government proposes to take any steps to regularize contract workers who have been working regularly for decades in any PSU;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) As per Public Enterprises Survey 2006-07, there were 1,65,602 casual/daily rated workers as on 31.3.2007 in Central Public Sector Enterprises (CPSEs). PSE-wise details are given in the Statement 25 of Volume I of the Public Enterprises Survey 2006-07, which was laid in the Parliament on 28.2.2008 and is a public document.

(b) to (e) Regularisation of services of contract workers in CPSEs falls within the purview of Managements of CPSEs as per requirement and the Human Resource policy of respective CPSEs.

#### **Revival of Scooters India Limited**

1647.SHRI VIRENDRA BHATIA:

SHRI RAM NARAYAN SAHU:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) whether technology upgradation with capital infusion was envisaged for the Scooters India Limited(SIL) Lucknow under Board of Industrial and Financial Reconstruction (BIFR);

- (b) if so, the reasons for not implementing the same;
- (c) the amount of contribution made to Government after the BIFR;
- (d) whether Government is aware that after giving remarkable turnover by Scooters India Limited, (SIL) Lucknow, is running in loss; and
- (e) whether Government has any long term policy for the revival of Scooters India Limited (SIL), Lucknow?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) The scheme sanctioned by BIFR in 1996 stipulated to favourably consider any proposal for technical upgradation/collaboration and incur the requisite capital cost for the same.

(b) The technology upgradation alongwith capital infusion envisaged in the sanctioned revival scheme of BIFR did not materialize as efforts for finding a strategic joint venture partner for disinvestment of the company did not fructify.

(c) Scooters India Limited has not paid any dividend to Government after the BIFR scheme sanctioned in 1996.

(d) and (e) The company has been incurring losses since 2006-07. To address the various immediate problems being faced by SIL, the Government has initiated the Joint Action for Growth, Revival, Initiative and Technology Improvement (JAGRITI) Project at a cost of Rs.18.73 Crores. This project incorporates various initiatives related to corrections of large number of failures of SIL three wheelers so as to have a "no problem vehicle" with improvement in quality, efficient production, vendor development etc.

#### **Closure of Industrial Units**

1648.SHRI SANJAY RAUT: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

- (a) the number of large and medium industrial units in the public and private sectors which have been closed or are on the verge of closure as on date alongwith the reasons therefor, State-wise;
- (b) the steps taken/proposed to be taken by Government to revive these industrial units; and
- (c) the number of Public Sector Enterprises which are without their managerial heads and the time likely to be taken for filling up those vacancies?

THE MINISTER OF STATE IN THE MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI RAGHUNATH JHA): (a) As per the available information, decision in respect of 29 Central Public Sector Enterprises (CPSEs) has been taken for their closure during last 10 years. The list of these CPSEs is enclosed as Statement-I (See below).

(b) The Government constituted the Board for Reconstruction of Public Sector Enterprises (BRPSE) in December 2004 for revival/ restructuring of sick and loss making CPSEs. BRPSE has made recommendations in respect of 54 sick/loss making CPSEs (list enclosed at Statement-II) as on 30.11.2008 (See below). Based on the recommendations of BRPSE, Government has approved revival proposals for 32 CPSEs as on 30.11.2008.