

**Proposal for setting up a new coach production unit**

\*345. SHRI PRASENJIT BARMAN:!  
SHRI SUDHAKAR PANDEY:

Will the Minister of PLANNING be pleased to state:

(a) whether it is a fact that a proposal to set up a new coach production unit by the Ministry of Railway is pending before the Planning Commission;

(b) if so, what are the details thereof; and"

(c) by when the proposal is likely to be cleared?

THE MINISTER OF PLANNING (SHRI S. B. CHAVAN): (a) to (c) The proposal of the Ministry of Railways to set up a new coach factory has recently been cleared, in principle, by the Planning Commission for Inclusion in the Sixth Plan to enable the Ministry of Railways to take advance preparatory action in this regard. The Ministry of Railways will now prepare the details of the proposal which, when received, will be considered in the normal course for an investment decision.

SHRI PRASENJIT BARMAN: Sir, the Railways are being severely criticised nowadays and one of the reasons for this sort of criticism is the bad and dilapidated condition of the coaches. According to the Railway Minister—he has said this in his Budget speech—8,150 coaches are now overaged and one more coach production unit is urgently required to meet the increasing demands for coaches. I would like to know from the hon. Planning Minister why this proposal was so much delayed in the Planning Commission. So far as I know, this proposal was sent to the Planning Commission in 1978 or 1979. Why is

The question was actually asked on the floor of the House by Shri Prasenjit Barman.

it taking so much time? By this time the cost of the project might have gone further up. I want to know from the hon. Minister...

MR. CHAIRMAN: The reason for the delay.

SHRI PRASENJIT BARMAN: .... what the estimated cost was at the time this proposal was sent and what would be the present cost.

\* SHRI S. B. CHAVAN: Sir, it is true that the Railway Ministry has been facing a lot of difficulties both in terms of replacement and in terms of adding to the present capacity. But, at the same time, at the commencement of the Sixth Plan, because of the constraint on resources, whatever money was allotted for the Railways, this could not be fitted in within that and that is why a fresh proposal was sent by the Railway Ministry and, in principle, it has now been agreed that it should be included in the Sixth Plan and they have been asked to go ahead with the preparation of the detailed project report. The cost of the project as submitted in 1979 was Rs. 34.5 crores with a foreign exchange component of Rs. 2.8 crores and the present cost would be known only after the revised estimates are submitted by them.

SHRI HAREKRUSHNA MALLICK: Sir, I would like to know from the hon. Minister...

SHRI PRASENJIT BARMAN: Sir, I have to put my second supplementary.

MR. CHAIRMAN: All right. Please sit down, Mr. Mallick.

SHRI PRASENJIT BARMAN: I have to put my second supplementary and there is one more name also. Mr. Sudhakar Pandey is there. My second supplementary is...

MR. CHAIRMAN: I think I have not learnt counting because...

many questions are rolled into one. Anyway, you put your supplementary.

SHRI PRASENJIT BARMAN: Sir, my second supplementary is this: I would like to know whether, while making the selection of site for this coach production unit, the Planning Commission will have any say in the matter and, if so, whether the Planning Minister will consider the needs of the backward regions while setting up this coach production unit. In this House, Sir, the honourable Railway Minister assured that while selecting the site, the name of Cooch-Bihar would be considered by them. I would like to know whether the Planning Minister will also consider this.

SHRI S. B. CHAVAN: When the detailed project report is submitted and the investment decision as taken by the proper authorities, the location of the site will also be decided then.

MR. CHAIRMAN: Yes, Mr. Sudhakar Pandey.

श्री सुधाकर पाण्डेय : जिस गति से सवारों गाड़ियों के डिब्बों की खिचाई हो रही है और जो स्थिति रेलों में सवारियों के बढ़ने की है उसे देखते हुए यह कारखाना खुल जाने के बाद भी उस आवश्यकता की पूर्ति हम नहीं कर सकते जो आवश्यकता बढ़ेगी, इस बात को ध्यान में रखते हुए क्या यह आश्वासन योजना मंत्री जी देंगे कि अब इस में और अधिक विलम्ब नहीं होगा और महीने दो महीने में यह कार्य पूरा हो जायगा और अगर इस के लिये रेल मंत्रालय से सहयोग चाहिए तो वह लेंगे?

श्री एस० बी० चव्हाण : इसमें रेल मंत्रालय के सहयोग की जरूरत नहीं है। यह उनका ही प्रयोजन है। उन का प्रयोजन जब आयेंगा और निश्चय

रिब्यू के बाद जो रिसोर्स की पोजीशन होगी उस समय उस की जांच होगी और उस के बाद उस के बारे में सोचा जायगा।

MR. CHAIRMAN: Just a minute. (Interruptions) It is not a very important question. I will allow only two supplementaries. One by him and one by him. (Interruptions) Mr. Mallick, you may have a very fine supplementary but there are some other good questions too. I cannot allow every body.

श्री राम पूजन पटेल : माननीय मंत्री जी यह बताने की कृपा करें कि कोच बनाने का जो कारखाना है इसके लिए इलाहाबाद का स्थान निश्चित किया गया था लेकिन अभी तक बनाने का कोई निर्णय नहीं लिया गया तो यह कब तक निर्णय लेने का विचार है ?

श्री एस० बी० चव्हाण : इसके लोकेशन के बारे में अभी कोई निर्णय नहीं लिया गया। जब इसकी डिटेल्ड प्रोजेक्ट रिपोर्ट आ जायेगी और इनवेस्टमेंट के बारे में कोई डिसिजन होगा उस वक्त लोकेशन के बारे में अन्तिम निर्णय लिया जाएगा।

श्री सत्तापति : कूच बिहार का हो गया और अब इलाहाबाद का भी हो गया। अब आप किस का पूछ रहे हैं ?

SHRI INDRADEEP SINHA: From the answer given by the hon. Minister, it is obvious that there is a real shortage of coaches, because a proposal for setting up another coach factory is under consideration and has been approved by the Planning Commission in principle. Now, may I draw the attention of the Minister to the fact that probably three-fourths of the manufacturing capacity of

important concern like the HAL in Bangalore or certain other factories is lying unutilised. Previously that factory, before it took to aircraft production, used to produce coaches. So will the Government consider the possibility of utilising the spare capacity of such concerns for the manufacture of coaches while that capacity is not being utilised for the manufacture of aircraft?

SHRI S. B. CHAVAN: VThen the Detailed Project Report is prepared by the Railway Ministry, I am sure all these aspects will be taken into consideration before the finalisation of the proposal. (Interruptions)

SHRI INDRADEEP SINHA: Sir, I seek your protection. This is not the answer. It is not a question of the Project Report. It is a question of utilising the idle capacity here and now. It is not a question of Project Report.

श्री सभापति : यह बताइये कि हवाई जहाज बनायेंगे या कोचेज बनायेंगे ?

SHRI S. B. CHAVAN: The question is about the proposal to set up a new coach factory, and while taking a decision about the investment about this new coach factory, the existing capacities, the scope for expansion of new factories—all these relevant issues, I am sure, the Railway Ministry will take into account.

MR. CHAIRMAN: Next question; 346. (Interruptions)

SHRI HAREKRUSHNA MALLICK: I draw the attention... (Interruptions)

MR. CHAIRMAN: I have not allowed. Next question. Question No. 346.

**बिड़ला और टाटा कम्पनियाँ**

\* 346. श्री हुसमदेव नारायण यादव :  
श्री. बी० सत्यनारायण रेड्डी :

क्या उद्योग मंत्री यह मताने की कृपा करेंगे कि :

(क) देश और विदेश में टाटा और बिड़ला परिवारों द्वारा संचालित कम्पनियों की संख्या कितनी है, उनके पूरे पते क्या हैं, उनमें कितनी पूँजी का निवेश किया गया है और उस निवेश में बैंकों द्वारा कितनी पूँजी लगाई गई है ; और

(ख) उन भारतीय और विदेशी कम्पनियों में निवेश की गई कुल पूँजी में से बिड़ला तथा टाटा परिवारों द्वारा कितने प्रतिशत निजी पूँजी लगाई गई है ?

THE MINISTER OF STATE IN THE MINISTRIES OF INDUSTRY AND STEEL AND MINES (SHRI CHARANJIT CHANANA): (a) and (b) The Ministry of Industry does not maintain information about the number of companies run by the Tata and Birla families in the country and abroad, their full addresses, capital invested in them, the share of bank loans out of the same and the percentage of the private capital of Birla and Tata families invested in the companies in India or abroad. However, a list of companies in India belonging to the House of Tatas and the House of Birlas as on 31-12-1980, obtained from the Department of Company Affairs is laid on the Table of the House. According to the information furnished by that Department, the total paid-up capital and

The question was actually asked on the floor of the House by Shri B. Satyanarayan Reddy.