

Revision of pay scales

1083. PROF. ANIL KUMAR SAHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government acquired M/s Bharat Wagon & Engg. Co. Ltd. (BWEL), Patna and Burn Standard Co. Ltd. (BSCL) and Breadth Width Company in 2008 and 2010 respectively;

(b) whether Government has revised pay scales in Burn Standard Co. Ltd. (BSCL) and Breadth Width Company;

(c) if so, the reasons for not revising the pay scales of M/s. Bharat Wagon & Engg. Co. Ltd. (BWEL), Patna; and

(d) the action taken to revise the pay scales of M/s. Bharat Wagon & Engg. Co. Ltd. (BWEL), Patna?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):

(a) The administrative control of Bharat Wagon & Engineering Company Limited (BWEL) Patna has been transferred to Ministry of Railways (MOR) from Department of Heavy Industries (DHI) on 13-08-2008. The administrative control of Burn Standard Company Limited (BSCL) (except Salem unit) and Braithwaite Company Limited (BCL) has been transferred to MOR from DHI on 15-09-2010 and 06-08-2010 respectively.

(b) The Government has given permission to implement 1997 pay scales of Department of Public Enterprise in BSCL prospectively. Board for Industrial and Finance Reconstruction (BIFR) now Board for Reconstruction of Public Sector Enterprises (BRPSE) have already endorsed this. The negotiated wages of workers/staff in BSCL is being implemented *w.e.f.* Oct. 2010. The negotiated wages of worker/staff in Braithwaite Company Limited (BCL) has already been implemented *w.e.f.* Oct. 2010.

(c) and (d) The case of BWEL has also been referred to the Board for Industrial and Finance Reconstruction (BIFR). BIFR is yet to approve a rehabilitation package for the company containing the pay revision of the employees.

Annual requirement of coaches

†1084. SHRI BALAVANT *alias* BAL APTE: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.

- (a) whether Railways have assessed the annual requirement of coaches and wagons;
- (b) if so, the details thereof;
- (c) the total production capacity of all rail coach factories in the country;
- (d) the number of coaches and wagons manufactured in the country during the past three years;
- (e) the unit-wise utilization of production capacity;
- (f) the reasons for low utilization of capacity; and
- (g) the steps taken by Railways to augment the production capacity of rail coach factories?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BHARATSINH SOLANKI):

(a) Yes Sir.

(b) For the year 2010-11, a requirement of 18000 wagons and 4000 coaches has been assessed.

(c) The total production capacity of the two coach manufacturing production units under Indian Railways is 3000 per year .

(d) Year	Coaches	Wagons (vehicle units)
2007-08	3101	14700
2008-09	3193	15261
2009-10	3494	15597

(e) The production capacity of the two coach manufacturing production units under Indian Railways is being fully utilized.

(f) Does not arise.

(g) A work has been sanctioned to expand the capacity of Integral Coach Factory, Chennai from the existing capacity of 1500 to 1700 coaches per annum. Considering the increasing requirement of coaches various initiatives for setting up new coach manufacturing facilities have also been taken.

Damage to coaches of railways

1085. SHRI AVINASH RAI KHANNA: Will the Minister of RAILWAYS be pleased to state: