

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR) : So far as the Ministry of Communications is concerned the question of providing a conciliation machinery for the Posts & Telegraphs Department is under consideration. It will be premature at this stage to say whether it will be on the pattern of the negotiating machinery of the Railways or otherwise.

DIWAN CHAMAN LALL : May I ask the hon. Minister whether the Department is keeping the recommendations of the Royal Commission on Labour in respect of the conciliation machinery to be set up as guide for setting up similar machinery for the Communications Ministry ?

SHRI RAJ BAHADUR : That is to be taken into consideration.

PROVIDENT FUND SCHEME

*i9- SHRI M. VALIULLA : Will the Minister for LABOUR be pleased to state :

(a) whether there are any industrial concerns in India in which the compulsory Provident Fund Scheme has not been put into effect ; and

(b) if so, which are those concerns ?

THE DEPUTY MINISTER FOR LABOUR (SHRI ABID ALI) : (a) and (&). The industries in which Provident Fund Scheme is statutorily in force are coal mines, cement, cigarettes, electrical, mechanical or general engineering products, iron and steel, paper and textiles. Accurate information with regard to the position in other individual concerns is not available.

SHRI M. VALIULLA : May I know from the hon. Minister whether he refers to both the Government concerns and those that are not ?

SHRI ABID ALI : No, Sir. The scheme does not apply to Government concerns.

SHRI M. VALIULLA : Are there not some concerns which contribute to the Provident Fund ?

SHRI ABID ALI : There are some.

SHRI M. VALIULLA : Is the rate of contribution uniform for all the concerns ?

SHRI ABID ALI : With regard to the industries just mentioned, it is uniform.

SHRI M. VALIULLA : May I take it that the rate is not the same in Government concerns where Provident Fund is given ?

MR. DEPUTY CHAIRMAN : That is a different question.

SHRI C G. K. REDDY : It applies to even limited concerns, owned by Government ?

SHRI ABID ALI : Yes.

SHRI C. G. K. REDDY : These limited concerns in conjunction with the other Governments, would they also be included in the exception which the hon. Minister referred to ?

SHRI ABID ALI : This Act does not apply to concerns owned by the Government.

SHRI H. D. RAJAH : Even if they are limited companies ?

SHRI ABID ALI : Yes, Sir.

SHRI H. D. RAJAH : Will the Minister consider the desirability of converting this Compulsory Provident Fund Scheme into a Compulsory Provident Fund-ci/wj-Insurance Scheme ?

MR. DEPUTY CHAIRMAN : That is a different question.

SHRI ABID ALI : So far as Insurance is concerned, that does not come under this category. The fund which comes out of this scheme is utilised for housing purposes.

SHRI H. D. RAJAH : The Minister can think of converting.

MR. DEPUTY CHAIRMAN : That is a suggestion.

SHRI H. D. RAJAH : The conversion of the Provident Fund into Insurance which would benefit the twenty thousand labourers is what I want the hon. Minister to consider.

MR. DEPUTY CHAIRMAN : Next question

PRODUCTION OF LOCOMOTIVES

*20. SHRI M. VALIULLA : Will the Minister for RAILWAYS be pleased to state :

(a) how many factories are there in India which manufacture—

(a) locomotives, and

(ii) railway coaches ;

(b) (i) how many of such factories are under construction, and

(ii) how many factories are proposed to be constructed in the near future ;

(c) (i) what is the present output from the existing factories ; and

(ii) what is the estimated output from the factories mentioned in parts (b) (i) and (ii) ; and

(d) (i) what is the present outlay of capital ; and

(ii) what is the estimated cost of the factories referred to in parts (b) (i) and (ii) ?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : (a) (i) Two. Chittaranjan Locomotive Works, and Tata Locomotive & Engineering Co.

(ii) There are no factories in India specially built and equipped for construction of railway coaches. Coach bodies are built in a branch factory of Hindustan Aircraft Ltd., and in Railway workshops. Some steel bodies are also being built by Wagon Manufacturers in Calcutta.

(b) (i) One. The Railway Integral Coach Factory, Perambur, Madras.

(ii) No other new factories are being considered at present.

(c) (i) During 1952 the following numbers have been delivered up to 30th September 1952 :—

Locomotives

Chittaranjan Locomotive Works 2c

Tata Locomotive & Engineering Works
.... 22

Railway Coach Bodies

Railway workshops . . . 201

Hindustan Aircraft Ltd. . . 93

Wagon Manufacturing Firms, Calcutta
(unfurnished bodies) 50

(ii) The estimated output from the Integral Coach Factory, Perambur, will be 350 unfurnished coaches a year when production is fully established.

(d) (i) and (ii). Chittaranjan Locomotive Works 13,402 crores.

Tata Locomotive & Engineering Works
4- 50 crores.

Integral Coach Factory

This is estimated to cost about Rs. 5 crores.

SHRI M. VALIULLA : Are the old coaches reconditioned in these factories.

SHRI O. V. ALAGESAN : Yes.

SHRI M. VALIULLA : What is the percentage of the profit they have got on the outlay ?

SHRI O. V. ALAGESAN : I think it is too early to say about the profits. In Chittaranjan they have started manufacturing locomotives.

SHRI A. S. KHAN : May I know from the hon. Minister what help Government is giving to these concerns to enable them to make more locomotives ?

SHRI O. V. ALAGESAN : Government are helping them in all possible ways.