

said, there is shortage now. I want to know what the number of scooters at present in the country is; I am not talking of the production. And, has the Ministry made any assessment as to the number of tyres that would be needed based on the number of scooters? We find from the statement of the Ministry that in the last three years, there has been no new unit and no increase in the installed capacity. How does the Minister intend to meet this shortage?

SHRI FAKHRUDDIN ALI AHMED : Sir, I have already pointed out as regards the requirement of scooter tyres and tubes. The hon. Member also perhaps remembers that last time also I had occasion to say, that our production had fallen because of the strikes in two or three factories. For that reason the production was very badly affected to the extent of about 20 per cent, with the result that I had to resort to the import of about 38,000 tyres and tubes. I hope there will be no further strike and if that position is maintained, then our requirement for the present year which is 1,59,000 will be met. We are expecting and propose to manufacture even more; for that purpose a new licence has already been given and another is under consideration.

श्री नेकी राम : सभापति जी, यह प्रश्न टायरों के संबंध में है। लेकिन मैं मंत्री जी से यह जानना चाहता हूँ कि हरियाणा और पंजाब में टैक्टरों के लिए टायर नहीं मिल रहे हैं, तो वहाँ की जनता को टायरों के संबंध में सहूलियत देने के बारे में भी वे सोच रहे हैं ?

श्री फखरुद्दीन अली अहमद : यह सवाल तो सिर्फ स्कूटरों के टायरों के बारे में है। लेकिन हम लोगों का ध्यान इस तरफ भी है और हम इस बात की भी कोशिश कर रहे हैं कि टैक्टरों के टायर भी लोगों को मिल सकें।

SHRI MULKA GOVINDA REDDY : I would like to know whether it has come to the notice of the Government that not only the scooter tyres but the tyres for all the vehicles, cars, trucks, etc., are not available not only

in Delhi but in almost all the cities of India and they are available only at a premium. What steps is the Government going to take to see that they are distributed at the prescribed prices and in a fair manner?

SHRI FAKHRUDDIN ALI AHMED : Sir, this particular question relates to scooter tyres but I may inform the House that with regard to tyres and tubes for all types of vehicles, the Government has been considering as to what measures are necessary to see that the extent of our requirement is manufactured within our country and we are taking steps in that direction. Previously, the manufacture of tyres was under the banned list. Now we have removed it from the banned list and we are encouraging expansion of the manufacture, so that our requirements are met.

जमालपुर में रेलवे का कारखाना

\* 642. श्री जगदम्बी प्रसाद यादव :†

श्री मान सिंह वर्मा :

श्री एन० के० शेजवालकर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि भाप के इंजनों के स्थान पर बड़ी संख्या में डीजल और विद्युत इंजन बनाने के सरकार के निर्णय के परिणाम-स्वरूप पूर्वी रेलवे के जमालपुर स्थित रेलवे के कारखाने के बंद होने की संभावना है ; और

(ख) यदि हाँ, तो उन हजारों मजदूरों और कारीगरों को रोजगार देने के लिये सरकार द्वारा क्या कदम उठाये जा रहे हैं जिनके बेरोजगार होने की संभावना है ?

RAILWAY WORKSHOP AT JAMALPUR

\*642. SHRI J. P. YADAV :†

SHRI MAN SINGH VARMA :

SHRI N. K. SHEJWALKAR :

Will the Minister of RAILWAY be pleased to state :

(a) whether it is a fact that the Railway workshop at Jamalpur on the

Eastern Railway is likely to be closed down as a result of Government's decision to manufacture a large number of diesel and electric locomotives in place of steam locomotives; and

(b) if so, what steps are being taken by Government to provide employment to the thousands of workers and artisans who are likely to be rendered unemployed?]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH) : (a) No, Sir.

(b) Does not arise.

†[रेल मंत्रालय में राज्य मंत्री (श्री परिमल घोष) : (क) जी नहीं।

(ख) सवाल नहीं उठता।]

श्री जगदम्बी प्रसाद यादव : क्या सरकार यह बतलायेगी कि जितना काम पहले जमालपुर वर्कशाप में था, आज भी उतना ही काम वहां के लोगों के लिए है ?

दूसरी बात मैं यह जानना चाहता हूँ कि जमालपुर वर्कशाप में जो कारीगर हैं वे जन्मजात कारीगर हैं। जब जब सरकार ने वहां के कारीगरों से नये काम को मांग की तब तब उन्होंने उस काम को करके दिया। उदाहरणस्वरूप, दूसरे महायुद्ध के दौरान जब अंग्रेज वहां पर थे, तो वहां के वर्कशाप में बमों के खोल बनाने का काम दिया गया और वहां के कारीगरों ने उसको बनाकर दे दिया। जब अपनी लड़ाई शुरू हुई थी, उस समय वहां के कारीगरों ने क्रैन और निहाई को बनाकर चिन्नरंजन कारखाने को दिया जब कि इन चीजों को विदेश से मंगाने में दो तीन वर्ष का समय लगने वाला था लेकिन जमालपुर के कारीगरों ने उसे 6 महीने के अन्दर बनाकर तैयार कर दिया। तो मैं सरकार से यह जानना चाहता हूँ कि क्या वहां के कारीगरों को नये नये काम देने की कोई योजना सरकार बना रही है?

†[ ] Hindi translation.

SHRI PARIMAL GHOSH : Sir, the Jamalpur Workshop was originally meant for the periodical overhaul of all the broad-gauge locomotives of the Eastern and Northeast Frontier Railways. Gradually with the change of traction from steam locomotive to diesel and electric locomotive there has been a reduction in the workload of steam locomotive repairs at the Jamalpur Workshop. Further in order to increase productivity in all the railway workshops we have introduced a system of giving incentives by which the productivity has also gone up. To cope with this situation the only remedy that we thought of and which we have introduced is the diversification of work in railway workshops and in Jamalpur Workshop particularly. We have, in addition to repairs to steam locomotives, taken up other items which we have already started manufacturing there. The hon. Member has particularly mentioned about the rail mobile cranes; we have already taken up that and we are doing it. Although there has been a slight decrease in the locomotive repair but that has been amply compensated by the diversification of other work. In view of that there is no possibility of further reduction. Also with the ban on further recruitment and as there is no chance of any reduction in the workload, there is no chance of retrenchment of the staff at Jamalpur.

श्री जगदम्बी प्रसाद यादव : जैसा कि माननीय मंत्री जी ने अभी बतलाया कि डिजलाइजेशन और इलेक्ट्रिफिकेशन की वजह से कोई रिट्रेन्चमेंट जमालपुर वर्कशाप में नहीं किया गया है, लेकिन वहां पर धीरे धीरे रिडिक्शन आफ वर्कस रहा है क्योंकि पहले वहां पर वाष्प इंजनों के मरम्मत का काम होता था और अब वह काम कम हो गया है। इसलिए मेरा निवेदन माननीय मंत्री जी से यह है कि जमालपुर में डीजल और इलेक्ट्रिक इंजनों के रिपेयर का काम भी शुरू किया जाना चाहिए। ताकि वहां के लोगों को बराबर काम मिलते रहें। वहां पर ऐसे कारीगर हैं जो दुनिया में बनने वाली किसी भी तरह की मशीन को बनाने के लिए सक्षम हैं। रेलवे के टिकटों को छापने वाली मशीन पहले हिन्दुस्तान में नहीं बनाई जाती थी, लेकिन

जमालपुर के कारीगरों ने रेलवे के टिकट छापने वाली मशीन भी बनाकर तैयार कर दी है। वहां पर जो नौजवान कारीगरों को, जो अप्रेंटिस बहाल होते थे, चार साल की अप्रेंटिसशिप दी जाती है। उनको रिडक्शन की वजह से नौकरी में बहाल नहीं किया जाता है और अप्रेंटिस ही प्रशिक्षण के लिये जाते हैं। तो मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि भविष्य में लोगों को काम मिलता रहे और हमारे यहां नये नये कारीगर तैयार होते रहें, इस बात को ध्यान में रखते हुए वहां पर वे नये काम शुरू करने की योजना कर रहे हैं या नहीं।

SHRI PARIMAL GHOSH : Sir, we have already made an assessment in the year 1967 about the decline in the holdings of the steam locomotives and how to face that problem. As I have already stated, we have also introduced a ban on recruitment; thus there is no question of retrenchment. But by the usual process of natural attrition which we calculate to be about 3 per cent, per year, the ultimate requirement of manpower at the Jamalpur Workshop in 1971 would be to the tune of about 5,800. And we have sufficient work for them and, as I have already stated, we have already taken in hand the manufacture of various other items and any other item which the hon. Member is mentioning, if it is found necessary, that also we will consider.

श्री मानसिंह वर्मा : माननीय मंत्री जी ने यह माना है कि वहां पर लोग बकाए हो जायेंगे, लेकिन उन बेकारों की खपत किस प्रकार से की जायेगी, यह बात स्पष्ट रूप से सामने नहीं आई है ?

SHRI PARIMAL GHOSH : Sir, there is no question of retrenchment there. As for the reduction in the workforce that has taken place, that is only because of the natural attrition that has taken place. There is no possibility of retrenchment.

DR. B. N. ANTANI : Arising out of this question, I am reminded of the reported removal of the Diesel Engine Workshop from Gandhidham to somewhere else. May I know if my information is correct and, if it is correct, why it is so?

SHRI PARIMAL GHOSH : I do not know it. As far as I know, there is no such proposal, Sir.

SHRI B. D. KHOBARAGADE : There is going to be a progressive use of electric locomotives and diesel locomotives and" this creates a great number of unemployed persons, for example, unemployment in the workshops which has been referred to just now. Apart from this unemployment, it would create unemployment among other categories of workers also, like firemen. As you know, there was great discontent among the firemen and they had resorted to strike in the Southern Railway. So I would like to know from the Government whether they have considered all these problems arising out of the progressive use of diesel and electric locomotives and, if so, whether they have evolved any policy to avert the adverse effects of unemployment on the other categories of workers.

SHRI PARIMAL GHOSH : Sir, the problem of firemen in the Southern Railway and South Central Railway is entirely a different one. That arose because of the Hours of Employment Regulations; that also we have modified and that matter is still under our further consideration. Regarding the general question of unemployment, . .

SHRI B. D. KHOBARAGADE : Unemployment due to the use of diesel and electric locomotives.

SHRI PARIMAL GHOSH : Sir, there has been no unemployment or retrenchment because of dieselisation and electrification.

#### MISUSE OF IMPORT LICENCES

\*643 SHRI R. P. KHAITAN : Will the Minister of COMMERCE be pleased to state :

(a) whether Government have received any complaints about the misuse of import licences by some firms during the last five years;

(b) if so, the names of the firms against whom the complaints have been received; and

(c) the results of the investigations conducted by Government?