

**Production of coaches**

791. DR. CHANDAN MITRA : Will the Minister of RAILWAYS be pleased to state:

(a) the annual target for production of coaches by Rail Coach Factories, factory - wise;

(b) whether it is a fact that the target to produce additional coaches has not been achieved by the Rail Coach Factories for the last several years, if so, the reasons therefor; and

(c) the fresh steps being taken by Government to enhance the production of coaches and wagons in order to meet the growing demands of railway traffic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS ( SHRI MANOJ SINHA ): (a) The target for production of coaches by Rail Coach Factories under the Ministry of Railways for the year 2015-16 is as below:-

|                                       |                          |
|---------------------------------------|--------------------------|
| Integral Coach Factory (ICF), Chennai | 1793                     |
| Rail Coach Factory (RCF), Kapurthala  | 1595                     |
| Rail Coach Factory(RCF), Raebareli    | 500                      |
| DEMU Factory, Haldia                  | 46 (for furnishing only) |
| TOTAL                                 | 3934                     |

(b) All efforts are made to ensure that the production of coaches in Rail Coach Factories is as per the target. The Rail Coach Factory, Raebareli and DEMU Factory, Haldia are still in the project stage and their outturn is planned to increase gradually. However, in last ten years, the two established Rail Coach Factories i.e. ICF, Chennai and RCF, Kapurthala cumulatively produced 29225 coaches as against the cumulative target of 29290 coaches which is a negligible difference.

(c) In order to meet further traffic demand, the following steps have been taken by Indian Railways to enhance the production of coaches;

- Setting up of DEMU Coach Factory at Haldia.
- Setting up of Rail Coach Factory at RCF/Raebareli.
- Augmentation of existing production capacities of ICF/ Chennai and RCF/ Kapurthala.
- Sanction of projects for setting up of Rail Coach Factories at Palakkad, Kanchrapara and Kolar.

Wagons are mainly procured from private wagon builders and Public Sector Undertakings, with a small percentage being manufactured inhouse by Indian Railways as well. Further, recently, a Joint Venture company between Steel Authority of India Ltd. (SAIL) and Rail India Technical and Economic Service (RITES) has been made functional for producing 1200 new wagons per year.

#### **Revival of closed NTC mills**

792. SHRI K.N. BALAGOPAL: Will the Minister of TEXTILES be pleased to state:

(a) whether Government plans to revive all textile mills managed by the National Textile Corporation, including Parvathy Mills in Kollam and Alagappa Textiles in Thrissur;

(b) if so, the details thereof including the funds allocated to each unit; and

(c) the measures being taken to ensure the job security of the workers in these mills, fill up the vacancies and also to generate additional employment?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI SANTOSH KUMAR GANGWAR): (a) to (c) National Textile Corporation (NTC) had been implementing Board for Industrial and Financial Reconstruction (BIFR) approved Revival Scheme MS-08 wherein, it has no mandate to revive the unviable mills closed under Industrial Dispute Act. As per the scheme, the Parvathy Mills, Kollam is one of the 11 mills slated for revival under Joint Venture route. The Memorandum of Undertaking (MoU) signed with the Joint Venture partner was terminated as the JV partner failed to enter into definitive agreement with NTC within specified time as per MoU. The JV partner has challenged the termination of MoU in the High Court of Delhi and the matter is *sub-judice*.

As regard Alagappa Textiles Mill, Thrissur, NTC Board has recently approved implementation of first phase of modernization plan which includes merger of Alagappa Mill, Thrissur with Kerala Lakshmi mill, Thrissur at the land of Kerala Textile Mill installing 78,144 numbers of spinning spindles at an estimated cost of Rs.177 crores. Mill wise details of funds spent towards modernization of 23 mills by NTC as per the scheme are given in the Statement (*See below*).

The workers in the mills of NTC are protected under the statutes and in the event of being declared surplus on account of workload settlement are readjusted in other mills of NTC or given Modified Voluntary Retirement Scheme (MVRs). The vacancies arising out of superannuation etc. are filled up by the casual worker available in the mills. The generation of additional employment is possible in case of additional capacity creation only.