

SHRI AJIT SINGH: *Industrial Alcohol.*

SHRI MOHAMMAD YUNUS SALEEM : *Mr. Speaker, Sir, does the hon. Minister know that the quality of sugar that is being supplied at Fair Price Shops and Super Bazar is very inferior and could not consume with my morning cup of tea as it was very dirty. What steps are being taken to ensure that the sugar being supplied at Fair Price Shops and Super Bazar should be of good quality?*

SHRI AJIT SINGH : *Mr. Speaker, we supply sugar to the State Governments for PDS and it is the State Government which distributes it to people. . . (Interruptions)*

SHRI MOHAMMAD YUNUS SALEEM : *Does the State Government mix dust in it. . . (Interruptions)*

SHRIMATI LOVELY ANAND : *Mr. Speaker, Sir, it is unfortunate that crores of rupees of farmers are outstanding against Gorol Sugar Mill and the Motipur Sugar Mill of Vaishali and the Banmakhi Sugar Mill of Purnea. The State Government is not intervening in the matter so that the issue of payment is expedited I have raised this question earlier also. But the Central Government is doing nothing. I want to know from hon. Minister as to why this is happening? I also want to know as to why payment is not being made to farmers and Mills are not being reopened?*

SHRI AJIT SINGH : *Mr. Speaker, Sir, we keep writing to the State Governments from time to time in regard to taking steps for early payment of arrears and defray the outstanding amount. . . (Interruptions)* The farmers are with the State Governments, and it is for them to decide about the action they can take under the provisions of law. To my mind, hon. Members would not like the Central Government to snatch away the power of State Government . . . (Interruptions)

SHRI RAJVEER SINGH : *You hand over the power of setting up of sugar mills to State Governments.*

Railway Engines and Coaches

*263. **SHRI VILASRAO NAGNATHRAO GUNDEWAR :** *Will the Minister of RAILWAYS be pleased to state :*

(a) whether Railway Engines and Coaches are manufactured in Private Sector also;

(b) if so, the details thereof ; and

(c) the number of such factories in the country and locations thereof?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND HOLDING ADDITIONAL CHARGE OF MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) Locomotives are being manufactured in Private Sector but Coaches are not manufactured in Private Sector.

(b) and (c). The following three units in the Private Sector are manufacturing locomotives :-

1. M/s San Engg. & Locomotive Co. Ltd.
P.B. No. 4802 Whitefield, Bangalore 560048
2. M/s Ventra Locomotives Ltd.,
10-5-3/A/1 (First Floor),
Behind Ajanta Apartments,
MASAB TANK, Hyderabad,
Andhra Pradesh -500 028.
3. OVIS Equipment Pvt. Ltd.,
Om Venkateswara Industrial System
Shed 43 I.D.A. PH-II, Charlapalli,
Hyderabad-500 051

To the best of Railway Ministry's knowledge, they have manufactured shunting locomotives only and have supplied them to power houses, cement plants, steel plants and other industries for their internal movements.

[Translation]

SHRI VILASRAO NAGNATHRAO GUNDEWAR : *Mr. Speaker, Sir, hon. Minister has said in his reply that locomotives are being manufactured in Private sector and he has given the names of three companies. I would like to know from hon. Minister as to why passenger coaches are not being manufactured in the private sector since the demand for passenger coaches is increasing day by day? I would also like to know whether their production in the public sector is sufficient enough to meet the demand and what was the total production and demand of passenger coaches during 1992-93, 93-94, 94-95.*

[English]

SHRI MALLIKARJUN : Sir, so far as the coaches are concerned, they are not produced or manufactured in the private sector. They are produced in our own production units. One is the Integral Coach Factory and another is the Rail Coach Factory. The capacity of both of them combined is about 2080 or so. Apart from that, in the public sector there are two companies, one is Jeassop and another is the Bharat Earth Movers Limited, where coaches are produced. The private sector is not being encouraged to manufacture coaches because the requirement of the Railways is being fulfilled by our own public sector units.....(Interruptions)

[Translation]

SHRI VILASRAO NAGNATHRAO GUNDEWAR: Sir, I had asked for 1992-93 and 94 figures which have not been supplied to me so far.

[English]

MR. SPEAKER: He will send it to you later on.

[Translation]

SHRI VILASRAO NAGNATHRAO GUNDEWAR : Sir, my next supplementary is whether the production of rail wagon in the country is enough keeping in view the shortage that is being felt? There is shortage of fertilizer in Maharashtra and Marthwada due to the non availability of Rail wagons. Is there any proposal by the Government to manufacture wagons in adequate number and augment their supply?

[English]

SHRI MALLIKARJUN : Whatever be the requirement of wagons, they are procured and these wagons are manufactured in the private sector also. There is no shortage for meeting the requirement of wagons.

[Translation]

SHRI HARIN PATHAK : Sir, our experience is that export is the worst sufferer due to wagon shortage. Export goods have been piling up at railway stations for a long time for onward transmission to various ports in the country. We will like to know what was the demand of wagons in 1994-95 and 1995-96 and the extent to which that demand has been fulfilled?

[English]

SHRI MALLIKARJUN : Actually, the question pertains to the production of locomotives and coaches not of wagons.....(Interruptions)

[Translation]

SHRI HARIN PATHAK : Sir, whenever we contact the railway officials the stock reply from them is that there is shortage of railway wagons. I even spoke to the General Manager in this regard.

[English]

SHRI MALLIKARJUN : I will answer you.

SHRI HARIN PATHAK : I personally talked to the General Manager, Western Railway.

SHRI MALLIKARJUN : You might have spoken. You have the freedom to speak all the time. But what is the question and where am I landing? That is the question.

So far as production of wagons is concerned, it all depends upon the annual target set for the transportation of the traffic, whether it is for exports or it is for internal consumption. My annual target for 1995-96 is 390 million tonnes. So far, whatever has to be transported has been transported and in the last few months of the financial year there will be a more concentration on transportation.

SHRI HARIN PATHAK : My main question was whether there was a shortage of wagons.

SHRI MALLIKARJUN : There is no shortage of wagons in meeting our target set for transportation.(Interruptions)

[Translation]

SHRI HARIN PATHAK : Sir, the entire country knows that goods are piling up because of shortage of wagons and export has got held up....(Interruptions) The entire House knows it.

[English]

There is a great shortage of wagons.

SHRI MALLIKARJUN: If you permit, I would say that because of the Parliament demand from outside and inside Parliament, 7,000 additional wagons are going to be procured.

SHRI UMRao SINGH: I would request the hon. Minister to inform me whether it is a fact that the Kapurthala Factory is producing the finest coaches in the country-not only in the country but in Asia-and if so why is it that its capacity is not being properly utilised as it is found that its capacity is under-utilised.

There are allegations that the coaches are not available. While replying to the debate in this House the hon. Minister has said that there are more number of coaches available for more number of trains.

[Translation]

MR. SPEAKER: You have raised a good question as to why the full capacity is not being utilised. You please resume your seat and let him reply.

[English]

SHRI MALLIKARJUN : So far as the Kapurthala Coach Factory is concerned, its capacity is to produce 1,030 or so coaches and all its installed capacity is fully utilised.

[Translation]

SHRIMATI SURYA KANTA PATIL : Mr. Speaker, Sir, the Government had decided to set up a coach factory in between Latur and Sholapur but was later set up in Punjab due to some reasons. Is the Government once again considering to set up a coach factory around Latur and Sholapur?

MR. SPEAKER : Not allowed.

SHRI SATYADEO SINGH : Mr. Speaker, Sir, I would like to know whether rail engines are not being manufactured in Private Sector and whether there is a proposal to import engines from foreign countries. Is any action plan under consideration of the Government whereby it could be ensured that engines are not imported and instead they could be manufactured in the existing factories in the country.

[English]

SHRI MALLIKARJUN : There is no need to import low power locomotives from outside. In fact, we are in a position to export. I would like to clarify one thing more.

So far as the manufacture of locomotives in the private sector is concerned, these locomotives are of low horse power like 330 to 400 H.P., which are being produced by one company. These are for shunting purposes. These are being supplied to the power plants, cement plants, etc. (Interruptions).

Excavation in Uttar Pradesh

*264. SHRI ASTBHUJA PRASAD SHUKLA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Archaeological Survey of India has undertaken any excavation work in Siddharth Nagar District in Uttar Pradesh; and

(b) if so, the details thereof and the progress made so far in the excavation work?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). A Statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) Archaeological Survey of India conducted excavation at the ancient mounds of Piprahwa, Ganwaria and Salargarh falling in the Siddharth Nagar district of Uttar Pradesh from 1970-71 to 1976-77. Results were significant as they established identification of the site with Kapilavastu, the capital seat of the Sakya clan, of which Suddhodana, the father of the Buddha, was the King in the 6th-5th centuries B.C. At Piprahwa, was found a stupa which yielded, besides other things, caskets containing ashes of important personages. The mound of Ganwaria yielded remains of monasteries built over the earlier ruins, believed to be belonging to the royal household of the Sakyas. Salargarh revealed the ruins of a monastery of the Kushana period. The excavation work was completed and the final report has been submitted.

SHRI ASTBHUJA PRASAD SHUKLA: Mr. Speaker, Sir, before 1977, Basti and Siddharth Nagar were one district. Gorakhpur and Benaras Hindu Universities had conducted excavation work at Dhuriyapat and Jarhan in Gorakhpur. Ancient remnants of the Copper-Weapons' of 2000 B.C. have been found there. There are a number of places on the banks of Budhi Rapti, Ghaghra, Quano and Rapti which are famous Buddhist religious places. I had raised a matter under rule 377 regarding development of several places like Dharmasinghwa, Kapiya and Tameshwarnath etc. The Hon. Minister and the Additional Director General of Archaeological Survey of India had told me that a team would visit those places. I would like to know whether any team from centre and state Government had been sent there to survey the places near Budhi Rapti, Ghaghra, Quano and Rapti. If so, whether there is any proposal to undertake excavation in these areas keeping in view the importance of these places.

KUMARI SELJA: Mr. Speaker, Sir, a team was constituted which had explored 13 sites for excavation. The team comprised of archaeologists of centre and the Uttar Pradesh Governments. I can name those 13 sites. The Hon. Member can see whether the sites mentioned by him are included in it or not. If those sites are not included, we can get them surveyed again. Some of them are like Sisvaniya, Orai and