

MR. SPEAKER : Today is also the 81st birthday of the father of our House, Mr. Indrajit Gupta.

SHRI P. SHIV SHANKER (Tenali) : Sir, we wish him happy returns of the day.

SHRI BUTA SINGH (Jalore) : Let him live for 100 years.

11.03 hrs.

ORAL ANSWERS TO QUESTIONS

Import of Railway Parts

*321. ⁺ SHRI RAVINDRA KUMAR PANDEY :
SHRI ASHOK ARGAL :

Will the Minister of RAILWAYS be pleased to state:

(a) the amount spent on import of railway spare parts, coaches locomotives and other related materials during 1997-98 and 1998-99;

(b) the volume of orders placed on the Public Sector Manufacturing Units in the country during the said period;

(c) whether the volumes of orders placed on Public Sector Manufacturing Units is coming down over the years; and

(d) if so, the facts and the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR) : (a) to (d) A statement is laid on the Table of the House.

Statement

(a) and (b) The details are as under:—

(Rs. in crores)

	1997-98	1998-99 upto Jan'1999 & provisional
(i) Amount spent on Imports of railway spares parts, coaches locomotive and other related materials.	291.23	426.37*
(ii) Volume of orders placed on Public Sector Undertakings	1692.00	1533.00

(c) The volume of purchases from PSUs as percentage of the total purchases was 18% in 1996-97 and 21% in 1997-98 i.e. the purchases from PSUs went up in 1997-98. Railways continue to follow the policy of purchase preference to PSUs as laid down by the Government from time to time.

(d) Does not arise.

* The increase is mainly on account of :

- (i) Import for upgradation of technology of rolling stock totalling to Rs. 149 crores, for which orders had been placed in earlier years, and
- (ii) Unfavourable fluctuation of US\$ vis-a-vis Indian Rupee.

[Translation]

SHRI RAVINDRA KUMAR PANDEY : Mr. Speaker, Sir, I would like to know from the honourable minister through you whether the Central Public Sector Undertakings are deprived of acquiring orders of the concerned items due to not getting price preference ? If so, the year-wise details of the companies during the last five years which didn't get price preference? Whether the problem of lay off or financial deficit has emerged due to less orders acquired by Public Sector companies for non-availability of price preference? If so, the names of such companies and details thereof?

SHRI NITISH KUMAR : The Ministry of Railways does not keep any dates regarding the loss being incurred by the companies of the Public Sector Undertakings. He should ask this question from the concerned Ministry.

So far as the question of P.S.U.'s in Railways is concerned, the Railways make ample purchases from the P.S.U.'s and some figures have also been provided in this regard. As he had asked details of 1997-98 and 1998-99 have been provided with the answers to the main question. If we look at our total purchases, they possess major share. For example out of the total purchases made by the Railways in 1996-97, as much as 18 per cent was from the P.S.U.'s.

It has increased upto 21 per cent in 1997-98. As far as preference of purchase is concerned, preference is being provided to them as per the orders of the department of Public Enterprises of the Government of India. Earlier they used to get price preference but it has been lifted six-seven years back. After that purchase—preference was provided, but when it was restored in 1997 then it was implemented with some restrictions and a provision is made therein that it will be applicable on those P.S.U.'s which will make more than 20 per cent value addition on the purchase of more than Rs. 5 crore. In 1997 this restriction has been imposed on such preference purchases which is still continued .

SHRI RAVINDRA KUMAR PANDEY : The hon'ble Minister has stated that we also give orders to the Public Sector Undertakings and the purchase preference has been restored. Goods worth Rs. 291.23 crore have been imported by the Railways during the year 1997-98. In 1998-99 import worth Rs. 426.37 crore was made. It means the import of goods worth Rs. 135.14 crore has been made excess in 1998-99 in comparison to the import made during 1997-98 and 1998-99. However, the orders placed to the Public Undertakings were Rs. 1692.00 crore in 1997-98 and Rs. 1500.00 crore in 1998-99. A Deficit of Rs. 169 crores was stated in the next year. Why does the Government not place orders to

those factories of the country where instruments of the Railways are manufactured. Such as—C.L.W., where Electric Locomotives are manufactured, D.L.W., where Diesel Locomotives are manufactured, R.C.F., A coach factory is there in Kapurthala, where Coaches are manufactured and why does the Government not place the orders to those factories?

SHRI NITISH KUMAR : Mr. Speaker, Sir, the figures of 1998-99 are provisional and provisional figures of only upto Jan. 1999 have been given. According to that till January orders worth Rs.1533 crores have been placed on the Public Sector Undertakings. After the completion of the current year, there is no question of any downfall in it in comparison to the previous year, rather this figure may go up. So far as import is concerned, it is shown in the statement of the main answer that the increased amount of Rs.149 crore is directly related to the value of Rupee in comparison to Dollar as it is related to the value of dollar and the value of Rupee has come down, that is why the increase is being witnessed. The second reason is that Rs. 149 crore are increased due to the import made by us for technology upgradation. These are particularly those items which are doing A.B.B. Loco assembling here and first indigenous Locomotive has been manufactured and released from here in which indigenously made mechanical components are fitted. Secondly we have brought eight complete sets. These orders were placed in December 1996 which have been materialised now. Similarly the orders for cases was also placed earlier which has been materialised now.

[English]

SHRIMATI GEETA MUKHERJEE : Mr. Speaker, Sir, the other day three MPs met the hon. Minister and made certain requests in regard to increasing the orders on the PSUs and small units. There were some discussions. I would like to know, through you, without going into the details, as to whether the hon. Minister is taking any steps at all in regard to the discussions we had with him so that they can get more orders.

[Translation]

SHRI NITISH KUMAR : Orders are placed as per the requirement. So far as the procurement of wagons is concerned, the cuts made in January have been restored.

[English]

SHRI KONIJETI ROSAIAH : Mr. Speaker, Sir, I would like to know from the hon. Minister about the amenities provided to the passengers travelling in various trains.

The Ministry is spending a lot of money; the Ministry is importing certain parts worth crores of rupees. The Ministry is carrying out all these things, you are also aware that the amenities provided to the passengers are coming down day by day and year by year. How the Minister is going to meet the requirement of the travelling public?

MR. SPEAKER : The question is in regard to the import of railway parts.

[Translation]

SHRI NITISH KUMAR : The basic question is of import. ... (Interruptions)

[English]

SHRI KONIJETI ROSAIAH : For replying this question, no supplementary and no information is necessary, I think, the hon. Minister is capable of answering this question.

MR. SPEAKER : No.

[Translation]

SHRI NITISH KUMAR : This is the question of spare parts and not of amenities.

[English]

SHRI KONIJETI ROSAIAH : Last year, the Ministry has imported railway parts worth about Rs. 426 crore, which includes providing various amenities to the passengers, I would like to know from the hon. Minister about the amenities provided to the passengers, is there any plan to at least maintain the facilities to the travelling public, which were there earlier?

[Translation]

SHRI NITISH KUMAR : Several items are imported, such as Locomotives, Wagons and some Coaches are also imported.

MR. SPEAKER : The question is that it is not much.

SHRI NITISH KUMAR : If he has any question relating to amenities, he can ask separately.

SHRI RAJO SINGH : Mr. Speaker, Sir, I would like to know from the hon'ble Minister of Railways through you that you have very intelligently diverted the original

question. The question was that out of the total items purchased by the Railways during the last two years, what is the percentage of the Public Undertakings Share in it. He has stated in his reply that he has purchased 18 per cent in 1996-97 and purchased 21 percent in 1997-98. I would like to know, through you, from the hon'ble Minister of Railways that the Standing Committee on Railways has recommended in it's report that to keep Public Undertakings alive the Railways should purchase, at least 50 percent from them whatever it purchases whether it is small component or Railway Coach or anything else. Why did you not purchase the stock in accordance to that, what is the reason thereof?

SHRI NITISH KUMAR : Whatever is purchased that is purchased as per the policy of the Government of India. The price preference of the public sector has been discontinued by your Government.

SHRI RAJO SINGH : The Government is not of any particular party. Any party can not always be in power.

SHRI NITISH KUMAR : You please listen the whole thing. It is not a matter of Railways only. The purchase policy is always a policy of the Government. Orders regarding P.S.U.'s have been issued from time to time but the price preference has been discontinued. The purchase preference has also been lapsed in March, 1997. Again, it was so started afresh with some restrictions in october 1997 which has been mentioned by me.

A circular according to the declared policy in relation to purchase preference was issued by the Government in 1997. According to that, preference would be given to the Public Sectors for the purchase of more than Rs. five crore, and when value addition for any product is done for more than 20 per cent, only then preference would be available. This is the policy. You were supporting the then Government.

SHRI JAGDAMBI PRASAD YADAV : Sir, Jamalpur workshop is the oldest workshop of the Railways which supplies petty components of the Railways. I would like to know from the hon'ble Minister as to how many parts are manufactured at the Jamalpur Workshop and how much the Government procure therefrom? The charge is that spare parts are purchased from the market, while it can supply the cheap and best stock; why it is not purchased from it?

SHRI NITISH KUMAR : Sir, Jamalpur factory of the Railways is a workshop. If you want to know any specific point in relation to that, I can tell you. This question is related to import in overall purchases and PSU's. Jamalpur is the Railways own workshop. According to the

requirement a lot of work has been given to Jamalpur Workshop. I have also visited the workshop.

[English]

SHRI PARASNATH YADAV : Sir, Maduadeeh Diesel Locomotive in Uttar Pradesh was set up in 1959 and the first Diesel Locomotive was rolled out in 1965. This factory is considered to be the best Diesel Engine factory of Asia. Technicians and Engineers of this factory have become competent enough and since 1970-71 they can themselves manufacture the parts which are required for Diesel Engine. In spite of that for earning commissions the officers/employees there import the components of the engine from abroad. I would like to know from the hon'ble minister the reasons thereof and whether he will make inquiry into this scandal and stop it.

SHRI NITISH KUMAR : Sir, diesel locomotive works is the workshop of Railways where Diesel Engines are manufactured. A decision for bringing new technology for Diesel Engines has already been taken.

SHRI PARASNATH YADAV : When this workshop has already become competent, what is the need to procure the parts from abroad?

SHRI NITISH KUMAR : New locomotives are being imported for freight and passenger trains along with the transfer of technology. Keeping in view the transfer of technology the Cabinet have approved the proposal of expansion for Diesel Locomotive Works. Now, new and developed Diesel engines would be manufactured there.

Tourism Projects from States

*322. SHRIMATI JAYANTI PATNAIK :
SHRI T. GOVINDAN :

Will the Minister of TOURISM be pleased to state :

(a) the tourism projects submitted by the various State Governments to the Union Government during 1998, State-wise; and

(b) the projects approved by the Union Government along with financial assistance given, State/Project-wise?

THE MINISTER OF STATE IN THE MINISTRY OF TOURISM (SHRI OMAK APANG) : (a) and (b) A statement is laid on the Table of the House.

Statement

Each year Ministry of Tourism in consultation with the State Govts. prioritize projects for Central financial assistance. The state wise details of projects prioritised, received and sanctioned during 1998-99 are given in the annexure.

The funds for the projects are sanctioned on receipt of detailed project proposals as per the guidelines.

ANNEXURE

State-wise details of projects prioritised, received and sanctioned during 1998-99

Sl. No	State	No. of Project prioritised	Amount Prioritised (In lakhs)	No. of Projects received	No. of projects sanctioned	Amount Sanctioned (Rs. in lakhs)
1	2	3	4	5	6	7
1.	Andhra Pradesh	14	367.08	13	10	274.08
2.	Assam	16	527.00	13	8	267.03
3.	Arunachal Pradesh	13	432.00	4	—	—