

**Import of latest coach manufacturing design**

\*369. DR. T. KALPANA DEVI : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal to import the latest coach manufacturing design in the railways ;

(b) whether any tenders have been invited for the purpose from International Coach Manufacturers ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir.

(c) A statement is given below :

**Statement**

It is proposed to import a total of 60 coaches, on technology transfer terms. The quantity-wise break-up of various types of coaches tendered for is as under :

**(i) Airconditioned coaches :**

Chair Cars	..	20
2-tier Sleepers	..	9
First Class Sleeper	..	3
Pantry hot buffet	..	4
SLR/Power Car	..	4
Total	..	<u>40</u>

**(ii) Non-airconditioned coaches :**

II Class 3-tier Sleeper	..	10
Double Decker	..	8
Pantry Car	..	2
Total	..	<u>20</u>
Grand Total	..	<u>60</u>

DR. T. KALPANA DEVI : Sir, the hon. Minister has not answered to the second part of my Question, wherein I requested information regarding the tenders that have been invited from International Coach Manufacturers. I would like to know from the hon. Minister as to what is the total value of these coaches to be imported name of the companies, countries from where they are imported and whether in accordance with the Industrial Policy Resolution and self-reliance, the Government would set up research and development wing and start a new modernised coach factory in our country ?

SHRI MADHAVRAO SCINDIA : Sir, tenders have just been opened a few days back I think two days back. It is a little bit early to give the names. If the hon. member desires, I can certainly supply them within the next few days. As far as research and development is concerned, we do intend to have research and development cell in each production unit—not only in production unit but in each unit—so that once technology transfer takes place, after that we can keep updating and improving the initial technology that has been transferred to suit Indian conditions in a better way.

DR. T. KALPANA DEVI : At present, the manufacturing capacity of Integral Coach Factory, Perambur, is only 750 coaches per annum which do not meet the demand of 1414 coaches for Broad Gauge lines and 1578 coaches for Metre Gauge lines. There is acute shortage of coaches, Government has not started another factory which was approved by the 6th Planning Commission in 1982. The capacity approved is 5680 coaches for the 6th Plan period. The capacity of the proposed factory is only 400 coaches per annum which does not meet the demands. So, I would like to know from the hon. Minister as to whether there are any proposals to set up another coach factory in the Seventh Plan itself at Kazipet a big South Central Rly. Jn. in Andhra Pradesh for which the Government of Andhra Pradesh is prepared to provide infrastructure facilities.

SHRI MADHAVRAO SCINDIA : The total number of coaches that we should be condemning every year is about 2,500 and

the total production capacity in this country is approximately 1200 to 1300 at present. The Perambur Coach Factory is producing about 825 ; our plans are to increase the capacity of the Perambur Integral Coach Factory ; the plan is, with an investment of Rs. 37 crores, to increase it to about 1,000 coaches per annum. The Kapurtala Rail Coach Factory should be producing about another 1,000. The other units that are producing coaches should be producing about 300 to 500. So, we should have a production of 2200 to 2500, I should think, within four years. This should certainly take care of the requirements in the Seventh Plan period and should also take care, to a very great extent, of our requirements in the Eighth Plan period. At present these are the only expansion plans that are envisaged.

**SHRI B.K. GADHVI :** As per the reply given, there is a great shortfall between the number of coaches condemned and the production made. So far as the metre gauge coaches are concerned, the hon. Minister of Transport has admitted during his Budget speech that they are obsolete. About 40 percent of the people travel by metre gauge which is being meted out step-motherly treatment. I want to know whether there is any plan to improve the coaches manufactured for the metre gauge section. What is the production of metre gauge coaches ? What is the replenishment and what is the condemnation ? Will the Minister give us the ratio ?

**SHRI MADHAVRAO SCINDIA :** I will not be able to give these figures now. I need a separate notice for this. Certainly metre gauge coaches are produced in the country and we are doing our best to see that the conditions of coaches are satisfactory.

**SHRI PRATAP BHANU SHARMA :** In his reply the hon. Minister has mentioned that import of these coaches will be done on technology transfer terms. I would like to know whether it is a fact that the new designs of these coaches have been approved by the RDSO, the reputed Research and Development wing of the Indian Railways, and if so, whether the new Coach Factory which is coming up at

Kapurtala in Punjab would be equipped to manufacture these newly-designed coaches.

**SHRI MADHAVRAO SCINDIA :** Whenever a technology transfer is involved, the RDSO is certainly very much a participant in the consultations that go into preparing the specifications required for the import of technology, and in this case also the RDSO has been involved. As I said, the specifications tenders have been opened just a couple of days ago ; they will be evaluated and then orders will be placed. The intention is that this technology should be adopted principally for the RCF, the Rail Coach Factory, at Kapurtala which would initially start production of ICF-type coaches and will transfer to the new technology as and when the coaches are imported. Ultimately, of course, we also want that coaches of this technology should be produced at ICF but first we will produce them at RCF, Kapurtala.

**SHRI P. PENCHALLIAH :** I want to know from the hon. Minister whether there is any proposal to set up one Wagon Repair Workshop at Bitragunta, Andhra Pradesh, because of the large scale retrenchment effected at Bitragunta due to the closing of the Loco Shed there.

**MR. SPEAKER :** This is irrelevant ; this does not pertain to this Question.

**SHRI D B. PATIL :** This import of coaches is on a trial basis. Out of the 60 coaches that are to be imported, 40 are for air-conditioned class and only 20 are for non-air-conditioned class. May I know from the Government why this preferential treatment is being given to airconditioned class ?

**SHRI MADHAVRAO SCINDIA :** These are new technology coaches which are meant for high speeds, and if a coach travels at 160 or 180 or 200 kilometres per hour, the dust factor is involved and that is why we have to ensure that it is an air-conditioned coach. That is why you notice that even in the Pantry car and SLR car it is airconditioned because of the dust factor at those speeds.