

MR. SPEAKER: He is asking about the rubber price.

SHRI. J. VENGAL RAO: The rubber price is increasing in Kerala also.

SHRI GEORGE JOSEPH MUNDACKAL : For the last six years, rubber is the only agricultural commodity which is maintaining a steady price.

Development of Ship Container Industry

*719 SHRI SOMNATH RATH†:
SHRI HARIHAR SOREN:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Singapore has offered technology and equity for the development of ship container industry; and

(b) if so, the reaction of Union Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) No, Sir,

(b) Does not arise.

SHRI SOMNATH RATH: Sir, I would like to know from the hon. Minister whether it has come to the notice of the Government through Press reports that Singapore has offered technology and equity for the development of ship container industry I would also like to know as to what steps the Government has taken for the development of ship container industry.

SHRI M. ARUNACHALAM: Sir, there are already seven existing units manufacturing these containers. Two applications are pending with us. I think this is sufficient for the domestic and export markets.

SHRI SOMNATH RATH: I will put my second supplementary. The answer is not

clear . I would like to know from the hon. Minister whether we are self-sufficient as far as this ship container industry is concerned. If not, what is the demand and how the demand is going to be met by the Government and the Industry -whether it is through the Public Sector or the Private Sector?

SHRI M. ARUNACHALAM: No demand has been assessed by our Ministry , But we are exporting to the main countries like the USSR, the UK, the USA , Hong Kong, Singapore, Republic of Korea, Taiwan, China etc. Therefore, our domestic requirement is also met by our manufacturers.

SHRI HARIHAR SOREN: Will the Hon. Minister be pleased to state whether this ship container industry in this country needs certain improvements regarding technology as well as equity. and if so, whether the Government have any proposal to develop the ship container industry and what is the amount allotted during the year 1988-89 to improve the industry?

SHRI M. ARUNACHALAM: All the ship container industries are having collaborations. Their collaboration is also over . They have developed that.

Capacity and requirement of Fabricated Railway Points and Crossings

*722. SHRI RAJ KARAN SINGH†:
SHRI MADAN PANDEY:

Will the Minister of INDUSTRY be pleased to state:

(a) the installed capacity for manufacture of fabricated railway points and crossings in public sector units and large, medium and SSI units in private sector;

(b) the average annual requirement of the fabricated railway points and crossings by the Indian Railways;

(c) the number of applications pending grant of letters of intent/industrial licences for this industry; and

(d) the action taken or proposed to be taken thereon?

THE MINISTER OF STATE IN THE

DEPARTMENT OF INDUSTRIAL DEVELOPMENT IN THE MINISTRY OF INDUSTRY (SHRI M. ARUNACHALAM): (a) to (d). A statement is given below:-

STATEMENT

(a) The licensed/registered capacity of the existing suppliers of Points & Crossings is as under:-

	<i>No. of Units</i>	<i>Licensed/ Registered Capacity</i>
(1) Public Sector	2	15,000 sets per annum
(2) Private Sector	2 (both MRTTP companies)	12,556 sets per annum.
(3) Small scale units	1	3,600 sets per annum.

In addition, two small scale units with a registered capacity of 1440 sets p.a have been given developmental orders.

(b) The requirement of fabricated points and crossings is estimated to be of the order of 15,000 to 18,000 sets per annum in the next few years.

(c) and (d). The facility of delicensing announced by this Department's Notification of 30.6.88 is available to the manufacturers of Railway Points and Crossings also. Prospective manufacturers need to apply for A letter of Intent only if the exemption parameters of this Notification are not fulfilled. Representations by three units against rejection of their applications for grant of Letter of Units are pending consideration.

[*Translation*]

SHRIRAJ KARAN SINGH: Mr. Speaker, sir, I would like to know from the hon. Minister the capacity of licences/registration issued after the announcement of delicensing on June 30, 1988?

[*English*]

THE MINISTER OF INDUSTRY (SHRI

J. VENGAL RAO): It is a delicensed item. Except the MRTTP Company and the FERA Company, any company can start this without any licence.

[*Translation*]

SHRIRAJ KARAN SINGH: Mr. Speaker, Sir, now I want to ask my second supplementary question. The hon. Minister has mentioned in his reply that the total requirement of Railways is 15-18 thousand sets per annum. In that case, efforts should have been made to increase the production capacity but instead of that it appears that Government intends to allow monopoly houses to enter this field. If not, what is the need of extending licences?

[*English*]

SHRI J. VENGAL RAO: In this field, two monopoly houses are already there. They are supplying more than the public sector and the private sector companies. Two MRTTP sister companies are owned by one family and they are supplying more than 56 per cent. On the request of the Railway Minister Shri Madhavrao Scindia, we delicensed these goods like railway crossings, points and wagons. They were dictating the prices to

the railways. That is why this decision.

[*Translation*]

SHRI MADAN PANDEY: Mr. Speaker, Sir, as has been mentioned in the reply, the total production capacity in public sector is 15,000 sets per annum; in private sector, it is 12556 sets per annum which includes MRTP houses too and the capacity of small scale units is 3,600 sets per annum. In spite of the fact that the actual requirement is only 15-18 thousand sets, it has been delicensed. I would like to ask the hon. Minister whether the Government had consulted the Department of Public Enterprises before altering the licensing policy and whether that department gave their consent to allow MRTP and other companies to enter this field? I would also like to know whether the increase in licensing capacity either by way of delicensing or by issuing licenses, would not prove harmful for the existing suppliers which include two units of public sector too?

[*English*]

SHRI J. VENGAL RAO: This is not a separate industry. Even in the steel industry, they can fabricate this. There are two companies in the public sector working and their total supply is only 36 per cent. And the two MRTP companies which are there are supplying 58 per cent. One private sector company is supplying only 5.12 per cent. To reduce the monopoly of these MRTP companies, we delicensed this and we are allowing small people to enter in this field.

DR. DATTA SAMANT: I am concerned with the public sector company—the Richardson and Cruddas of Bombay. It was a sick company which was taken over by the Government and 2000 workers were working in it. The total requirement is 15,000 sets. They were satisfying the requirements of the railways. After delicensing, some new Birla company has come up. What will happen is, railways are going to give this work to them. Railway workers have approached me in this regard. The result is that the work in the Richardson and Cruddas has been reduced in the last three, four months. I have already

written to the Railway Minister mentioning about all these things like the total requirement which is manufactured in the public sector unit. Otherwise, the Minister always says; your people are not doing any work. We are doing work with full production capacity. But the Railway Department is going to give it to the Birla company this year. And they are encouraging this. Therefore, I would like to know from the Minister whether they are going to discuss with the railway authorities and whether steps would be taken to see that the public sector demands will be fulfilled first.

MR. SPEAKER: Whichever is cheaper, is it not the policy?

DR. DATTA SAMANT: These are the old sick units of Mundras, which are taken over by the Government. The workers are not at fault and even the competition is not there. There are two units one is in U.P. and one is in Bombay.

SHRI J. VENGAL RAO: I will read out a sentence from Shri Madhavrao Scindia's letter:

"This feeling is also strengthened by the fact that the only two major fabricators in the private sector, namely M/s. Hindustan Development Corporation and M/s. General Engineering Works are sister concerns and they do not meet with any serious competition from the other two major fabricators, who are public sector undertakings"

That is why, they Railway Minister requested us to delicense this item.

[*Translation*]

SHRI BANWARI LAL PUROHIT: Mr. Speaker, Sir, the objective of delicensing is to break the monopoly of big houses and to encourage new entrepreneurs to set up industries. I have just listened to the discussion about the rubber and tyre industry. What happened in the case of tyres? My submission is that Birlas should be banned under MRTTP whereas the Government have again issued license to Birlas. It is not the

true concept of delicensing. The actual concept of delicensing is to encourage small and new entrepreneurs in the field and break up the monopoly of big industrialists. Why do the Government encourage them? Why do you give them clearance? New entrepreneurs deserve to get this clearance.

[English]

SHRI J. VENGAL RAO: I think the hon. Member is mentioning about the tyre industry.

SHRI BANWARI LAL PUROHIT: No, Shri Datta Samant has already told about that.

SHRI J. VENGAL RAO: In this industry, Birlas are not there.

[Translation]

Introduction of S.T.D. Facility

*723. SHRI KESHAORAO PARDHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of new places in the country in respect of which it has been decided to provide STD facility and the date by which it will be introduced; and

(b) the names of other places which are under consideration for providing STD facility in near future?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI GIRIDHARGOMANGO): (a) and (b). A statement is given below:

STATEMENT

(a) The names of stations in the country which are likely to be provided with STD facility during 1989-90 are given in the Annexure 'A' below:-

(b) The names of the other places which

are under consideration for providing STD facility in future are given in Annexure 'B' below:-

ANNEXURE - A

- A. Along, Anini, Amalapuram, Akiveedu, Attili, Aurangabad (Bihar), Arsekere, Amabalathera, Alibag, Azamgar, Ambajipeta.
- B. Bomedilla, Barpeta Town, Bhuj, Botad, Bharuch, Bilaspur (H.P) Badgaum, Betul, Balaghat, Bhandara, Bheed, Buldana, Bassin, Bishenpore, Bhawanipatna, Bolangir, Banswara, Barmer, Bhilwara, Ballia, Bhairach, Baranbaki, Balurghat, Bankura, Berhampur (W.B).
- C. Chandrapur, Chapi, Chikhli, Chamba, Chelari, Changala, Chindwara, Chhattarpur Chandel, Churachadpur, Churu, Chittorgarh, Cuddalore, Chamoli, Car Nicobar.
- D. Daporijo, Dharmavaram, Diphu, Dumka, Dungri, Dabwali, Doda, Damoh, Dungarpur, Deoria, Diu.
- E. Elathur.
- F. Farukhabad.
- G. Golpara, Golaghat Gutty, Gadwal, Gopal Gunj, Godda, Gumla, Gavgavathi, Guna, Gondia, Gad-Chiroli, Gurdaspur, Goraya, Geyzing.
- H. Himmat Nagar, Hardoi, Hardwar, Hodal, Hoskote, Haripad.
- J. Jahanabad, Jadcherla, Jind, Jhabua, Jalore, Jaiselmer, Jhalawar, Jhunjhunu, Jhansi, Jalpaiguri, Jajpur Road.
- K. Khonsa, Kodad, Karimganj, Kokrajhar, Khagaria, Kodinar, Kurukshetra, Kaithal, Kumta, Kampli, Kalpa, Keylong, Kulu,