

**Increase in Railway Freight Rebate**

\*30 SHRI JAGANNATH MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have increased the railway freight rebate; and

(b) if so, the advantages therefrom?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) No, Sir

(b) In view of the answer to part (a) above this question does not arise

SHRI JAGANNATH MISHRA. In view of the answer given by the Minister may I know Sir whether the Railways have introduced a scheme called the 'Freight Forwarders Scheme' and if so, what is the function of that scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI). The Freight Forwarder Scheme is regarding the contracts and the transport people and they collect the smalls for the railways and we give them the wagon and load and they will transfer them from the consignor to the consignee

SHRI JAGANNATH MISHRA, May I know whether the zonal authorities have been authorised to increase the incentives by way of rebate? If so, under what condition, may I know?

SHRI BUTA SINGH Sir, we have given the zonal authorities sufficient powers to quote rates from station to station based on the type of goods that are being offered

SHRI JAGANNATH MISHRA What was the justification of giving 'No' to my question? In view of the answer given by the Minister I want to know the justification of giving 'No'

to my question. He cannot say, the question does not arise. So many questions have arisen.

SHRI BUTA SINGH If you go through the question, the question is whether the Government have increased the railway freight rebate. The answer given is, no, because we have not done that

**Building of Wagons in Public Sector Units**

\*31 SHRI ARJUN SETHI Will the Minister for RAILWAYS be pleased to state:

(a) whether Government have recently placed orders for 15,555 wagons to be built in public sector units and with the deliveries spreading over three years, and

(b) how far would it help the utilisation of installed capacity of public sector units and help them to roll their way out of the present crisis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) and (b) A statement is laid on the table of the sabha

**Statement**

(a) Offers have been made to the active units in the wagon building industry for procurement of a total of 15,555 wagons (in terms of four wheeler units) with deliveries extending upto 31-12-1978. This includes 7,286 wagons (in terms of four wheeler units) for the units under Public Sector/Government management

(b) The installed annual capacity of the six units in Public Sector/under Government management is 15,746 wagons in terms of four wheeler units. But their present realistic capacity is only about 6,000 units (in terms of four wheelers) as four of these units were sick units and started picking

up production under Government management only recently. The total load on these six units as on 1-4-1976 i.e., backlog plus additional orders will be 15786 units. Hence it would be possible for the Public Sector/Government managed units to optimise utilisation of their installed capacity.

**SHRI ARJUN SETHI:** May I know from the hon. Minister whether it is a fact that the present targets have been drawn up for the procurement and manufacture of wagons, keeping in view the anticipated traffic requirements, the normal replacement and the resources available? If so, what will be the anticipated average utilisation of a wagon per day in 1979-80 in terms of Kilometres and how it will help the public sector wagon-producing units for their economic viability?

**SHRI MOHD. SHAFI QURESHI:** Sir, we have placed additional order of 15,555 wagons on the wagon Industry. Taking into consideration the fact that the Railways would be able to carry 250 million tonnes, we consider the present rate to be sufficient for the wagon-manufacturing industry.

**SHRI CHINTAMANI PANIGRAHI:** Sir, May I know from the hon. Minister why he now says that the present realistic capacity is only about 6,000 wagons when the installed capacity of this public sector undertaking is 15,746 wagons? Is it because there are some sick units now? I would like to know from the Government why is it that the installed capacity of the public sector is so much when its realistic capacity is only 6,000 wagons. And what was the difficulty in achieving the wagon capacity of the public sector unit so far as wagons are concerned.

**SHRI MOHD. SHAFI QURESHI:** All the units are sick ones taken over by Government. It is true that the installed capacity is much more as against the production capacity. So,

keeping this thing in view, the orders which we have now given to the various units have been farmed out according to the production capacity and not according to the installed capacity.

**SHRI INDRAJIT GUPTA:** May I know from the hon. Minister the names of those four units which he has referred to here as sick units? Secondly, what are the additional orders which have been placed on the sick units in the public sector apart from the backlog? Here only the total figure is given as 15,786 units which include the backlog plus the additional orders. I would like to know what is the additional orders placed on these units. Is he aware of the fact that recently the Chief Minister of West Bengal has remarked in a speech that the State Government has heard that these units in West Bengal are being given some several thousands of additional orders. He said that he had heard about this. But, I find that these orders have not actually been received here by the units concerned. So, what is the position?

**SHRI MOHD. SHAFI QURESHI:** The likely load of all the units would be 10,823 wagons. That would be the backlog. Additional orders to the tune of 15,555 wagons have been placed on all the units. That would take the total load with these units to 26,173 wagons. That would mean a load for two and half years on these units. The wagon distribution has already been made to various units and it is an equitable distribution based on past performance, installed capacity and the production capacity.

**MR. SPEAKER:** Give the names of the four sick units.

**SHRI INDRAJIT GUPTA:** What are the four sick units?

**SHRI MOHD. SHAFI QURESHI:** The one sick unit taken over by Government for management in 1974 was Arthur Butler; the other sick unit taken over by Government for management in 1974 was Britannia Engineering. The other sick unit taken over by Government for the management in 1973 was Burn & Co and the last one was I.S.W.

**SHRI INDRAJIT GUPTA:** Britannia Engineering is lying closed for the last Six Years. It has not been taken over by anybody.

**SHRI MOHD. SHAFI QURESHI:** We have given some orders also

**श्री रामावतार शास्त्री :** अध्यक्ष जी, क्या यह बात सच है कि रेल डिब्बों के उत्पादन की बात को ध्यान में रखते हुए रेल मंत्रालय का उद्योग मंत्रालय के साथ कोई समझौता हुआ है? यदि हाँ, तो उसका ब्यौटा क्या है?

**श्री मुहम्मद शकी कुरेशी :** समझौते का सवाल नहीं है। कीमत मुकदर करनी थी बंगल की। वह दोनों मंत्रालयों ने बैठ कर मुकदर कर ली है। वह किन्मा खत्म हो गया।

#### Import of Crude by Burmah Shell

\*32 **DR RANEN SEN:** Will the Minister of PETROLEUM be pleased to state the names of countries which would supply crude to India through Burmah Shell after its take-over by Government and at what price and the quantum thereof?

**THE MINISTER OF PETROLEUM (SHRI K. D. MALAVIYA):** Bharat Refineries are being allocated crude out of the crude imports being effected for the current year. Arrangements for import of crude oil during 1976 have not yet been fully firmed up.

In addition to imported crude, Bharat Refineries would be processing crude from Bombay High during this year.

**DR. RANEN SEN:** May I know whether it is a fact that as a result of negotiation with Burmah Shell Refinery which has been nationalised by Government, their own source of crude supply is being utilised by the Bharat Refineries? If so, what is the amount of crude utilised now by the Bharat Refineries from their own crude sources?

**SHRI K. D. MALAVIYA:** Sir, the hon. Member should consider these two questions quite separate, that is, taking over of the Burmah-Shell and handing it now to Bharat Refineries on behalf of Government. There is no obligation to purchase crude from any company or through any country which is now tied up with the agreement which has been reached for the take-over. Nevertheless we have kept the option open to purchase crude from the sources which were supplying crude. As and when we like we may go to them. This has been caused, as the hon. Members are aware, because of the difficulty in the availability of crude. So there is no harm in keeping the door open but there is no obligation on us to purchase the crude from them.

**DR RANEN SEN:** If that is so, may I know, in view of the shortage of crude supply at the present moment, how the total capacity of Bharat Refineries will be utilised?

**SHRI K. D. MALAVIYA:** I did not say there is no proper crude supply. I only said there are difficulties not because of the non availability of crude but because of the price which we are finding difficult to pay on the terms of those who want to supply crude. It is a question of prolonged negotiations. The doors are open. The field is large.