

SHRI ISHAQ SAMBHALI : What about withdrawal of the facility ?

श्री इशतल बिहारी बाजपेयी : इस बात को ध्यान में रखते हुए कि रेल किरायों में वृद्धि करने के बाद भी रेलों में मुमाफियों को जगह नहीं मिलती है, और इस बात को भी ध्यान रखते हुए कि अगर सारे सैलून बन्द कर दिये जायें और यात्रियों के बैठने के लिये उन का उपयोग किया जाये तो दो सौ नई गाडियाँ चल सकती हैं, क्या मंत्री महोदय सारे सवाल पर नये सिरे से विचार करने का वादा करेंगे ?

SHRI K. HANUMANTHAIYA : The hon. Member should know that these saloons or inspection carriages are not attached to each and every train. It is only when work warrants that these coaches are attached or detached as and when required. Therefore, it is not a general question. Even so, I shall take the opinion of this House into consideration and see that these things are not misused; and that the use of saloons does not come in the way of passenger facilities and amenities.

Requirement and Production of Wagons in India

*35. **SHRI S. P. BHATTACHARYYA :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons required in our country every year and the number actually produced every year;

(b) the percentage of wagons produced in West Bengal;

(c) the exact number of wagons that are at present being made in the Engineering firms in West Bengal; and

(d) the proposed number of wagons to be ordered for making this year in West Bengal's Engineering firms ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI MOHD.**

SHAFI QURESHI) : (a) The number of wagons required by the Railways varies from year to year depending on the needs of traffic and likewise the number of wagons actually produced is also varied from year to year, the approximate number produced in 1970-71 being 9000 in terms of four-wheeler units;

(b) During the year 1970-71, out of the total number of wagons actually produced in private sector, about 57% were produced by the private wagon builders in West Bengal. During the first six months of 1971-72, this percentage has increased to about 64%;

(c) The average monthly number of wagons turned out by the West Bengal private sector wagon builders during the six months from April 1971 to September 1971 was 328 in terms of four-wheelers;

(d) About 5000 wagons in terms of four-wheelers during the year 1971-72 excluding wagons to be manufactured against outstanding orders

SHRI S. P. BHATTACHARYYA : Is there no difficulty due to shortage of wagons in the coalfield areas, because of which coal could not be properly transported to the consumers ?

SHRI MOHD. SHAFI QURESHI : The question was about the production of wagons. The hon. Member is asking about the availability of wagons. The availability of wagons to coalfields has been increased and we are trying to improve the availability of wagons to coal fields.

DR. RANEN SEN : The hon. Minister said just now that last year about 57 percent of wagons was produced in West Bengal. Is it a fact that during the last few years most of the engineering firms that were producing wagons in West Bengal which have proved very good wagon building workshops are mostly lying idle because the Railway Ministry refused to place orders on such firms as a result of which there are a large number of closures and lay-offs ?

SHRI MOHD. SHAFI QURESHI :

There are sixteen wagon builders in the private sector out of which seven are located in West Bengal. From the figures it is seen that there is a huge backlog on these firms and they are not able to produce wagons according to the requirements of the railways. It is not correct to say that the Railways have not placed any orders on private wagon manufacturers.

SHRI PRABODH CHANDRA : Is the Deputy Minister aware of the fact that in every sphere of economy the country is suffering because of the lack of wagons ?

SHRI MOHD. SHAFI QURESHI : It will not be correct to say that the whole economy of the country is suffering because of wagon shortage only. The main question pertains to the production of wagons.

SHRI PRABODH CHANDRA : The question is not only about the production of wagons. The question is about the number of wagons required in our country.

MR. SPEAKER : I think he says that production is according to the needs of the country.

SHRI MOHD. SHAFI QURESHI : Yes, Sir, I have said that so far as the production of wagons is concerned, it is meeting the requirements of the country. So far as availability to different sectors is concerned, there is some difficulty; there is no doubt about it.

श्री अचल सिंह : मैं मंत्री महोदय से जानना चाहता हूँ कि क्या यह सही है कि बंस्ट बंगाल में हजारों बैगन इसलिये बेकार पड़े हुए हैं कि नक्सलवादियों ने उनसे सामान निकाल लिया है और वह काम के नहीं हैं ?

श्री मोहम्मद शफी कुरैशी : जी हाँ, यह बात किसी हद तक दुस्त है कि तकरीबन 20,000 बैगन बंगाल एरिया में, ईस्टर्न सेक्टर में बेकार पड़े हुए हैं क्योंकि वहाँ उनके पुर्जे

बोरी गये हैं, कितनों का कैनिबलाइजेशन हुआ है जिससे वह इम्मोबिलाइज्ड हो गये हैं ।

SHRI TRIDIB CHAUDHURI : The hon Minister just not stated that there is quite large backlog of orders placed no West Bengal wagon manufacturers in the private sector. Has the railway made any enquiries about the reason for this backlog, whether steel shortage is one of the major causes of this backlog and if so, what is the remedy that the Railway Ministry proposes ?

SHRI MOHD. SHAFI QURESHI : Shortage of steel has been one of the reasons, but not the main reason. There have been other reasons also for these units not to come up to the production standards, namely, unsatisfactory law and order situation, the labour problems that they have to face in individual units etc. As I have already stated, there is an outstanding order of 4,530 wagons with private wagonbuilders in West Bengal, and with the additional offers already made to them the load they can carry is 9,677, but unless this backlog is cleared, it is not possible for the railways to give them additional orders. As and when the backlog is cleared, additional orders will be placed on them.

SHRI TRIDIB CHAUDHURI : I am not speaking about fresh orders, I was saying that steel shortage has been one of the main causes, if not the principal cause. So, keeping that aspect of the problem in view, what do the railways propose to do, what is their liaison with the Steel Ministry and the Foreign Trade Ministry to import steel for this purpose ?

SHRI MOHD. SHAFI QURESHI : To meet the shortage of steel, which is mainly in flats and sheets, we are importing huge quantities to meet the demands of these wagon-builders.

SHRI M. KALYANASUNDARAM : The Minister says that the private sector producers have not produced wagons satisfactory to the requirements of the railways. In that case, why should they place orders on the private firms at the cost of the railways ? The railway workshops have been prod-

ucing wagons themselves. Why not increase the production of these wagons in the railway workshops themselves ?

SHRI MOHD. SHAFI QURESHI : We have to take an over-all view of the economy in the production of wagons. The railways are producing these wagons in nine workshops. Now it has been tapered off gradually, without affecting labour. We are not retrenching any labour in these units. But the private sector in West Bengal was really facing some serious trouble.

SHRI JYOTIRMOY BOSU : What trouble ?

SHRI MOHD. SHAFI QURESHI : It would involve unemployment if there was no work. In order to generate more economic activity in this area, we have placed the orders with the private sector.

SHRI BISHWANATH ROY : In view of the increasing number of wagons manufactured in the country, may I know whether export is increasing, and if so, which is the country importing the largest number of wagons from us ?

MR. SPEAKER : It is going beyond the scope of the question.

SHRI MOHD. SHAFI QURESHI : I do not have the figures, but I can supply the figures.

भारत पाक नहर जल संधि के अंतर्गत
पाकिस्तान को पानी की सप्लाई

*36. श्री हुकम चन्द कछवाय :
डा० लक्ष्मीनारायण पांडेय :

क्या सिंचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) पाकिस्तान को अब तक कितनी मात्रा में ऐसे पानी की सप्लाई की गई जिसका भारत-पाक नहर-जल संधि के अंतर्गत भारत को उपयोग करने का अधिकार था; और

(ख) इस संबंध में सरकार का भविष्य में क्या कार्यवाही करने का विचार है ?

सिंचाई तथा विद्युत मंत्रालय में उप-मंत्री (श्री बंजनाथ कुरील) : (क) और (ख). सिंधु जल संधि 1960 में दी गई व्यवस्था के अनुसार, 31-3-1970 को उसका संक्रमण (ट्रांजिशन) काल समाप्त हो जाने के पश्चात् तीनों पूर्वी नदियों (सतलुज, ब्यास और रावी) का जल उसी दिन से भारत के अबाध उपयोग के लिए उपलब्ध हो गया है। 1970 और 1971 के वर्षों में, कुल 80 लाख एकड़ फुट से 145 लाख एकड़ फुट जल पाकिस्तान-प्रदेश में प्रवाहित हुआ। पोंग में ब्यास नदी पर संचय बांध, ब्यास-सतलुज-लिक और राजस्थान नहर परियोजना के, जिनका निर्माण काफी आगे तक हो चुका है, पूरे हो जाने पर इस जल के अधिकांश का उपयोग भारत में ही किया जाएगा। इसके बाद एक औसत वर्ष में लगभग दस लाख एकड़ फुट जल ही फालतू होगा जो मानसून के महीनों में रावी नदी में प्रवाहित होकर नीचे चला जाएगा। बाढ़ के इस जल को रोक रखने के लिए रावी पर एक संचय बांध के प्रस्ताव की जांच की जा रही है।

1971 जैसे वर्ष में, जब सतलुज, ब्यास और रावी नदियों में जल का प्रवाह, संचय जलाशयों के बावजूद, वर्ष के पचास प्रतिशत समय की तुलना में बहुत ही अधिक रहता है, मानसून के मौसम में कुछ जल नीचे की ओर इस कारण प्रवाहित हो जाएगा चूंकि संचय जलाशय में वह नहीं समा सकेगा और ऐसे समय में भारी वर्षा के कारण नहरों के द्वारा की जाने वाली जल की खपत भी कम हो जाती है।

श्री हुकम चन्द कछवाय : वक्तव्य में कहा गया है कि 1970-71 में 80 लाख एकड़ फुट से 145 लाख एकड़ फुट पानी पाकिस्तान को दिया गया है। मैं जानना चाहता हूँ कि जबकि