

Self-sufficiency in Railway Wagons

*315. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state the time by which Railways are confident of achieving self-sufficiency in Railway wagons?

THE MINISTER OF RAILWAYS (SHRI T. A. PAI): The country has already achieved self-sufficiency in wagon production. In fact, a significant number of wagons is being exported every year.

श्री के० एन० तिवारी : अभी मंत्री महोदय ने कहा कि काफ़ी संख्या में वॉगन हैं तो इतनी जो शार्टेज है, कम्प्लेंट है हर जगह, हर स्टेट से हर राजन से वह क्यों है और जब एक्सपोर्ट किया जाना है, अगर एक्सेस है तो वह शार्टेज क्यों है ?

SHRI T. A. PAI: The question refers to self-sufficiency in wagon production. The requirements of wagons, particularly for the Indian Railways, at times appear to be sufficient; but at times, because of the various changing patterns of trade and also certain restrictions on movements, rapidly undergoing changes. So we are now continuously studying this problem with the idea that the bottlenecks that are now coming up in wagon movements are removed.

श्री नाथूराम अहिरवार : अभी मंत्री महोदय ने बताया कि वॉगन मन्लाई में हमारे पास कमी नहीं है। क्या यह सही है कि जनवरी के महीने से हा। ऐसा प्रतिबन्ध लगा रखा है कि वॉगन मन्लाई न किया जाय और आज 6 महीने से क्षामो डिबिजन् के जिलों में कोई वॉगन मन्लाई नहीं हो रहा है, गल्ला पड़ा हुआ है, भूसा पड़ा हुआ है, वॉगन नहीं मिल रहा है, इस के लिए सरकार क्या कर रही है ?

SHRI T. A. PAI: As and when complaints come, we are looking into them. But the basic problem is to keep our wagons moving continuously. The pattern of trade also has been undergoing a change. When we were importing foodgrains the movement was to the northern parts of the country, but now after the Green Revolution,

the pattern of movement has undergone a change. We have to continuously move coal also. But on account of the law and order situation in the eastern region, there have been some bottlenecks. Apart from these the covered wagon situation also requires to be looked into, because there is a practical shortage in the sense of providing covered wagons — not the overall situation. All these difficulties are being looked into. We shall certainly see that the goods are kept moving in this country.

SHRI D. P. JADEJA: From the hon. Minister's statement it seems that wagons for metre-gauge are also available. If that is so, may I know from the hon. Minister whether they would give preference to remove all the salt which is now dissolving in water in the coastal area?

SHRI T. A. PAI: All the salt for human consumption is being moved. But, at the same time, we are trying to find out whether we should not have some coordination with coastal shipping also, so that, at least to some parts of the country salt or coal is moved by sea.

SHRI DINEN BHATTACHARYYA: May I ask from the hon. Minister whether he has received any complaint from the colliery dealers of Raniganj and Dhanbad area...

MR. SPEAKER: This is a general question. But you are going into specific points. This does not arise out of this. This is a simple question about self-sufficiency. You are going into railway lines.

SHRI DINEN BHATTACHARYYA: There are complaints that due to shortage of wagons, large stocks are being accumulated at pit-heads of the collieries in Raniganj and Dhanbad.

MR. SPEAKER: It is not relevant. Mr. Salve.

SHRI N. K. P. SALVE: If there is no shortage of wagons and if there is no acute shortage of efficiency, may I know from the Minister why, for the preceding six months, coal, manganese and ferro-manganese traders have been continuously pestering the Ministry and the Minister and if it were not for the Minister's help, this trade would have

come to a lamentable pause. (*Interruption*) He is oversimplifying the issue by saying that they are looking into the matter. (*Interruption*) He must indicate what they have looked into so far. There has been a seasonal trade everywhere. Have they tried to mobilise their movements along with the seasonal trade, and may I know what recent steps have they taken to create conditions by which the psychology of shortage of wagons is properly treated.

SHRI T. A. PAI : The hon. Member is perfectly right, if it is the psychology of shortages in wagons that are being manipulated. (*Interruption*)

So far as the private trade is concerned, we are now finding that it has a right to reserve the wagons and cancel them at the last minute. A proper planning of scientific movement of wagons is yet to be undertaken by us in view of the difficulties we are experiencing. We are looking into the Railway Act itself to see what steps are necessary to ensure that our wagons are released immediately, instead of being kept by the private traders.

SOME HON. MEMBERS rose—

MR. SPEAKER : I am sorry.

MR. GANGADEB — absent.

MR. PRASANABHAI MEHTA — absent.

SHRI JYOTIRMOY BOSU : Only one supplementary which will interest you, Sir.

MR. SPEAKER : I am sorry. I have passed on to the next question.

Sudan's ban on export of Cotton to India

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*317. SHRI D. P. JADEJA :
SHRI VEKARIA :

Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether Sudan Government have banned the export of cotton to India ; and

(b) if so, the measures taken by Government to face the shortage of cotton, especially long staple cotton for finer varieties of textiles?

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA) : (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) Sudan Public Cotton Corporation suspended shipments of cotton to India on 18th July, 1972. They have done this on the plea that certain credits to them in cotton already shipped have not been remitted by the State Bank of India, Bombay. The matter has been taken up with the Sudanese authorities.

(b) Existing stocks of Sudan cotton are sufficient to meet industry's requirements for the next six months and there is no fear of shortage.

SHRI D. P. JADEJA : From the statement which is a little confusing, may I ask the hon. Minister as to what measures are being taken to avoid such non-payment by our banks?

SHRI L. N. MISHRA : This arose as a result of the uncertainty about the value of the pound sterling. That was the main reason and I am sure the payment will be resumed and we will have the committed quantity of cotton from Sudan.

SHRI D. P. JADEJA : Non-payment by our banks to foreign countries is definitely not a fair practice in trade. May I know whether this was a deliberate move as we are not in need of more cotton?

SHRI L. N. MISHRA : It was not a deliberate move. The State Bank of India was the paying authority and as a result of the uncertainty of the value of sterling—you know it was there six or seven weeks ago—there was delay in payment and they stopped the shipment of cotton. But it is going to be resumed soon.

SHRI VEKARIA : To meet this shortage, permanent shortage of staple cotton, I would like to know from the Minister, what long term measures the Government propose to take. To meet the shortage of such cotton, does the Government propose to give subsidised seeds for the production of such cotton?

SHRI L. N. MISHRA : A comprehensive scheme in collaboration with the Planning Commission, Agriculture Ministry and the Ministry of Finance has been worked out to help the cotton