

# LOK SABHA DEBATE

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LOK SABHA

Thursday, May 10, 1979/Vaisakha  
1901 (Saka)

The Lok Sabha met at half past ten of  
the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

## Railway Wagons

\*1073 SHRI IQBAL SINGH DHILLON: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been made about the requirement of railway wagons and the availability thereof; and

(b) if so, the steps Government propose to take to make more railway wagons available to meet the demand?

THE MINISTER OF RAILWAYS (PRF. MADHU DANDAVATE): (a) and (b). A statement is laid on the Table of the House.

## Statement

(a) and (b). Yes, Sir. The Working Group on Railways which was set up by the Planning Commission in 1977, had assessed the requirement of 1,12,025 wagons (in terms of 4-Wheelers) both on additional and replacement accounts in the Five Year Plan period 1978-83 over and above the existing availability of 5,32,424 B.G. and M.G. wagons as on 31-3-78. The Planning Commission, however, made a provision for only

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73,000 wagons in the draft 5-Year Plan for 1978-83.

Procurement of wagons is arranged by the Railways taking into account the traffic demands and the availability of funds from year to year. Consistent with the allocation of funds in the Budget Estimates for 1979-80, the procurement of 13,100 wagons in terms of 4-wheelers has been planned during the year.

SHRI IQBAL SINGH DHILLON: Mr. Speaker. Sir, according to the statement by the Hon. Minister, the requirement of wagons is 1,12,025 both on additional and replacement accounts in the Five Year Plan for 1978-83 over and above the existing availability of 5,32,424 both of broad-gauge and meter-gauge as on 31-3-78. The Planning Commission has made a provision of only 73,000 wagons in the draft Five Year Plan for 1978-83. There is a big gap between the requirement and the supply of wagons. Take the case of Punjab. First, we need 57,000 wagons for steam coal and for hard coke, we need 12,000 wagons. But the Coal Ministry have allocated 36,000 wagons for steam coal and only 6600 wagons for hard coke.

MR. SPEAKER: Kindly come to the question.

SHRI IQBAL SINGH DHILLON: It is a very important question.

MR. SPEAKER: Other questions are also important.

SHRI IQBAL SINGH DHILLON: It is more important for our region.

I am sorry to narrate that only 50 per cent has been made available

in 1978. What a hard fact for our region. Although our allocation was reduced to 50 per cent, again the Railway Ministry reduced it further by 50 per cent. We are getting almost 25 per cent of the assessed capacity. The hon. Minister is the most competent man and almost in a way a hat-trick winner. In Punjab, we are contributing about 70 lakh tonnes of rice and wheat for the central pool. Foodgrains are very important for the country. If we produce foodgrains and they are lying in the open shed, who is responsible for the wastage, deterioration and shortage of grains? Our demand is that at least 5 lakh tonnes of foodgrains must be moved from Punjab every month so that at least 60 lakh tonnes of production is moved from Punjab every year. The Minister must be aware that there was a movement of only 3.5 lakh tonnes of foodgrains monthly in 1978 from Punjab. This is the originating traffic. For terminating traffic, I have already told that we are not getting coal.

MR. SPEAKER: I cannot allow a debate

SHRI IQBAL SINGH DHILLON: What steps are being taken to increase the originating as well as the terminating traffic from Punjab?

PROF. MADHU DANDAVATE: I have carefully listened to the inaugural address of the hon. Member in the question hour. But I will come only to the question. In the first part, he has repeated my written statement orally. The figures which I had given are on the basis of the initial group that was set up by the Planning Commission. Answer to the second part of his question is, it is true that certain difficulties are met. Initially when certain targets were fixed and allocations were made, as he has indicated, they were worked out on the basis of the assumption that the turndown of the wagons will be 11.7 days. Due to change in the traffic pattern, the turn-down of the wagons

today has gone up to more than 14.5 days. On the basis of 13 days, the newly re-constituted Group of the Planning Commission is now trying to assess the wagon needs and the same are now placed at 1,58,525. It is reliably learnt that they are likely to recommend 92,500 on the basis of these allocations. We are not able to state what exactly will be the final allocation. It will be our constant endeavour to see that more allocations are actually secured from the Planning Commission and the needs are met.

As far as the installed capacity is concerned, in the end, I may say that it is only 22,760 whereas, apart from the pending order as on 1-4-1979 of 27,377 wagons, additional order we have placed is 21,000 and if we take all that into account, the total additional order we have placed is 48,377. We will try our best to see that the shortfalls are met.

SHRI IQBAL SINGH DHILLON: Clear RR for foodgrains is being issued only at light stations, although our need is that it should be issued at more than 50 per cent of the stations. I think the Minister will take a long time for making arrangements to issue RR island platforms at more stations.

PROF. MADHU DANDAVATE: We will try to make the long time as short as possible.

PROF. DLIP CHAKRAVARTY: I would like to know whether the Minister is aware of the serious and acute shortage of essential commodities due to shortage of wagons in the eastern regions particularly Assam, Arunachal Pradesh, Meghalaya, Mizoram and Tripura. What specific steps are being taken by the Minister in order to remove the shortage of supplies in wagons for carrying the essential articles?

PROF. MADHU DANDAVATE: It is true that as far as the Eastern sector and the North Eastern sector is concerned, there are certain difficulties. I recently had a talk with the

Chief Minister of Tripura and also the Minister of Mizoram and Assam and we are trying to evolve a new arrangement by which the commodities will be brought by broadgauge upto Bongaigaon and from there, they will try to lift them up by motor transport and in this respect we are also trying to contact the Defence authorities so that more than 8,000 trucks which are available with them might be used for this transport and once that is done before the monsoon, we will take care of the commodities that must reach the sensitive areas in time.

**SHRI C. N. VISVANATHAN:** As per the Minister's reply, he has given orders for nearly 40000 wagons. Actually, the Planning Commission has given, for 1979-80, according to the Statement laid on the Table, 13900 wagons, but it may not be even 9 per cent of the total requirement of wagons. In the south, especially, from the thermal stations there is a huge demand for wagons for lifting coal. The Railway Minister may tell us how many wagons he has received so far out of the 13000 and how many wagons he has given to the Southern Railway, especially for lifting coal and salt which are very much needed.

**PROF. MADHU DANDAVATE:** As far as the 1979-80 budget allocations are concerned, they are for the production of 13100 wagons, both in the public sector as well as in the private sector. The allocations in the Sixth Plan are really for 73000 wagons for the entire plan. No doubt, on the basis of this we have to place orders for more than the installed capacity. The 48000 I had referred to are the pending orders plus the additional 21000. I am sure that if we are able to get these delivered we will be able to solve the problem. There is only one constraint: the constraint is that even when the manufactured wagons

are ready, some of them are stable for want of wheel-sets. Here, our difficulty has been that, as far as wheel-sets are concerned...

**MR. SPEAKER:** You had mentioned that earlier.

**PROF. MADHU DANDAVATE:** Yes, I have already mentioned it and I need not repeat it. If you want, I will repeat it; otherwise, I have given the figures several times in this House.

**SHRI C. N. VISVANATHAN:** I asked how many wagons you have received so far out of the 13000 in 1979-80

**PROF. MADHU DANDAVATE:** As far as 1979-80 is concerned, we have just started the year now....

**SHRI C. N. VISVANATHAN:** Five months are over.

**PROF. MADHU DANDAVATE:** As far as the last lot is concerned, I shall tell you exactly what were the orders placed in 1978-79 the production in terms of four-wheelers was from the industry, 10470 and from the Railway workshops 1586—that is, more than our capacity. Therefore, the total was 12056. That is exactly the position. So, 12056 is the actual delivery. (Interruptions).

#### Delay in Delivery of Ships

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\*1075. **SHRI SURENDRA BIKRAM:**

**SHRI JANARDHANA  
POOJARY:**

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what are the main reasons for delay in the delivery of 75,000 dwt. ship being constructed by Cochin Shipyard;

(b) which are the other ships which have become due for delivery but will be delayed heavily; and