

(*Interruptions*). You are getting angry often, I am sorry.

MR. SPEAKER : I am not getting angry. You are unnecessarily trying to do it.

SHRI P. KOLANDAIVELU : Being the Leader of the Party, I have to ask questions. This is a basic question.

MR. SPEAKER : That is all right, you may ask a question, but you cannot deliver a lecture here.

SHRI P. KOLANDAIVELU : This kind of attitude, I don't agree to.

MR. SPEAKER : No, I am not going to take this. I have given a chance, he misutilised it. There is nothing to explain.

SHRI H. N. NANJE GOWDA : Sir, it is a matter of regret that the Government of India have received the project report from Andhra Pradesh. (*Interruptions*). Sir, I am asking the question. There must be lack of understanding in the Government of India circles because the Government of India has no business to receive the project report from Andhra Pradesh, particularly for drinking water. As per the agreement dated 28-10-77 to which the Government of India also is a party, it is a Tamil Nadu project. So, why have they entertained this from Andhra Pradesh? They were talking about the use of excess water. The use of excess water is one thing, committing a new project is another thing. I do not know whether there is lack of understanding in the Government of India, I am telling you.

(*Interruptions*)

MR. SPEAKER : Ask the question.

SHRI H. N. NANJE GOWDA : The Bachavat Tribunal has given an award about Scheme A and Scheme B. Is it not a fact that only Scheme A is notified by the Government of India and all concerned States are expected to limit their projects to commit 2,060 TMC ft. under Scheme

A ? And if anybody violated Scheme A, is it not an offence on the part of that party to commit outside Scheme A ? Is it not a fact that this project is illegally and unilaterally taken up by the Andhra Pradesh Government ? Does the Government of India become a party to such an illegal and unilateral act ?

MR. SPEAKER : They have to consider everything.

SHRI B. SHANKARANAND : Perhaps the hon. Member could not listen to the reply which I gave to the first Supplementary. I have answered it. If you have not listened, please go through my reply, you will understand it.

This project is under the Central Water Commission's examination; it is studying all the aspects regarding availability of water and aspects of inter-State disputes also.

#### Manufacturing of coaches, wagons and locomotives

\*433. SHRI SRIHARI RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is fact that production units manufacturing coaches, wagons and locomotives are equipped to meet strictly indigenous requirements only ;

(b) whether, with a view to enter the foreign market and earn valuable foreign exchange, Railways are updating the technology for increasing the manufacturing capacity to export Indian made coaches, wagons and locomotives ; and

(c) the details of Government's schemes in this respect ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Railway Production Units are set up to manufacture coaches and locomotives to meet domestic requirements. Manufacture of wagons is undertaken by wagon builders in public/

private sector. Coaches and locomotives manufactured by Railways and wagons manufactured by public/private sector are also exported. However, the exports depend on our ability to compete in world market in prices, design and reliability etc.

(b) and (c). Continuous updating of technology is done by the Railways to improve the quality, reliability and efficiency of locomotives, coaches and wagons. This will help Railways to compete in world market.

SHRI SRIHARI RAO : I would like to know from the Hon. Minister whether any coaches, locomotives and wagons have been exported to other countries and if so, which are those countries ?

SHRI MADHAVRAO SCINDIA : Sir, in the last twelve-year period from 1971-72 to 1984-85 approximately 326 coaches have been exported at a value of Rs. 26.08 crores to Taiwan, Zambia, Philippines, Tanzania, Uganda, Vietnam Nepal, Nigeria Mozambique and Bangladesh.

An additional export order of 60 coaches to Bangladesh is still in hand.

As far as locomotives are concerned, 30 locomotives have been exported-15 to Tanzania and 15 to Vietnam. Five Re-conditioned Steam Locomotives from Southern Railways have been exported to Tanzania at a total value of Rs. 20.17 crores.

SHRI SRIHARI RAO : Have you received any orders in 1985-86 ?

SHRI MADHAVRAO SCINDIA : Sir, there is an order in hand for 60 coaches to Bangladesh and this order is under implementation.

KUMARI MAMATA BANERJEE : Sir, Burn Standard Company, Jessop Company, Braithwait Company are manufacturing the wagons, but in the last Railway Budget, the hon. Minister has reduced the order from twenty thousand to five thousand in West Bengal.

*(Interruptions)*

We tried to meet the hon. Minister of Railways Bansilalji to extend the order. Will the Minister of Railways consider giving more orders to West Bengal for manufacturing wagons and thus save the workers from starvation ?

SHRI MADHAVRAO SCINDIA : Sir, we are still hoping that we will get an extra allocation of fund and we are still awaiting the final decision. As and when funds become available, the interests of West Bengal, especially in the matter of wagons where a large number of wagon manufacturers exist, will definitely be kept in mind and be given priority consideration.

*(Interruptions)*

SHRI ANANDA GOPAL MUKHOPADHYAY : Why are you laughing at the fate of 50000 workers ?

*(Interruptions)*

*[Translation]*

**Introduction of Trains from Bhopal to Calcutta, Allahabad, Ahmedabad and Bombay**

\*434. SHRI K.N. PRADHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether proposals are under consideration to introduce direct trains from Bhopal to Calcutta, Allahabad and Ahmedabad and a superfast train between Bhopal and Bombay; and

(b) if so, the time by which these trains are proposed to be introduced ?

*[English]*

THE MINISTER OF RAILWAYS (SHRI BANSI LAL) : (a) No, Sir.

(b) Does not arise.