

SHRI RAMAKRISHNA HEGDE (Maharashtra) : It should not result in prevention of seeking clarifications by the Members.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : I have not made any observations. Why do you compel me to make any observation ? Let there be no observation on that. Please lay it on the Table of the House.

THE MINISTER OF STATE IN THE MINISTRY OF LABOUR (SHRIMATI RAM DULARI SINHA) : Sir, I beg to lay on the Table of the House a statement regarding decisions taken by Government on the recommendations of the Tribunals for working Journalists and non-journalist newspaper employees. {Placed in Library, See No. LT—1766/80}

श्री शिव चन्द्र झा (बिहार) : उप-
है। यह एक परम्परा आपने अभी शुरू
स्टेटमेंट लेकर के आते हैं, तो मिनिस्टर
क्लैरिफिकेशन के लिये सवाल पूछे जाते
हैं। अब मैं जानता चाहता हूँ कि इन्होंने
तो ले कर दिया, क्लैरिफिकेशन क्या हम
...

(Interruptions)

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : I am replying to the point of order. Now we are in the midst of a very important discussion. From the Chair, I would not have permitted the hon. Minister to lay the statement on the Table of the House in the midst of this important debate. But I find that there was an assurance that this statement would be laid before the conclusion of the current session. So the Minister is under an obligation to make this statement before this

House and when my permission was asked for I thought it proper that I must give her an opportunity to lay it on the Table. But if I allow even one Member to ask clarifications. I cannot stop other Members. Therefore, I am not permitting any clarifications. I am not making any observation whether the members can later ask for clarifications or not. It depends on the rules. If the rules and concessions permit, you are entitled to do so. The rules are there.

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh) : We reserve our right to ask clarifications tomorrow.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : If you insist on my observation it may go against you. Therefore, I am saying that I am not making any observation.

Shri Jaswant Singh

I. STATUTORY RESOLUTION SEEKING DISAPPROVAL OF THE MARUTI LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) ORDINANCE, 1980—contd.

II. THE MARUTI LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) BILL, 1980—contd.

SHRI JASWANT SINGH (Rajasthan) : Mr. Vice-Chairman, Sir, I rise to support the Statutory Resolution moved by hon Shri Mathur, my valued colleague. The Resolution seeks to disapprove the nationalisation of Maruti Limited. I would like to dispose of on particular aspect of this unhappy debate before I go on to the nationalisation aspect itself. Inevitably when debating Maruti, a certain late departed gentlemen's name crops up unwittingly from our side and from the Treasury side. I sincerely wish that the departed soul may rest in

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peace. He was a valued and dear colleague to some of you. To most of you on the Treasury Benches, he was the dreaded unknown. You really did not know him. You really did not understand him. Therefore, when now the Treasury Benches rise in a sycophantic howl of protest whenever his name is raised, it is all very hollow and unconvincing. He wrote his name with a certain kind of acid on the Indian political scene. Such sycophancy will not engrave that acid any deeper and our protest will not wipe it out. To us, some of us, he was a political adversary. Inevitable, when we are taking about Maruti, we have to go into the question of nationalising this concern because when I start, I start with the Statement of Objects and Reasons as presented by the hon. Minister.

This leads to it because the very first sentence says : "M/s, Maruti Limited was granted an industrial licence for the manufacture of 50,000 passenger cars, etc." When one is taking about the Statement of Objects and Reasons, one is taking into account the statement made by the hon. Minister that the licence was granted for the manufacture of 50,000 passenger cars. How many eventually came into production is now a matter of history, and it is a dead chapter and finished. It is a sad chapter because it reflects very badly on a certain period of development of Indian polity, a sense of ethical values in the Indian Political life, etc. That is another matter. But here is a statement by the Minister to say that the Company acquired a sizeable piece of land. Now, in this statement that the Company acquired a sizeable piece of land lies hidden an understatement of the grossest misuse of official machinery. The crassest, the most unconcerned way—I fail to find the right word to express how 300 acres of very valuable land, next door to Delhi [uked

between 10 o'clock and 1 p.m. in the afternoon only at the whims and fancies of certain individual. All laws of the land, whether they related to roads or they related to the Defence or they related to the acquisition of agricultural land, etc, were pushed aside. How the compensation was paid by 5 o'clock in the evening, how the rates have been determined between 10 a.m. and 1 p.m. how 5,600 small land-owners are deprived of their land to meet the whims and fancies of a certain entrepreneur is a very sad reflection and a sad commentary on how one went about doing things at that time. And it continues to sadden me personally as to how we continue to justify, cloaking in various clauses—holier than thou, public purpose good for the people, economy, saving of fuel, etc.—what is patently a fraud, what is patently an attempt to get hold of something which is an embarrassment and tuck it away, push it under the carpet, so that it is forgotten and not to be mentioned again. In attempting to tuck it away under the carpet, you are going about it in a manner that this Maruti car—when it raised its head, it caused endless trouble; you cannot now imprison this Maruti; and this Maruti has acquired a life of its own—will continue to haunt you as it will continue to trouble us And in this patently false, patently unjust and patently wrong attempt to tuck it away under the carpet, to hide it away, you cannot succeed.

The hon. Minister next talks about what I can call an incredible but a believable piece of euphemism. We have come to expect this from the Treasury Benches. Now, he says,

"as a result of certain unanticipated adverse factors". It is a marvellous piece of bureaucratic obfuscation. What were these unanticipated adverse factors, despite the most positive factors aiding this concern, despite the fact that the State machinery moved as never before to get the land, to get the loans.'

The loans were granted by merely making a scratch on a piece of paper. There was no project report yet land was allotted.. when land was asked for. There was no map drawn out as to how the factory- was going to be laid out and when this observation was made it was pushed aside and it was said that, no, 300 acres are to be given. How did the 300 acres eventually find use as an industrial estate for the growing of vegetables and such like products when it was given to a gentleman called Mr. Goel (*Time bell rings*). Sir, I have hardly begun.

THE VICE CHAIRMAN (SHRI DINESH GOSWAMI) : Your party has been given five minutes. Kindly conclude in five minutes.

SHRI RAJINDRA SINGH ISHWAR SINGH : Sir, we do not extend these time durations. I have been listening to the hon. Member. He has wasted all his time in making a very adverse criticism on matters which are not very pertinent to the nationalisation business before the House. If hon. Members choose to waste their time like that, I respectfully submit that they have no business to ask for any indulgence.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Please conclude in five minutes.

SHRI JASWANT SINGH : Sir. we start by taking into account what a certain gentleman liked to call adverse criticism. Because, they are adverse, because they are critical, therefore, they are not necessarily irrelevant because they all arise out of the Statement of Objects and Reasons here, which is a part of the Bill. This was preceded by an Ordinance which talked about the winding up, and whereas an order has been made for the winding up of the Company and proceedings for its liquidation are pending in the High Court of Punjab and Haryana. That provided the impetus. We are told that there is a process of winding

up. There was the fear that it may be acquired by a private party, 'X' 'Y' or 'Z'. There is doubt as to who eventually was going to acquire it. But that is immaterial. The very fact that it was going to be acquired by a private company. I do not think is a sufficiently strong ground for influencing it because in any case it was, before it was nationalised, a private concern. It was owned by a private individual. It was not a public company and if after all these liquidation proceedings it was bought by another private concern, where was the harm ? How that can be equated with public purpose is beyond me. One private individual, one privately owned company becomes another privately owned company, it does not deserve the entire knight of the Government of India to intervene by an Ordinance, by an Ordinance keeping aside all laws and say, no. it serves public purpose to debar that individual,, whosever that, second private individual may be, from acquiring it. What were the alternative options that were available to us? They were sufficient. In the laws of the land there is the Industries (Development and Regulation) Act which is to investigate mismanagement. In this company there is the self-admitted mismanagement, here in the Ordinance as also in the Objects, that the company could not perform, that the company could not function, that it had gone bankrupt. No matter how euphemistically cloaked certain adverse facts, etc. are, the fact remains that the company had gone bankrupt, it was no longer functioning. There was on the statute book a law, the Industries (Development and Regulation) Act, which is to investigate mismanagement. Now, you can bring about, you can invoke this particular Act to prevent closure. You can invoke it for the social purpose whenever any essential supply is going to be affected. You can invoke it if there is some kind of a vital need for the public which is needed, so that in the absence of it, that vital need of the pub-

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lie is not going to be met. There was sufficient availability of strength with the Government in this particular Act. It could have acted, taken over the management, run it for three years or five years. It would have been tantamount to nationalisation. And, thereafter it could have done whatever it felt fit. Why go in for an Ordinance? Why go in for the charade of nationalisation in this Bill? There is the question of assets and liabilities which has been debated at some length by people who are more qualified than I am. I certainly cannot make the balance-sheet as intelligently as Mr. Salve has made.

I would like to talk about the specific aspects of the importance* of car industry. To my knowledge, we make about 100,000 cars currently in the country, which is 60 per cent of the installed capacity. Unfortunately, the hon. Minister is not here. I do not know, therefore, whether my question will reach him. I would like to know out of these 100,000 cars that we make, how many cars do the private parties actually buy? I may be wrong but my submission would be that private individuals as such are not able to buy more than 15,000 to 20,000 cars. The balance 80,000 to 85,000 cars which are manufactured, are either bought by the Government or by the corporate sector. We now* talk in terms of investing Rs. 100 crores on this nationalised company and manufacturing another 100,000 cars. It is a good thing; make more cars; make better cars and we would welcome it. But, for Heaven's sake, let us be done with this Maruti. Let us put it behind us. We want to forget it. It has caused enough pain and trouble already. But if you are going to make cars if you have gone through this entire charade, and if you are going to invest Rs. 100 crores, please tell us by when you are going to make the cars? Add two years; add twenty years to your time projection but please tell this House that you have

gone through this entire charade so that in the year 1999 or 1987 you will make 20 cars or 200 cars or 2,000 cars and that you will sell them at X, Y or Z price. Please give us that assurance. That would be the only justification for this Bill. (*Time bell rings.*) I thank you very much for the courtesy.

PROF. D. P. CHATTOPADHYAYA (West Bengal) : Mr. Vice-Chairman, Sir, one who has very carefully listened to the debates of the day will be persuaded that the whole debate has taken place in a wrong perspective. The association of the late lamented Sanjay Gandhi has loomed unnecessarily large on, unnecessarily very heavy with, almost obsessed, thought, expression, choice of phrases verging on unkindness, if not cruelty, on the part of some participants. So, for a meaningful debate on the nationalisation of Maruti company, rather than who was historically associated with it, in what context, etc., the context has to be defined first. And simply because some well-known youth leaders or the relations of some dignitaries of the State were associated with it, we should not say goodbye to the contents of the Bill. The provisions of the Bill, and take refuge in something frivolous and which is not before us for serious consideration.

Sir, we always refer, whether it is parliamentary practice or something like it, to House of Commons, to the politics of United Kingdom. Sir, we have heard of Churchill; we heard of his lineage to the house of Malborough; we have heard of his son Randolph Churchill; I have heard of his grand son, Churchill, who also like his grandfather and father, happens to be a Member of the House of Commons. I have heard of Lord Soames, who was the Cabinet Minister of England and who happened to be the last Governor-General of Rhodesia.

I have heard the name of the son of Kim I Sung of North Korea, who is number two in the Government. I have heard the name of the son of Mr. Khrushchev, Adzubei who was now the Chief of the media department in the paper Izvestia. I have heard the name of the son of Mr. Leonid Brezhnev, who is the Deputy Foreign Trade Minister today of USSR in Moscow. Now, we can also..

SHRI NAGESHWAR PRASAD SHAHI : You did not hear about the sons of Mahatma Gandhi and Sardar Patel ?

PROF. D. P. CHATTOPADHYAYA : Yes. I have heard the name of Shri Devadas Gandhi, I have heard the name of the grandson of Mahatma Gandhi. Shri Ram Chandra Gandhi, who is now a very distinguished philosopher. Sardar Patel's son was the Leader of the Opposition in this House. Sir, what I say is this. Take, for example, the Kennedy family, whether it was John Keneddy or Robert Kennedy or Edward Kennedy. The point is very simple ... (*Interruptions*)

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Mr. Manubhai Patel, why do you interrupt him now ? Even if his argument is misconceived, you can reply to it later on. There are so many speakers. Kindly do not interrupt him now. (*Intenruptions*)

SHRI P. RAMAMURTI : Sir, I would only like to tell him that Mahatma Gandhi had no grandson by name, Ram Chandra Gandhi. His grandson's name is Shri Raj Mohan Gandhi. That is all.

PROF. D. P. CHATTOPADHYAYA : Shri Ram Chandra Gandhi is the grandson of Mahatma Gandhi who is now the Professor of Philosophy in the Hyderabad University. You are a very old man, but you are not up-to-date. (*Interruptions*)

THE VICE CHAIRMAN (SHRI DINESH GOSWAMI) : He is correcting you.

SHRI P. RAMAMURTI : I am thankful for the information.

PROF. D. P. CHATTOPADHYAYA : Sir, you are very kind and impartial. You must also watch your watch. These interruptions have cut into my time.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Don't pay-any attention to these interruptions.

PROF. D. P. CHATTOPADHYAYA : I keep quiet. Sir, my point was very simple. My point is that the association of politicians or their relatives with a venture, business or otherwise, should -not blur our perspective when we are discussing a matter of public interest placed before this august House and it should demand our serious attention rather than frivolous and cheap attacks. We should not have a negative approach.

Let us come to the positive aspects as to what should be done, what should be the perspective and so on, in which this Bill should be considered. * Two important elements constitute the perspective of the consideration of the Bill. One is the transport needs of the country and the other is the state of the car industry in the country. These are, rightly understood, the main parameters, within which we should be just to the Bill which is before us for our consideration.

Sir, my memory has not failed me. It does not generally. I recall the debate on Maruti, on ancillary accretions, even at that time, in the Lok Sabha, between 1974 and 1976. I recall the views and voice of leaders like Shri Shyamnandan Mishra, the sjDokesman of Congress (O), of Shri Jyotirmoy Bosu of the C.P.I. (M) and so on. The question of land and so on, which has been obliquely and misleadingly referred

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to by a friend of mine, were intensively covered in those days. A perusal of those proceedings would show that demands were made for the nationalisation of Maruti. With the passage of time, this demand has acquired more strength and not any decision which is being shown by the Opposition friends today. The spokesmen of these very parties, between 1974 and 1976, more than once, demanded nationalisation. We can j recall those days. The proceedings are available. With the passage of l time, this demand has acquired more | strength and not lost anything. It ! is a matter of opinion.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Pleas, don't listen to them.

PROF. D. P. CHATTOPADHYAYA : Sir, I look at yon and | turn deaf to them.

SHRI V. GOPALSAMY (Tamil I Nadu) : The purpose of interruptions is to give inspiration to you.

PROF. D. P. CHATTOPADHYAYA : Not always. As I said, a true perspective is provided by the transport needs of the country. g» The needs of the country were estimated at approximately 50,000 in 1970. Now there is not a definite demand estimate of the market available with us because now the market is not only indigenous but, I think, the Indian cars, particularly commercial and passenger cars, have foreign markets as well. In this matter, our friend, Pranab Babu, if and when he intervenes, can also vouchsafe. I understand that Indian passenger cars and commercial vehicles were sold not only in Latin America, in Guayana hut also in the United States itself. So, I do not know what will be the demands, taking into view the cheap labour components, but I am quite sure that it will be much more than what is being produced by the country utilising the capacity only to the J

extent of 55 to 60 per cent. When the Premier Automobiles is on strike and the Standard does not work at all, the capacity utilisation is less than 50 per cent. So in this country, there is need—and a very big need—for more production of cars. When I say cars, I mean not only the private cars but more so the passenger vehicles and commercial vehicles.

Sir, some critical reference was made because the question of commercial vehicles was raised in this context. It should be raised and raised with adequate emphasis in a country like ours. Particularly in cities like Bombay, Calcutta, Madras and Delhi proper, the road arteries are choked with smaller vehicles carrying a very limited number of passengers and what we need, more for the benefit of the pedestrians who otherwise would have travelled by bus, is passenger cars. We need passenger cars and more passenger cars. The private cars—whether of Premier variety— i.e., Fiat—or Ambassadors or Standards are in a very bad shape today and are quite inadequate bodi in terms of number and quality. They are very very bad. And, as has been pointed out by a colleague -of mine, better technology is absolutely called for to improve the quality of those cars. I understand some of these companies—perhaps the Hindustan and the Premier— have been already allowed to import and improve their technology so that the quality of the cars could be improved, which it must be.

Secondly, the point is about the high price of these cars. These high prices have now taken them beyond the reach of the middle class or even the higher middle class. And we need also smaller cars—like Cambridge Austin, for example Because of high incidence of excis; duty, the car price has soared to the height of heaven's blue, well beyond the reach of mortals. In this connection, I would urge **upon**

the Minister, Dr. Ghanana, Lo look into the excise structure underlying the high car prices. It has exceeded Rs, 50,000 which was some three or four years back Rs, 30,000 *phis*. This is really very disturbing because we do not provide enough number of commercial vehicles and passenger vehicles and on the top of that we do not produce enough number of cars which are purchaseable by the middle class. On the top of everything, what ever are produced are mostly taken by the Government, particularly by the Army, the public sector undertakings, etc. and what is left for the people is a very paltry number. So, Sir, in this context if there is a project, particularly in the public sector, for the production of more cars, it is welcome all the more and particularly those friends who are for strengthening the public sector should welcome it all the more, and I do not see why they are against it. I for myself would say, if other companies could be nationalised, it would have been better because in terms of efficiency and in terms of capacity utilisation they have not left a very enviable record. Now it is a larger issue but even if there comes up a very good modern car industrial unit under the public sector, it will be good and it will be more competitive. (Interruptions) Mr. Vice-Chairman asked me not to yield to any interruption, but I do.

SHRI RAMAKRISHNA HEG-DE :
Just for a minute.

PROF. D. P. GHATTOPADHYAYA : How can I say no to you ?

SHRI RAMAKRISHNA HEG-DE : May I just ask one question ? He is trying his very best to defend a most indefensible case. All these heeds, the urgency, everything, how did they arise only after the sad demise of Mr. Sanjay Gandhi ? If they are true today, they were, also true, equally, four months ago, three months ago- Why was this decision taken after the death of Mr. Sanjay Gandhi ? (Interruptions)

PROF. D. P. CHATTOPADHYAYA : Sir, I ^f would divert now from the car industry to logic, pure logic, my profession.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : But that will not add to your time. (Interruptions)

PROF. D. P. CHATTOPADHYAYA : I would clarify the issue, Sir, There is a distinction between, what we call, cause and correlation. If a crow sits on a plum and it falls, in terms of timing it may be coincidental but it is not causal. So this time problem, this time puzzle is a correlation, coincidental, not causal. So don't try to find any causal nexus behind it.

SHRI BHUPESH GUPTA : I think a more different type of answer will be given by the Minister.

PROF. D. P. CHATTOPADHYAYA : I do not know. May be more - illuminating, less logical perhaps but more commercial and more policy-wise enriched answer. (Interruptions)

Sir, I was looking into the other aspect. That is not only commercial vehicles and passenger vehicles, I would appeal to the Minister also to look into the aspect of a commercially more promising product mix. Smaller cars, smaller than the Ambassador should also be introduced. I repeat in his presence what I said earlier in his absence, namely, because of the high incidence of excise underlined higher price structure, he should consider it and personally he should take up with the Finance Minister to see if the excise question could be reviewed and the price could be somehow brought down to a reasonable level to make it more accessible to the middle class. But I stick to the main point, namely, that because of the oil shortage, because of the road artery choking up in the urban areas of

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Calcutta, Madras, Bombay and Delhi, particularly northern Delhi, and many other urban areas which are mostly unplanned, lesser number of private cars should be allowed and the accent and orientation of the transport policy should be on passenger cars because they occupy less space and carry more passengers. These are the considerations, I think, which should be borne in mind by the policy makers and I hope the Industry Minister would take some initiative in the matter. Sir, I now come to the third point. I would say that there are certain positive considerations in favour of the nationalisation, considerations other than those which have already been tried to be made out. One is that it is not a low priority sector. Many of my esteemed colleagues in the Opposition have referred to it and said that the Government is spending—almost wasting—money on a low priority sector. If they look through the Government's Industrial Policy Resolution and Schedule I, they will find that commercial vehicles occupy a high priority sector, place. Therefore, spending money.....

SHRI BHUPESH GUPTA : Schedule I does not tell you of priorities. It settles that it should be in the joint sector, it should be in the private sector, it should be in the public sector. Priority settlement is an entirely different matter.

PROF. D. P. CHATTOPADHYAYA : It belongs to a priority sector, because, as you know, in the First Plan itself of all the subjects on which Government's attention was drawn was transport. For any economic improvement or for any industrial planning, transport planning is the first. So transport is a very high need for economic well-being. That is very well known. I need not labour on an obvious point. This is not a waste of money. It is on a very important sector central to the growth of the economy.

Sir, much has been said repeatedly—sometimes knowingly, sometimes perhaps unknowingly—that a junk has been taken over. That point has been referred to by my friend Mr. Salve and I am sure with more conclusive facts and figures it will be placed before the House by the hon. Minister himself when he takes up the floor. But the figures speak out—almost cry out—for the facts, namely, the assets of the company are still Rs. 684 lakhs, the liabilities are less than that, and the contemplated compensation is Rs. 434 lakhs. So all this shows : (a) that it is not a junk; (b) that the liabilities are not more than the assets ; and (c) that the compensation is not disproportionate to the liabilities that are being taken over by the Government.

Sir, the other point also is a very moot point—in terms of policy no: very serious—namely, to what extent Sa yaj and his family are the beneficiaries of nationalisation ? It is a ridiculously low figure of Rs. 4,100. But it has been dramatised, melodramatised, knowing full well that the shares controlled by that family are very meagre. To the best of my recollection, Sanjay perhaps controlled 10 shares of Rs. 10 each so of Rs. 100, and perhaps one nephew and one niece only 200...

SHRI JAGDISH * PRASAD MATHUR : In hundreds shares have been transferred. 50,000 shares and not that much money.

PROF. D. P. CHATTOPADHYAYA : My information suggests

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SHRI JAGDISH PRASAD MATHUR : If you look through the Gupta Commission's report, you will find it. In the beginning ...

PROF. D. P. CHATTOPADHYAYA : It is an ex-parte finding. I have my own views on it, but I do not want to mention them.

This debate should be in a certain proper perspective and not in the wrong perspective of the Gupta Commission's report and the like.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Please finish.

PROF. D. P. CHATTOPADHYAYA : Sir, you are always indulgent to others. Rarely do I speak. With all your smile...

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI) : Please conclude.

PROF. D. P. CHATTOPADHYAYA : I will conclude. So, the other point in favour of taking over of the unit—I should say nationalisation rather than saying than taking over—is that it has the employment generation potentiality. That is a very important factor.

Sir, I welcome it all the more, as I said before, because it is the first time that that there is the entry the public sector in the car industry and for a good purpose. I say for public purpose, I mean for passengers and travellers.

Sir, another point is this. I should not touch upon it but for it having been referred to unfortunately. I say it has become obsession with some of my friends. For example, the epithets used by Mr. Jawant Singh—I ordinarily do not name him because he is a very nice friend of mine—induced me to refer to him by name. What sort of adjectives were used by him, a very level headed, sober man; tempered in his speech, otherwise dignified! For ten minutes I was looking at him. Each sentence he chose was pungent, bitter, acrimonious, and the phrases he fumbled for were sufficiently strong. He expressed his anguish. He did not have enough of language to express. I can just say that it is an obsession, almost a neurotic preoccupation, with the 1485—RS-6

history of a company which is coincidental, accidental to it, not central to the debate of the matter before the House.

TIC .If ! -CHAIRMAN (SHRI DINESH GOSWAMI) : I think you are also using a harsher language.

PROF. D. P. CHATTOPADHYAYA : Sir, I sit down.

THE VICE-CHAIRMAN (SHRI DINESH GOSWAMI): Have you finished ?

PROF. D. P. CHATTOPADHYAYA : Yes.

श्री नागेश्वर प्रसाद शाही : उप-सभाध्यक्ष महोदय, इस विधेयक के विचार में जो मसला है, असली बात है वह पोलिटिकल स्टैंडर्ड । इस देश में पोलिटिकल स्टैंडर्ड क्या होगा, हम लोगों का करेक्टर क्या होगा ? सारे लोगों के करेक्टर की बात पर हम गौर करते हैं लेकिन प्राइम मिनिस्टर, मिनिस्टर्ज और एम० पी० का करेक्टर क्या होगा इस पर गौर नहीं करते । इस बिल के पीछे इसी पर गौर करना है । क्या एक दो फेमलीज के लिये देश की औद्योगिक नीति बनेगी ? क्या देश की औद्योगिक नीति एक दो परिवारों के हित को ले कर इंडस्ट्री को ले कर बदली जाएगी, बदलते रहेंगे । श्रीमन्, प्रो० चट्टोपाध्याय ने जो कहा, मैं उसको ठीक करना चाहता हूँ । आपने कहा कि सदन में इस बात की मांग होती रही कि इस कम्पनी का राष्ट्रीयकरण कर दिया जाये । यह बात बिल्कुल सही नहीं है । मांग यह होती रही ...

श्री रामानन्द शास्त्र : मैं बताना चाहता हूँ कि यह मांग की है इंडस्ट्रीज को नेशनलाइज करने के लिये मांग की है, आप लोक सभा की पहली सारी प्रोसीडिंग को देख लीजिए ।

श्री नागेश्वर प्रसाद शाही : आप जरा सुनिये मैं क्या कह रहा हूँ। (Interruptions) उपसभाध्यक्ष महोदय, रामानन्द यादव जी को आप जरा कंट्रोल करें।

श्री उ. त्रिपाठी (श्री दिनेश गोस्वामी) : मैं किस को कंट्रोल करूँ ?

श्री नागेश्वर प्रसाद शाही : मैं निवेदन यह कर रहा था कि प्रो० चट्टोपाध्याय ने कहा था कि मांग यह होती रही। सरकार की औद्योगिक नीति में है कि कार पब्लिक सेक्टर में बनेगा। यह मांग होती रही चूँकि प्राइम मिनिस्टर का बेटा कार बनाना चाहता है इसलिये सरकार की उस नीति को बदल कर के उनको लाइसेंस दिया जा रहा है कार बनाने के लिये, यह मांग होती रही...

श्री रामानन्द यादव : मैं पूछता हूँ नेशनलाइज करने की मांग हुई थी या नहीं ?

श्री नागेश्वर प्रसाद शाही : बिल्कुल नहीं हुई थी। मांग यह हुई थी कि सरकार की औद्योगिक नीति को बदला जा रहा है। मांग यह हो रही थी कि कार पब्लिक सेक्टर में बनानी चाहिये। मांग यह हो रही थी कि... (Interruptions)

श्री नरसिंह प्रसाद नन्द : नेशनलाइजेशन करना सम्भव न हो तो इनको भी नेशनलाइज कर दिया जाए...

श्री रामानन्द यादव : आप अपने को बचा के रखिये कहीं आपकी दूसरी चीजों का नेशनलाइजेशन न हो जाये।

श्री जगदीश प्रसाद माथुर : भाई कर लो कौन-सी चीज करना चाहते हो।

श्री नागेश्वर प्रसाद शाही : मांग यह हो रही थी कि एक व्यक्ति विशेष के लिए एक परिवार के लिए चाहे वह कितना महत्वपूर्ण हो उसके लिए सरकार की नीति नहीं बदलनी चाहिए और यह कार तथा आटोमोबाइल जो पब्लिक सेक्टर में हमारी नीति में है वह पब्लिक सेक्टर में रहना चाहिए, वह प्राइवेट सेक्टर में नहीं जाना चाहिए, इसमें उधर से दलील दी गयी कि यह एक चमकता हुआ तारा है कुछ करामात दिखाना चाहता था इसमें हर्ज क्या है। यह दलील उधर से दी जा रही थी और जब हम लोगों की इस मांग को नहीं माना गया इसी हाऊस में दस साल से सन् 70 से लेकर 75 तक हम मांग करते रहे कि यह फ्राड हुआ है मारुति के नाम पर Maruti Limited is political corruption, nepotism and favouritism institutionalised. This institutionalisation of political corruption should not get support from Government. यह मांग हो रही थी अपोजीशन की ओर से इस फ्राड को रोका जाये। नेशनलाइज्ड बैंकों से जो करोड़ों रुपया वहां ट्रांसफर हो रहा है उसको रोका जाये। प्राइम मिनिस्टर के सन के नाम पर जो जनता का करोड़ों रुपया जा रहा है उसको रोका जाये, इसकी मांग हो रही थी। इस फैक्टरी के नेशनलाइजेशन की कभी मांग नहीं हुई, कभी इसको उठाकर देख लीजियेगा।

श्रीमन्, मैं यह कह रहा था कि इस विधेयक के द्वारा,—Political corruption which was institutionalised is being nationalised today. It is not Maruti; it is political corruption, it is political fraud, it is political favouritism which is being nationalised, not a company. Why is it being done? It is being done for one family, not for the country. हमारी नीति रही है, आटोमोबाइल को पब्लिक सेक्टर में रखो और हम यही

मांग करते रहे हैं इसी सदन में 10 साल से मांग करते रहे हैं लड़ते रहे हैं, हम लोगों को इसी मांग पर यहाँ से घसीट कर निकाला जाता रहा कि क्यों बोलते हो। जब हम मांग करते रहे कि हमारी बैंकों का रुपया बर्बाद किया जा रहा है इल्लिगल ट्रांसफर किया जा रहा है तो हमको यहाँ से धक्का देकर निकाला जाता रहा और आज उस फेमिली के इंटरेस्ट में यह है कि इस फैक्टरी को नेशनलाइज कर दिया जाये इसलिए यह फैक्टरी नेशनलाइज हो रही है।

श्रीमन्, राष्ट्रीयकरण की एक नीति है। राष्ट्रीयकरण उस फैक्टरी का किया जाता है जहाँ हम देखते हैं कि फैक्टरी क्लोज होने जा रही है मिसमैनेजमेंट की वजह से और हजारों वर्कर बेकार बैठ जायेंगे या जहाँ हम देखते हैं कि कोई इंसिडियल कमोडिटी की फैक्टरी है, खाने के तेल की फैक्टरी है और कोई फैक्टरी है जो मिस मैनेजमेंट की होने की वजह से बंद होने जा रही है तो उसको नेशनलाइज करते हैं या हम देखते हैं कि हमारे देश के आर्थिक विकास के लिए कोई बहुत ही वाईटल सेक्टर की इंडस्ट्री है तो उसको हम नेशनलाइज करते हैं इस तरह की कम्पनी को कभी नेशनलाइज नहीं करते हैं और न कभी इतिहास में हुआ है इस तरह की कम्पनी कभी नेशनलाइज नहीं हुई है। कारण क्या दिया जा रहा है? बहुत अजीबोगरीब कारण दिया जा रहा है कि फ्यूल की शार्टेज के लिए एक ऐसी कार बनायेंगे जिसमें फ्यूल कन्जम्प्शन कम होगा। जो कार आज तक बनायी नहीं गयी 10 साल से ज्यादा हो रहा है, मैं आपको दिखाऊंगा सन् 72-73 के इस कम्पनी के पालिसी स्टेटमेंट में है और जिसके आधार पर हजारों डीलर्स को चीट किया गया, उसमें लिखा हुआ है कि बहुत जल्द कार सड़क पर आने वाली है। और यह लालच देकर के, श्रीमन् 73 फर्म्स को चीट किया गया और उनसे 240 लाख रुपये डीलरशिप

के नाम पर लिये गये और डीलरशिप के साथ-साथ उनसे-1972 में ही मैं सदन में था और इस मामले को उठाया था। 1972 में ही 25 लाख रुपया शेयर मनी में कम्प्लसरी लिया गया। जब डीलरशिप का रुपया हो जाता था, तो उसमें से एक पर्सन्टेज काट करके शेयर मनी में डाला जाता है। उनको तमाम एल्योरमेंट दिये गये कि 10 प्रतिशत तुम को कमीशन देंगे, पर कार 60 650 तुम को और देंगे, यह सारे एल्योरमेंट देकर के डीलर्स से रुपया जमा करवाया गया। कितने ही लोगों ने अपने घरों के जेवर बेच-बेच करके पैसा जमा किया।

इस तरह की कम्पनी यह एक बड़ा फ्राड थी, इन्स्टीच्यूनलाइज्ड फ्राड थी और उस इन्स्टीच्यूनलाइज्ड फ्राड को आप आज नेशनलाइज कर रहे हैं और कहा जा रहा है कि एक लाख कार बनेगी, असैस कर लिया कि 1985 तक हमारी रिक्वायरमेंट एक लाख कार का होगा। एक लाख कार बनाने वाली फैक्टरी में सारे खर्च को छोड़कर के एन्सिलेरी वर्गैरह के, एक हजार करोड़ रुपये का इनवैस्टमेंट चाहिए और आप कहते हैं कि एक सौ करोड़ में बन जाएगा। यहाँ भी आप देश के साथ फ्राड कर रहे हैं आज भी देश को आप धोखा देकर के मुल्क की जनता को धोखा देकर के आप गुमराह कर रहे हैं, केवल अपने एक परिवार का हित साधन करने के लिए आज भी मुल्क को धोखा दे रहे हैं।

मैं जानता हूँ कि बुराई से कभी अच्छाई पैदा नहीं हो सकती। जो जन्म से ही फ्राड है, भ्रष्टाचार है, जन्म से ही जिस के अंदर करप्शन है, उसके अंदर कार बनेगी।

आप इस गरीब मुल्क का सौ करोड़ रुपया और बर्बाद कर देंगे, जो थोड़े से लोगों के पॉकेट में पहुँच जाएगा।

[श्री नागेश्वर प्रसाद शाही]

श्रीमन्, एक अनयुक्त तरीका आपने अख्तियार किया—इस कम्पनी को, इस फैक्टरी को नेशनलाइज करने का। आपका तरीका यह है जो कि इस समय भी प्रैक्टिस है और आप करते हैं कि यदि किसी कम्पनी का मिस-मैनेजमेंट है, तो उसके मैनेजमेंट को टेक ओवर करते हैं, उसकी जांच करवाने के लिए इण्डस्ट्रियल डिबैलपमेंट एण्ड रैग्यूलेशंस एक्ट के तहत आप अपने इन्स्पेक्टर को भेज कर के उसकी जांच करवाते हैं और जांच करवाने के बाद जब रिपोर्ट आ जाती है, उस रिपोर्ट के आधार पर आप उसके मैनेजमेंट को टेक ओवर करते हैं और उसके टेक ओवर करने के बाद यदि आवश्यकता समझते हैं, तो नेशनलाइज करते हैं।

इसमें आपने क्या किया? आपने जांच तक नहीं करवाई कि इसके असेट्स एण्ड लाइबिलिटीज क्या हैं और न इसके मैनेजमेंट को टेक ओवर किया। आपने उस कम्पनी ने जो एक फ्राडुलेंट रिपोर्ट 1975-76 में सबमिट किया था, उस पर आपने रिलाई करके इसके असेट्स और लाइबिलिटीज का आंकड़ा मान लिया।

श्रीमन्, यहां आपके वकील दोस्त तो बहुत हैं, आप तो बड़े एमिनेंट वकील हैं, लेटेस्ट स्टेटमेंट देखा जाता है किसी कनसर्न को, कम्पनी को नेशनलाइज करने के लिए। अब जिस समय आपने नेशनलाइज किया, उस समय यह कम्पनी लीक्वीडेशन में थी और लीक्वीडेशन में कैसे थी कि इस कम्पनी के बोर्ड ने स्व० संजय गांधी के सभापतित्व में बैठ करके इस कम्पनी के बोर्ड ने रिक्वेस्ट किया था कि इसके लिए लीक्वीडेटर एप्वाइंट किया जाए ...

4 P.M.

वह पर्टिकुलर्स आपके पास होंगे और अगर उसकी रिक्वेस्ट पर और प्रोचरहोल्डर्स

की रिक्वेस्ट पर लिक्विडेटर अप्पॉइन्ट हुआ तो एक कम्पनी जो ग्रांडर लिक्विडेशन होती है उसमें स्टेटमेंट आफ असेट्स एण्ड लाएबिलिटीज देने का अधिकार केवल लिक्विडेटर को होता है और लिक्विडेटर जो स्टेटमेंट देता है सर्टेन लाएबिलिटीज का—दैट इज ठेकन एज रिलाएबल वाई द गवर्नमेंट। आपने लिक्विडेटर से कोई स्टेटमेंट आफ असेट्स एण्ड लाएबिलिटीज नहीं लिया और आपने 5 साल पहले के स्टेटमेंट पर रिलाई करके कंपेंसेशन फिक्स कर दिया, यह कहाँ का कानून है?

[The Vice-Chairman (Shri Bishambhar Nath Pande) in the Chair]

क्या ये सारी चीजें, सारे कानून और नियमों की अवहेलना, केवल एक परिवार विशेष के हित के लिए कर रहे हैं? श्रीमन्, आपको कोई सूचना मिले इस कम्पनी के मैनेजमेंट को, तो आपको अपना इन्स्पेक्टर भेज कर जांच करवानी चाहिए थी, आपने क्यों नहीं भेजा इन्स्पेक्टर? क्यों नहीं जांच करवाई? कोई रीजन आप नहीं देते कि एक हाईकोर्ट के जज ने जो जांच करके रिपोर्ट दिया उसका कथन एकतरफा है, मान लीजिए एकतरफा है, मत विचार कीजिए, मगर आपकी ड्यूटी थी, एज गवर्नमेंट, कि नेशनलाइज करने से पहले, कम्पनी डिपार्टमेंट के इन्स्पेक्टर को भेज कर इसके असेट्स एण्ड लाएबिलिटीज की जांच करवाई जाती तब आप कंपेंसेशन फिक्स करते। आपने 1975 के स्टेटमेंट पर कंपेंसेशन फिक्स कर दिया जो फ्राडुलेण्ट स्टेटमेंट था असेट्स एण्ड लाइबिलिटीज का। श्रीमन्, उन्होंने कारण में भी बताया है कि चूंकि पंजाब और हरियाणा सरकार इस कम्पनी को वाइंड अप करने का आर्डर पास कर चुकी थी और यह कम्पनी टूट जाती, लाएबिलिटीज बढ़ जाती इसलिए आपने जल्दी आर्डिनेन्स इश्यू कर दिया। मैं मंत्री महोदय से जानना

चाहूंगा : क्या एक भा एग्जाम्पल आपके पास है कि कोई भी कम्पनी जो लिक्विडेशन में हो, अंडर द आर्डर्स आफ द हाई कोर्ट, उसको सरकार ने नेशनलाइज किया है ?

PROF. D. P. CHATTOPADHYAYA : Yes.

श्री नारायण प्रसाद शर्मा : बहरहाल अगर आपने किया होगा तो रिपोर्ट आव्ट करने के बाद किया होगा। इस तरह से नहीं किया होगा। श्रीमन्, फिर निवेदन कर दूँ कि आपने जो फैसला लिया है वह, जो स्टेटमेंट 1975 का है, उस को भी आपने असेट्स को असेस करते समय इन्फ्लेट किया है और लाएबिलिटीज को आपने डिफ्लेट किया है। ये जो स्टेटमेंट आफ अकाउंट्स में फिगर्स दिए हुए हैं वे फिगर्स में कहीं असेट्स एण्ड लाएबिलिटीज के फिगर्स नहीं मिलेंगे। आपने सिर्फ अपने परपज के लिए इस आर्डिनेन्स को इश्यू करने के लिए और कंपेंसेशन फिक्स करके कुछ लोगों को ट्रांसफर करने के लिए अपने इन्फ्लेटेड असेट्स की डिफ्लेटेड लाएबिलिटीज दिए हैं. . . . (Time bell rings)

श्रीमन्, यह कहा गया कि उस परिवार का शेयर केवल 4000 करोड़ का है। लेकिन आप तो बड़े विद्वान् व्यक्ति हैं। आखिर 4000 करोड़ वाला आदमी उस कम्पनी का मालिक कैसे बना था ? आज तो आप उसको मिनिमाइज कर दे रहे हैं कि उसका 4000 करोड़ रु० का—कोई प्रभाव नहीं है। अगर 4000 करोड़ रु० का प्रभाव नहीं है तो 4000 करोड़ उसमें लगाने वाला आदमी, उस विशाल कम्पनी का आदमी, प्रोप्राइटर एण्ड मैनेजर—वह सर्वेसर्वा कैसे बन गया था ? इसको मंत्री जी बताएंगे।

श्रीमन्, सही बात यह है कि जो शेयर्स का एकाउंट है वह सारा फ्राड है, शेयर रजिस्टर भी फ्राड है और केवल फर्जी नाम दिखा कर अपने लोगों के लिए रखा गया है। हमारे यहां पंडित जी थे मिनिस्टर, फर्जी नाम पर 7 हजार एकड़ की खेती उनकी

बनी हुई है, उसी तरह से सारी कम्पनी का मालिक एक व्यक्ति, लेकिन फर्जी नाम शेयर रजिस्टर में दिखाये गये थे। श्रीमन्, यह मारुति हैवी वेहिकल्स लिमिटेड और मारुति कैमिकल्स सर्विसेज लिमिटेड हैं इन का जो हिस्सा है वह कहा जायेगा। मंत्री जी, यह एग्रीमेंट तो है। यह भी इस कम्पनी के रुपये को ट्रांसफर करने का जरिया है। आपने इन दोनों कम्पनियों को, जिनके कार्यालय उसी कम्पाउन्ड में हैं, नेशनलाइज न करके रास्ता छोड़ रखा है पानी की तरह रुपये के बहने को और यह रुपया उसी परिवार को जायेगा।

अब जमीन की बात। 297 एकड़ जमीन है, आपकी आज्ञा से कहना चाहूंगा, कि जिस व्यक्ति ने, जिस चीफ मिनिस्टर ने वह जमीन दी थी वह किस तरह से दी थी यह सब को मालूम है। उसने कहा मैंने बछड़े को अपने हाथ में किया है गाय को दुहने के लिए। अब, श्रीमन्, गौर करें इतना बड़ा पोलिटिकल करप्शन इतने बड़े स्तर पर और इतने बड़े पैमाने पर उस चीफ मिनिस्टर ने इस जमीन का इन्तजाम करके किया ताकि बछड़ा हाथ में रहे तो वह गाय को दुहता रहे, गाय को अपने हाथ में रख सके। श्रीमन्, यह जमीन इस कम्पनी के नाम आज भी नहीं है The land has not been transferred in the name of this Company even today. चूंकि इसमें सबलेटिंग हुई है That is a sufficient ground for the cancellation of the lease by the Haryana Government.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE) : Your time is up.

श्री नारायण प्रसाद शर्मा : हमारी बात भी समाप्त हो रही है। यह तो मंत्री जी मानेंगे कि हिन्दुस्तान का

[श्री नामेश्वर प्रसाद शाहो]

कोई कानून नहीं जो इस कम्पनी ने न तोड़ा हो पांच साल के अन्दर । Industrial law was defied by this Company; the Minimum Wages Act was defied by this Company; and the Essential Commodities Act was defied by this Company. उसकी लेटेस्ट एंजायिन यह है कि पंजाब नेशनल बैंक के चेयरमैन मिस्टर चोपड़ा न—पंजाब नेशनल बैंक नेशनलाइज्ड बैंक है—एक लाख रुपये दान किया है संजय स्मारक निधि को । मैं सिर्फ यही कहता हूँ—कोई एतराज नहीं करता—कि पब्लिक सेक्टर बैंक का रुपया पब्लिक का रुपया है । क्या पब्लिक बैंकों के रुपये से स्मारक बनाये जायेंगे एक परिवार के ? जिस तरह से कानून को तोड़ा जा रहा है उस के सम्बन्ध में मुझे यही कहना है कि बैंकों की आमदनी घटनी जा रही है, बैंकों का दिवालान निकलने वाला है और यह हो रहा है एक परिवार के इंटेरेस्ट को पूरा करने के लिए ।

श्रीमान्, आप कह चुके हैं और मैं वैद जाऊंगा, लेकिन फिर भी मैं
That political corruption, political nepotism, and political favouritism, which were institutionalised for a particular family, have now been nationalised in the interest of that very family. Thank you, Sir.

SHRI P. RAMAMURTI : Mr. Vice-Chairman, Sir, I rise to oppose this Bill for the so-called nationalisation of a Company. My friend, Prof. Chattopadhyaya, and other people were saying that people who are committed to nationalisation are opposed to this. I will come to that point later. Prof. Chattopadhyaya

was also saying that simply because somebody is connected with, is a kith and kin of, the Prime Minister or the Chief Minister or a big politician, that should not be a disqualification for coming up in life. I entirely agree with that. I do not disagree with that. As a matter of fact, I had to fight with Mr. Rajagopalachari when he was Chief Minister and when he was discriminating against people who were known or related to him,, in the matter of appointments, even though they were the most qualified. I had to fight with him on that score.

But what are the facts here ? The fact is that ever since the idea of making a small car was mooted in this country, the Government's proclamation was from the very beginning that it would be in the public sector. For ten years, before Maruti Company came, the Government proclaimed again and again that the small car project would be in the public sector. They gave a solemn assurance. But when this young man comes up and says : I will put it up—the policy of the Government suddenly changes. What is it ? Is it nepotism or not ? i Would that have been done for anybody else ? That is the question. There comes the question of nepotism. How much he was qualified nobody knows or nobody bothers. What wonderful qualifications he had ? j No body bothers about his technologic l cal capability. Just because this ■ gendeman happened to have some training in the Rolls Royce for a few months, he was supposed to be technically qualified for producing a car, and the whole Government policy was changed. These are the facts ' which are familiar to Prof. C Jiatto-padhayaya. And then what happens Governmen machinery is set at full steam to work for that. Steel ? Immediate priority was given to the allocation of steel. All these things are there in the record. You cannot get away with it. Regulations of the Army were done away with. Peasants' land was taken away by giving notice of just 24 hours. Are these¹ things done for anybody else ? These

are the facts which you have to reckon with. And then what happens? It was said: "Here comes this young man, a blooming gendeman, who is a very great, intelligent fellow, who is going to make cars with complete indigenous technology, without importing any part from foreign countries." Then came High powered advertisement, to which the Government of India was also a party—Ministers also saying—that it is a wonderful car that is coming. The Industries Minister at that time gave a very good certificate. What more can be there ? Money was taken from dealers without the car being produced, without any production ! This is the first time in the history of India that this has happened. Ultimately, the car did not come. The first car that ran for testing by the Defence Department was one with an imported engine. When a parliamentary question was asked and an officer was collecting information about that, that officer was victimised. These are all things that happened. How can you forget all these things ? Prof. Chattopadhyaya, if you stand for moral standards, you must remember all these things and condemn these things. Otherwise, your word and moral pose will not be taken seriously. Why are we opposing the nationalisation of this particular company ? I understand nationalisation of a company which produces something. What does this factory produce and what are you nationalising ? I cannot understand it. You are not nationalising a company which is not producing anything at all. It produces nothing. It went into all sorts of advertisements with regard to production, collected money from the people, but ultimately it turned out to be a hoax. This is what the wonderful gentleman who was supposed to be a great technocrat in the automobile industry turned out to be. He turned out to be an ordinary mechanic who knew nothing more about automobile technology. So, the whole thing had to be abandoned. He himself went in for liquidation of the company. He would never have gone in for liqui-

dation of the company if it has been producing something. The company is not producing anything and you are asking it to be nationalised. You want me to support it. How can I support it ? This is the very *raison d'être* of the whole problem. Suddenly, you tell us that you want 100,000 cars and all that. (Interruptions) What are the facts ? In 1970, there was a report. At that time, it was said that they would produce 50,000 cars by 1980 or some such thing. Now, you say that you will produce 100,000 cars. You are you would be able to produce these cars. But where are the later projections after 1970 ? What has happened to the state of the economy after that ? How much inflation has taken place in this country ? How many cars people can purchase today ? These are facts which have been completely glossed over. Today we are saying that we are going to produce 100,000 passenger cars. There is no project report. You have not entered into any collaboration agreement. You have not got the technology. You are still in search of technology. You do not know what the cost of production of that will be. You are assuming that the cost of production will be small. Today a Toyota car is being sold in Hong Kong which is a free port and even though it is a small car, at Rs. 80,000/-. This is the position. Today you are telling us that you are going to acquire foreign technology. You are still searching for foreign technology. Sometimes Dr. Chema went to Renault in France. He is now going to Japan and other countries in search of technology. Nothing is settled. Without settling anything and without knowing what the cost of ultimate product will be, you say that you are going to do it. Has it been included in the Sixth Five Year Plan—this car project ? Why did you not include it ? Nothing has happened. So, suddenly you come now and say that you are doing it. Therefore, I say that the whole thing is fishy and it stinks. I agree with Prof. Chattopadhyaya that transport is a

[Shri P. Ramamurti] most important thing. But the infrastructure must be there in this country. With regard to transport, I am not bothered about private cars. I am more interested in passenger cars for public use of lorries. I am more interested in lorries and trucks. If you really wanted to expand the production of transport vehicles in this country and to have them in the public sector, what prevents you from nationalising Tatas ? What prevented you from nationalising Mercedes Benz trucks and what prevented you from nationalising Ashok Leyland. These are the two Companies they are manufacturing chassis for trucks, lorries and buses. They are actually producing them. Why don't you nationalise them ? If you nationalise them, there is already the infrastructure, tooling and other facilities. They are producing them. As the infrastructure is there, you can up-date the technology. Unfortunately, these companies have not spent any money on research and development and they are still working on old technology. If you want to go in for advanced technology and up-date it further, I would not have any objection about it. So much of money need not be spent on that because these are running Companies. Therefore, all this talk that transport is most important and therefore we are doing this thing does not cut any ice. I would tell you that as far as this project is concerned, the investment will ultimately be of the order of 500 crores of rupees and not less than 500 crores. With regard to the ancillaries and all that, it may go upto another Rs. 1000 crores. I would rather prefer in the present conditions of shortage of fuel, the improvement of our railway transport and that is the most important thing in the present conditions. The railway transport is the most important thing because that conserves petroleum. You can conserve petroleum and diesel. If Rs. 500 crores are invested in expand-

ing our railways, the bottleneck in regard to our transport system will be solved to a considerable extent.

SHRI DINESH SINGH (Uttar Pradesh) : How will you come to the Parliament House from your house in the railways ?

SHRI P. RAMAMURTI : I will be satisfied with the existing things. Maruti will come after ten years and by that time, it will probably be a junk also. Even today we come by bus and we are prepared to come by bus. Now people are not coming here in the Maruti. Maruti has been a name. Do you mean to say that Maruti has flown the people from their houses to the Parliament all these years, ever since the Maruti company was formed because Maruti is Hanuman. Hanuman could jump, could fly from Ramaswaram to Lanka. Similarly, we have been lifted by the Maruti from our homes to this Parliament all these years ever since the Maruti company was formed. And we will continue to do that. So, Sir...

SHRI JAGDISH PRASAD MATHUR : Maruti is not the **
(Interruptions)

SHRI J. K. JAIN : She was your

आप भूल गये आपको शर्म
 niece.
 नानी का बच्चा है

SHRI P. RAMAMURTI : Let us not quarrel over the Purana.

SHRIMATI RAJINDER KAUR : Don't mention the names of the ladies here. Ladies names should not have been mentioned. *(Interruptions)*

SHRI P. RAMAMURTI : You settle the quarrel, Sir.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : M.v. Vice-Chairman, Sir, you know that I

"♦Expunged as ordered by the Chair.

never interrupt. But, I think, that the Mover of the Resolution is exceeding his limits.

SHRI P. RAMAMURTI : May I start now, Sir, ?

AN. HON. MEMBER : They are the most uncultured people.

SHRI P. RAMAMURTI : Alright you are very cultured. Don't shout.

(Interruptions*!)

उपसभाध्यक्ष (श्री विश्वम्भर नाथ पांडे) : माननीय श्री माथुर जी हमारे बड़े अच्छे सभासद हैं उनको इस तरह की चीज बहस में नहीं लानी चाहिये।

(Interruptions)

श्री जगदीश प्रसाद माथुर : मैंने सच्चाई कह दी। आप को बुरा लगता है तो माफी चाहता हूं।

श्री जे० के० जैन : बार-बार कहते हैं बात को और फिर माफी मांगते हैं।

SHRI P. RAMAMURTI : Maruti in Sanskrit is Vayu. (Interruptions)

SHRI HARI SINGH NALWA : Mr. Mathur should be expelled from the House for mis-behaviour and for using that language. He is spoiling the rest of the members also.

SHRIMATI RAJINDER KAUR: As a Parliamentarian, you should know. The names of the ladies should not be mentioned here.

(Interruptions)

श्री जे० के० जैन : इनको सिखा कर यहां भेजते हैं और यह यहां आकर ** करते हैं। (Interruptions)

उपसभाध्यक्ष (श्री विश्वम्भर नाथ पांडे) : श्री माथुर जी ने जो अपने विचार व्यक्त किये वे भी सदन की मर्यादा को तोड़ने

**Expunged as ordered by the Chair.

वाने हैं और जो आपने लफ्ज इस्तेमाल किया वह भी अनपार्लियामेंटरी है। लिहाजा दोनों चीजें निकाल दी जायगी।

SHRIJ. K.JAIN : That is what we wanted. I am very grateful to you, Sir. This was the only way to get his remarks expunged.

(Interruptions)

SHRI P. RAMAMURTI : Why are

जैन साहब काफी बोल चुके अब आप चुप रहिये।

are you wasting the time? (Interruptions)

Therefore, Sir, with regard to Maruti in Sanskrit means Vayu, and Maruti means the daughter of the Vayu or the 'putra' of the Vayu This is the Sanskrit word. Therefore, we have been lifted the 'vayu' by air from our houses to this place all these years since the Maruti Company was formed. Let us be lifted by the Maruti. Let us not be bothered about getting a new car. You have been lifted all these years and you continue to be lifted.

Now, Sir, as far as transport is concerned, about which we are very seriously concerned, with which I am also seriously concerned, we know the energy problem in the country, how coal is not available, because of, and also resulting in, transport bottlenecks. With regard to transport by trucks, it costs much more, the transport charges are very heavy. Transport by rail is cheaper. Therefore, the updating and streaming of the Railway system is the most important and urgent need. This is what requires priority. The whole transport system deserves priority attention but transport is in so many sectors. Motor transport is there. Road transport is there. Shipping transport is also there and rail transport is also there which is of utmost importance. Today rail transport deserves all the priority attention. (Tim: bel! rings). Sir, please allow me to continue.

[Shri P. Ramamurti]

Therefore, this talk that because we are very much interested on the basis of the needs of the country's economy and hence we are going in for a small car project nationalising the Maruti company. I have got here a case with me, the details of which I will tell you. The Napco Bevel Gear of India is situated about 23 kilometres from here in Fari-dabad. This has been closed since 1967. Up-to-date machinery is there but it has been closed since 1967. It does not cost you anything. I will give you the facts. It was incorporated in 1963 and entered into a collaboration with Napco Industries Inc. of USA whereby the entire plant at Detroit for the manufacture of gears for automobile industry was to be transhipped to Faridabad. The collaborators were responsible for complete technical know-how. The price of the plant and machinery was \$2.3 million, which was to be met by a loan of \$ 2.3 million from USA AID, and the balance of \$ 500,000 by allotment of shares worth Rs. 23,75,000 of the Indian company. A like amount of shares Rs. 23,75,000 was also allotted for purchasing technical know-how of the foreign company. That is what happened at that time. The machinery and tools arrived in 1964 and partial production was achieved in 1965. By then there was a quarrel between the collaborators and these people. Then what happened was that these people defaulted in* the payment of the US AID. Therefore, the US AID not having received the two instalments due against the loan, recalled the entire loan. The loan was guaranteed by the Punjab National Bank and counter-guaranteed by the Government of Punjab. The entire plant and machinery and land was mortgaged to the Punjab Government as security for their counter-guarantee. On receipt of the notice from the US AID, the Government of Punjab without so much as a notice to the authorities, closed down the factory. They took possession of the factory and it has

been closed down. It is now in the possession of the Punjab Government. It is lying idle. The issued and paid up capital of the company now is Rs. 1 crore. I do not bother about that. Then one of the directors of the Indian company filed a suit against the collaborators here in India and in the United States and the United States Government also filed a suit against him.

THE VICE-CHAIRMAN
 (SHRI BISHAMBHAR NATH PANDE) : Mr. Ramamurti, your party has been given 8 minutes and you have already taken 20 minutes.

SHRI P. RAMAMURTI : Sir,
 I will finish just now.

So, the collaborator finding his position very weak, agreed to a compromise and the terms of the compromise were, that all claims against and from the Indian company and the collaborators were to cease, also ending completely the collaboration agreement and the American interests, that the amount of money that had to be paid for collaboration was to be written off", that collaborators are to make a payment of \$3 million - to the U.S. Government. Now, we have gained so much. The technical know-how is there. The machinery is there. Everything is there. Now that men does not open it and run it because he is technically incompetent, because he is manageri-ally incompetent. We have brought it to the notice of Dr. Chanana some time back. I think, not directly but I wrote to the Industry Ministry long ago. It is some years now. When George Fernandes was here, I wrote to him also. Subsequently I have written to him also. It is a brand new machine. Probably.

SHRI CHARANJIT CHANANA:
 Not to me.

SHRI P. RAMAMURTI : If you want, I will write to you again. What does your Ministry do?

SHRI CHARANJIT CHANANA:
 The U.S. Ambassador came to me.
(Interruptions)

SHRI P. RAMAMURTI : You
 take it over so that gears are manu-
 factured. It is capable of manufacturing
 these things . No collaboration is needed.
 No technical knowhow is nee ded.
 Nothing need to be paid. The machinery
 is there You have gained so much All
 these things are there. You would not
 spend money in nationalising that
 company and take it over but this junk
 and this non-manufacturing units you are
 nationalising. You are nationalising a
 shed, you are nationalising a building
 and the land. That is what you are doing
 and you ask us to support this
 nationalisation. Therefore. . .
(Interruptions), Why are you opposing
 nationalisation ?

SHRI CHARANJIT CHANANA: I
 am not saying it.

SHRI P. RAMAMURTI :
 Your partyman asked me; I am not
 saying it about you. Therefore, Sir, we
 are opposed to this company's
 nationalisation which smacks of cor-
 ruption of all sorts from the beginning
 to the end; the whole thing stinks.

SHRI MURLIDHAR CHAN-
 DRAKANT BHANDARE : Mr. Vice-
 Chairman, I have listened with rapt
 attention to this very important debate on a
 very important Bill in the forenoon and in
 the afternoon and it is with pain and anguish
 that I have found that the Opposition has
 unfailingly thrown all abuse. The
 Opposition has indulged in mud-slinging.
 The Opposition has touched !

limits—or the depths. I should say—
 which I did not expect on a serious
 measure like this.

Sir, I am reminded of a student who
 was with me, my contemporary, in
 college and those were the days of pre-
 independence, and he had one obsession,
 that is, independence. He had that
 obsession. Whenever you talked about
 anything, he would start talking about
 independence, so much: so that the
 professor of English was totally fed up
 and said: "Today,, you will write an
 essay on "cow.", The professor thought
 that the student will write an essay on
 cow and for the first time the professor
 would not hear anything about
 independence.. But my friend started and
 he wrote: "Cow is a very revered animal
 in our country because cow gives us
 milk. But we do not want milk; India
 needs independence" and want on to
 write about the independence. In the
 same manner, the obsession of the
 Opposition is frsdy our leader, our
 esteemed Prime Minister, Shri-mati
 Indira Gandhi. For everything that
 happens in this country, she is to be held
 responsible even when they were ruling.
 The otiiar obsession was late Sanjay
 Gandhi.

SHRI RAMAKRISHNA
 HEGDE : Don't you think it is
 flattering ?

SHRI MURLIDHAR CHAN-
 DRAKANT BHANDARE : Well, I do
 no know that.

SHRI RAMAKRISHNA
 HEGDE : It is indeed flattering.

SHRI MURLIDHAR CHAN-
 DRAKANT BHANDARE : Well

[Shri Murlidhar Chandrakant Bhandare]

therefore. I do hope that a time has come when they should get rid of this obsession and try to meet every issue on its own merits and see whether that particular issue—in this case this measure of nationalisation of Maruti—justified or not.

Sir. I divide my speech this evening into three parts. The first part very briefly will be the legal aspect; because it has been dealt with by my esteemed colleague. Mr. Salve, at some length, but there seems to be a clear misconception on law and I deem it my duty, as a student of law, to remove that misgiving, to remove that misconception and to erase that mis-impression.

The first impression—and it has been made by everyone—is, why was action not taken under section 18A and 18AA of the Industries (Development and Regulation) Act, 1951? Sir, those who are students of law, will know that the industries (Development and Regulation) Act was passed in 1951 when nationalisation was a far cry. It was an Act to take an Interim measure of taking over the management, and I will tell you what happened. The post-1970 events have shown that any recourse to the provisions of section 18A and 18AA has never been adequate. Sir. I will give to the House one simple illustration and that is the illustration when in 1973 we took over the management under this Industries (Development and Regulation) Act, of a bicycle industry, called, Hind Cycles in Bombay. What happened thereafter was that though it was taken over, there was a total paucity of funds. The workmen never got their dues on time. The production suffered. When the .should have wid the \;ii>es. they paid for their raw materials. When they should iave paid for the raw materials, I hey paid the wages. As a Desalt of |

this, the whole industry was topsyturvy and a great demand was made by the workmen that this taking over of the management under the Industries (Development and Regulation) Act was not good enough and it is because of that persistent demand to which I made a strong support, being responsible for this 'ake-over in '973»^{(1e} Step h.'s row I taken for nationalising this company. This was one of the Ordinance which was issued along with the Maruti Ordinance, which we are going to debate and vote tomorrow. What did you see during the post-1970 period? Take the case of sick mills. Take the case of nationalisation of coking coal mines. There were two measure, First, taking over i of the management and within a period of three or lour months, nationalisation. Whenever you have the objective of nationalisation. I think. this measure of taking over of the magement is really inadecjute. This is so far as the first argument is concerned.

The second argument which has been made is—I do not want to go into the details because the time at my disposal is limited—why was this Ordinance issued in such a great hurry? Now, I toll you that I have not seen any Ordinance being issued at leisure. Any Ordinance, as of necessity has to be very swift and there is a good reason. I have carefully gone throu h the debate in the other House because this Bill was introduced there. Mr. Shiv Shankar, the law Minister, has given a very detailed, a ve and a very satisfactory reason as to why this Ordina'. issued, N'ov, I will endeavour to repeat it. But as I said, they must be iri a mood to accept it. (Interrupt: Is Mr. Shiv Shankar also in I debate? (Interruptions)

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE) : Please do not give assurances on behalf of the Law Minister.

SHRI JAGDISH PARSAD MATHUR : Let him refer to what the Law Minister has said. But let him not read out what he has said.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : Sir, I will not allow these interruptions to be counted in my time. (*Interruptions*)

SHRI JAGDISH PRASAD MATHUR : Sir, I am only saying that he can refer to it. But let him not emote it.

THE VICE-CHAIRMAN SHRI (BISHAMBHAR NATH PANDE) : Let him continue. (*7/7 rruptions*) :

SHRI MANUBHI PATEL : You can give him thirty seconds more because of the interruptions.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : Time is relative. Your thirty seconds are my three minutes.

SHRI MANUBHI PATEL : Yes, You can take three minutes.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : Sir, it is well known and sufficient emphasis has been placed by the hon. members from the Opposition about the winding up proceedings. An application was made for a scheme in taking over this whole project at a figure, which is given in the debate, of Rs. 9 crores, by one of the creditors. This is a view. You allow like anything. On the one hand, you say, why not nationalise other auto-mobile industries and at the same time, you say, 'Yes, you should have permitted that private gentleman to take over this at a sum of Rs.9 crores. On that application, an order was to be made on the 18th October, 1980. If that order had been made probably, the entire control of this would have been lost and things

would have got into greater difficulties. I think, between the 13th and 18th October, there was no time to be lost and if my friends on the other side had consulted some good lawyer, he would have said this is the time to act, this is the time for swift and quick action without hesitation and this is what precisely the Government has done. The Government has used its power Under article 125 to issue this Ordinance.

Then, the third argument which has been made is about the two per cent commission. I think, this is a clear misconception, a clear misreading of section 2 ;, a section which has to be found in every nationalisation Act without exception and I challenge anybody to show me any similar or analogous provision in the nationalisation Act which does not provide the same thing. It is always provided that no contract is binding on the part of the Government or the Government company in whom the undertaking vests. But it has an option to ratify such contracts and as has been explained by Mr. Salve, this is particularly so when you have important contracts dealing with land and so on.

Sir, I have done with the legal aspects. The next question which has to be asked—are : what is the basis for this nationalisation are you taking assets and paying for them disproportionately ? Sir, this very land—I do not want to speak about it but I had got something to do with the Commissions of Inquiry and I will say it if I get time, but I may not have the time, and I am not very keen on speaking about it—I can tell you that these 300 acres of land itself is worth more than the compensation. That is number one. Number two, there is a built-up area.

SHRI M. KALYANASUNDARAM : Can you give the value ?

SHRI MURLIDHAR CHANDRAKANT BHANDARE : I will give

[Shri Murlidhar Chandrokani Bhandare]
you that. This is the difficulty with you. You do not deal with any measure on its merits, when in 1980 on the 13th October, you are acquiring something, you must find out what would be cost of a handled acres of land. That itself is more then lis. 434 lakhs. This is one thing. (Interruptions)

The VICE CHAIRMAN(SHRI BISHAMBHER NATH PANDE): Will you please let the speaker continue ? Or you will interrupt continuously. I will not allow your continuous Interruptions. Please continue. Do'nt pay any attention to interruptions.

SHRI MURLIDHARCHANDRA1 KANT BHANDARE: I am greatfu to you, Sir, for upholding the rules and the dignity of the House.

The other thing is. (Interruptions)

उपसभाध्यक्ष (विश्वम्भर नाथ पांडे):
12 बजे रात तक फिर वही बातें
देगे, फिर वही सवाल कल का पैदा होगा
इसलिये कोई फायदा नहीं है इस तरह
से चीजों को वहाँ तक पहुँचाने का, आधी रात
का नाटक करने से कोई फायदा नहीं है।

श्री सुरेन्द्र मोहन : कोई नाटक नहीं
किया गया है ... (Interruptions)

This is highly objectionable.

डा० मदन मोहन सिंह सिद्धू : आप करते
हैं हम नहीं करते।

उपसभाध्यक्ष (विश्वम्भर नाथ पांडे):
आप कोई शक्स बता दीजिए, ...

SHRI MURLIDHAR CHAN-
DRAKANT BHANDARE : Let us get
on with the job. Sir, I do not expect the
hon. members on the other-side to agree
with me. But I always listen to you with
patience. I have never interrupted you.
The next question is more important.
(Intrrup' (ions)

THE VICE-CHAIRMAN
(SHRI BISHAMBHER NATH
PANDE) : Please address the chair and
not the member.

SHRI SURENDRA MOHAN
(Utter Predesh) : I do not want to I
interrupt you at all. You are an old
friend. I am only objecting to what the
vice-Chairmen said.

SHRI MURLIDHAR CHAN-
DRAKANT BHANDARE : If he does
not want to interrupt me. may I request
him to sit down.

Mr. Vice-Chairman. Sir, the next
asset to which there is no refernce made at
all is the million square feet of built-up
area. One should go and see the
factory. I do not know whether people
have taken notice of this. Apart from
that therrere is upto date machinery.
All these things will go on. But to say
that because we have not taken action
some-where else, action here is not
justified is really not warranted.

One thing more I want to say which
is of great importance for this reason that I
have reason to believe and I am of the firm
conviction—that the next decade in this
country and in the whole world will be
determined by two capital 'Es' —
energy and exports. I have been a socialist
and I have thought of all these things,
including the cottage industries, and I have
echoed for some time what the Minister
of Industry now says—namely -'small is
beautiful", But a time has come for us if
we have to survive, a time has come for us if
we have to progress, a time has come for
us if we hsn to take our legitimate place in
the comity of nations in the International
market that we expand our exports, that we
conserve and expand our energy and it is
hare that I must compliment and
congratulate the Government for taking
altogathci a new stand of bringing in the
most sophisticated techonology so that we
can take our rightful place in the
competing international market.

We have the raw materials, we have cheap labour. Let us mix J with this the most sophisticated tech-^{*}nology. And there is nothing wrong because where late Sanjay Gandhi failed—they said it was due to the impossible conditions imposed in his Letter of Intent—let us be wiser by his experience.

The real need is not to produce two lakhs of cars which we cannot utilise, use or sell in our country but what is important is, we produce two lakhs of cars out of which 1,50,000 we sell outside so that we get foreign exchange, we increase the production in our country, we employ more labour in our country and we create more demand in our country and we generate a greater and better way of life in our country. I am very happy that Maruti will be the forerunner for this new approach because to be modern is to be able to change and I am glad that we leave out all the old things.

I do not want to say more about the automobile industry, but about cars it is said that our car is one, all parts of which make noise except the horn. Therefore, Sir, I do not want to say more. But the time has come and I would request that when the Government brings in the up-to-date technology, please do not produce passenger cars like Ambassador. Fiat and so on and so forth. It will be surprising to note—because I have something to do with the employees of the Fiat car makers, Premier Automobiles—that the expenses of maintaining the machinery of Premier Automobiles runs into two cores of rupees every year. There the workers had to go on strike for over six months and it won't be long again when they go on strike because they are never paid adequate wages. Sir, the point which I am making, therefore, is that there should be a very sincere effort to produce commercial vehicles so that those commercial vehicles can be exported. They have a large market outside and the standard of our commercial vehicles, fortunately, is very good

and some of those commercial vehicles are really exported even now.

The other thing which I would like him to remember is, the difference between the lower class and the rich class because I don't think that with the price of Fiat at Rs. 62,000 and with the price of Ambassador at Rs. 65,000 one can really afford a car, both in terms of capital and running expenditure. The dream which late Sanjay Gandhi had, of producing a people's car, should be the objective for our Government. I want the Government to produce a car which could be afforded by the middle class both as regards its capital value—the initial investment—as also its cheap running expenses. It is well known that on petrol our cars are otherwise as expensive as any other similar car or any comparable car in the rest of the world. Therefore I would like that these objects which are set out in the Preamble like utilisation of the available infrastructure, modernisation of the automobile industry, effecting a more economical utilisation of scarce fuel and ensuring higher production of motor vehicles are achieved through this project.

There are one or two things which I will deal with because these points have been raised by some of the Members on the other side. Some have said, why don't you develop the national waterways ? Others have said, why don't you develop the railways ? Sir, I was in Calcutta last Saturday and Sunday and I saw the tube going there for 14 kilometres at a cost of Rs. 850 crores. No body knows when it will be built. I am not against it. I am all for all-round growth, I am for all-round progress of our country, but it should not be lopsided. The moment we talk of automobiles, you talk of railways ; the moment we talk of railways, you talk of waterways. This cannot go on in a circle. I think each has its own importance. It must be coordinated ; it must be integrated. It must be one scheme in which the whole country expands.

[Snri Murlidhar Chandrakant Bhandare]

in which the whole country grows, in which the whole country takes its rightful place in the international comity of nations. We talk and boast of our technology. But what is happening today is that we export ore and bring in steel. We export it at Rs. 600 a tonne and we bring in steel at Rs. 6,000 a tonne. This must stop. We must go in those areas where with the aid of the best technology we must also be able to complete in the international market.

Sir, there is nothing more to be said excepting that I had wished— but the wish has been, belied—that the Opposition had slayed away from this mud-slinging. It is not for me to say anything in praise of anyone but the history will record the fact. It is not....

AN HON. MEMBER : That a point on which we can agree.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : When he was facing the commission of inquiry. I said to him that in India business and politics do not go together ; and he agreed. Whatever it may be, I am really sorry that this debate has been really an essay of irrelevance so far as the Opposition is concerned. But let me ask the Members to judge this measure on the merits of the objects stated and see whether those objects will be achieved and in achieving those objects whether our nation will be led a step further towards progress and prosperity.

Thank you, Sir.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE) : Shri Mohanarangam.

SHRI MANUBHAI PATEL : Sir, before that, I have a small request to make. If we are sitting beyond 7 P.M. like yesterday, you please instruct the Minister of Parliamentary Affairs to make arrangements

so that the tea and coffee counters remain open and some snacks are also available. Please see that they are not closed.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR NATH PANDE) :
Your suggestion is very reasonable.

SHRI SITA RAM KESRI : Sir, for the information of my hon. friend and other Members, I may inform that we have today made arrangements for their food also.

SHRI MANUBHAI PATEL :
No, for tea and coffee.

SHRI SITA RAM KESRI :
You can have tea ; you can have the snacks.

SHRI MANUBHAI PATEL : They should be available. Please see that the counters are kept open.

SHRI SITA RAM KESRI : The dinner is there.

SHRI MANUBHAI PATEL :
Dinner is all right, but those counters should be kept open.

SHRI DINESH SINGH : Are we invited for the dinner ? Or, only the arrangements have been made.

SHRI R. MOHANARANGAM
(Tamil Nadu): Mr. Vice-Chairman, Sir, really I am very glad for the opportunity being given to me to express some of my ideas with regard to the Maruti Limited (Acquisition and Transfer of Undertakings) Bill. I was very carefully listening to the speeches of some of the Members not only in this House but also in the Lok Sabha. Mr. P. Ramamurti, who comes from my part of the country* raised three very important points. He was talking about Mr. Sanjay Gandhi. He was talking about how he got licences. He was talking about his family. He was talking about how the licences were issued very easily, how the lands were given very

easily. It is my personal opinion that it is not good on our part to talk about a person who is no more. It is not good on our part to talk about how the licences were issued or about how the lands were given. It is our duty to speak on whether we agree with nationalisation or not. This is a Bill with regard to nationalisation. It is not a question of Mr. Sanjay Gandhi and his family. I would like to say that we have already nationalised so many industries ; especially for the information of the persons coming from the Janata Party, I may say, during 2 and half years of their rule they nationalised 33 sick industries. Now they say : what is the use of nationalising in this way ? They are thinking about the persons who were responsible for running it. They are not thinking about the real complications of the particular industry. Mr. P. Ramamurti has raised one important point. He has stated that unless and until there is some provision, we should not nationalise it. I have seen, Sir, for the past fifteen years some of the sick industries which were not producing even an iota of item were nationalised by the Governments, the Central Government as well as the State Governments. If we invest Rs. 500 crores we can very easily start an industry better than the Maruti industry, was the complaint of Mr. P. Ramamurti. One thing, I would like to say. I just ask the Opposition parties if they are justified by their hearts. I want to ask them to touch their hearts and tell me if this particular party, the Indira Congress, had come forward to give this industry to some private person whether they would not have definitely come forward and asked, "Why do you not nationalise it, why do you give it to a private person ?" From this we can very easily understand that they are not thinking of the Maruti company but they are thinking of the young man who is not with us, who is no more.

Sir, secondly, I would like to point out one thing As I told you already, 33 sick industries were nationalised

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by the Janata Party during its two-and-a-half year rule. What about the position of the private industry ? For the sake of argument I would agree, "Let us not nationalist- the Maruti industry. We will give it to some private person." What about the position of the private industry ? The position of the private industry as far as my personal knowledge is concerned, is below zero. Nobody will say that our industries are complete in the international market with the industries of this type. We have three important industries. One is the Hindustan Motors. One of our Members has very clearly pointed out that during 1979-80 it produced only 17,500 motor cars. For the past 6 months it produced only 10,700 motor cars. But, another one, that is the Premier Motors, produced only 15,500 motor cars. Another industry from the area which I represent, the Standard Motors, had produced 44 and this year only 4. For the past two months it has produced only the commercial vehicles but not at all the cars. Is it not the duty of the Opposition parties to respect whenever a good thing comes from the Treasury Benches ? Whenever the Treasury Benches say that they are going to impose Hindi, I would be the first man to oppose them. But whenever they come to nationalise a certain industry, I would be the first man to support them. On this ground I support this Bill.

Secondly, Sir, I told you already with regard to the three important industries in the automobile sector. What about the consumption of petrol of our cars? They utilise more petrol than those of other countries. What is the reason for that ? The private industries never could start or manufacture good motor cars, motor vehicles or commercial vehicles and other things. All these three important industries nowadays are not in a position to compete with foreign companies because they do not give much importance to the manufacture of private cars. When the Government of India comes forward to nationalise a certain

[Sh^r R. Mohanarangam]

industry' which has Rs. 9 crores worth of commodities, machines and everything and 300 acres of land in the capital of the country, do you mean to say that everything should be handed over to private persons ? We have to utilise it for the betterment of the country, for the citizens of the country, for the welfare of our country and for the economic development of the nation. Not only for this particular thing I talk on behalf of my party.

There are certain very important advantages, I am discussing the merits and demerits of the problem, I found only some merits, I do not want any monopolistic competition, The Fiat costs Rs. 62,000, The price of the Ambassador is Rs. 60,000 and more. I have learnt from some reliable sources that the price of the car is going to be increased by Rs. 3,000 from January 1 onwards. Only the persons who belong to the higher strata are in a position to purchase cars. We persons belonging to the middle strata and even the doctors and the engineers, are not in a position to purchase cars. We are getting third grade and fourth grade cars. When the Government of India comes forward to produce a car which will be somewhat applicable for the middle-class persons to purchase why should you oppose it ? Is it not our duty to support it ? Whatever the ruling party brings, is it our duty to oppose ? What is not the duty of an opposition party, a real opposition party. As a Member belonging to a real opposition party, I support this Bill not only because it gives opportunities for employ-5 P.M. ment of 5>000 persons. And you say there is no effort to solve the unemployment problem. When they come forward to start such an industry which will require an investment of Rs. 500 crores, without utilising the natural resources of this country **but** only utilising the amount which we have already spent, and utilis-

ing the land which has already been given to a particular person, why should we hesitate to support it ? Otherwise we will have to spend Rs. 500 crores to start a new industry of that type. We have only three units in this field.

Finally, Sir, there is great scope for the development of ancillary industries also. If we start an industry side by side there will be scope for the development of ancillary industries, for which otherwise we will have to spend more than Rs. 1,000 crores. And as Mr. Ramamurti said, if we spend Rs. 1,000 crores, more than a lakh of people will get employment through the ancillary industries.

Finally, Sir, why should we not nationalise the other important car industries ? One of the hon. Members pointed out that it is the first step. As a first step, they are nationalising the Maruti industry; then they will go to Fiat car; then they will go to Ambassador car; then they will go to Standard car ; and then they will nationalise all the industries in this field ; and a day will come when the motor industry will be owned by the state, by the Government of India. That was the assurance given on behalf of the Government. If that be the case, we strongly support this Bill. I want to say one word here for Mr. Chanana, the hon. Minister for Industry. He has really given much attention for the nationalisation of this industry, I hope he will take up the entire responsibility for developing this industry and a time will come when the Maruti car will definitely compete with the cars of other countries and other countries will buy the cars produced by the Maruti Company.

SHRI M. KALYANASUNDA-RAM (Tamil Nadu) : Mr. Vice-Chairman, Sir, I rise to oppose the Bill and support the Resolution on behalf of my party. Even if some of the Members do not understand why we, Communities, are opposing

this piece of legislation which seeks to nationalise a project, the future generation or the Member who come to this House in future, if Parliament survives till then, if they happen to go through the proceedings, should not misunderstand us. We, Communists are not opposed in principle to nationalisation. That is well known. We will be the first persons to support the nationalisation of the entire transport industry if it comes to that. But is this a genuine nationalisation measure? That is the question. Even though Members of the ruling party spoke vehemently about the opposition, they have not advanced a single point to convince us that it is done in good faith. Sir, we cannot quarrel or disagree with the aims and objects shown in the Statement of Objects and Reasons or in the Preamble. They are very good ideas. Just as we have Socialism as our creed, in the Constitution, it is not enough, if it is put in the Bill.

The preamble says :

".. fo p^ovid^ r^ov rh^p acquisition and transfer of the undertakings of Maruti Limited with a view to securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and to ensure higher production of motor vehicles which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto."

These are very good ideas. But does this Bill seek to achieve any of them? If they want to really achieve the objectives contained in the preamble, then the first thing they should do is to nationalise Ashok Leyland and Mercedes Benz of the Tatas. Will they do it? They produce commercial vehicles necessary for our public transport. Public transport has remained static for the past ten to twelve years. The strength of our bus fleet is only eighteen per one lakh of population

in the country. This includes some areas where there will be only six or seven; it may vary up to twentytwo in some places. So this is the fleet. Now, why is it so? Whether it is public or private sector, the chassis of a bus now costs Rs. 2 lakhs. A year ago now costs Rs. 2 lakhs. A year ago a bus on the public sector cost less than Rs. 3½ lakhs. The private sector. That is why the Government's takings are incurring losses to a great extent. The bus has been nationalised. The transport is allowed to be operated by these monopoly houses. Ashok Leyland. That is the situation.

The next is about jeeps. Government and the Defence are the biggest customers for jeeps produced by Mahendra & Mahendra. Should they not nationalise them? If the Government takes steps to nationalise Mahendra & Mahendra, if the Government takes steps to nationalise the Tatas—the Mercedes Benz—if the Government decides to nationalise Ashok Leyland—they have now become multinational; even from India they are starting industries in other countries also—the present transport problem can be easily solved....

SHRI PATITPABAN PRASAD DHAN (Orissa) : The Bill seeks to nationalise non-starters.

SHRI M KALYANASUNDARAM : Now Hindustan Motors : In 1969 an Ambassador cost only Rs. 22,500, today it costs up to Rs. 60,000. Why should they charge so much? What is the Government doing all these years? Whether it was the Congress which was in power up to 1977 or the Janata Party after that or the present Government, what are they doing to check this price rise? A car is, to some extent, essential for the middle class, for doctors, for advocates, for businessmen, even for

[Shri M. Kalyanasundaram]

Members of Parliament. Without a car it is difficult for them to carry on their occupation, But who could own a car ? It is very difficult to own a car. When that is the situation, what is urgently needed is to nationalise Hindustan Morors, nationalise Tatas' Mercedes Benz, Ashok Leyland, Mahendra & Mahendra, in the interests of the nation. Now is this done in the interests of the nation or in the name of the nation in the interests of some individuals ?

SHRI PATITPABAN PRA-DHAN : On this we need a categorical reply.

SHRI M. KALYANASUNDA-
RAM : That is what it has come to today. I have posed the problem— Is it in the interest of the nation or is it in the name of the nation in the interests of a few individuals ? I want a reply to that question.

Then our friend, Mr. Salve was very angry with the Opposition. Today he was not so angry. He was controlling his emotions to some extent. He said—I am sorry he is not present in the House just NOW

SHRI MANUBHAI PATEL : He is very much there, He has moved to the Treasury Benches' side. He is in a prospective seat.

SHRI M. KALYANASUNDARAM : Mr. Salve was saying that for ten years the opposition was using Maruti, Maruti. Since the first day when I entered the Lok Sabha in 1971, I have been following this query, Maruti, Maruti. People coming from the South are not familiar with what is happening in the Hindi belt. Even in 1977 that was so. I think our friends sitting on this side will not blindly say that we oppose this for the sake of opposition. That charge cannot be veiled against us because they could know that we have support-

ed them whenever they brought good measures. In their critical times we have stood by the ruling party and supported them. In the whole of Hindi belt when they were wiped out, they could win in the South....

SHRI PATITPABAN PRA-DHAN : Will you do it again ?

SHRI M. KALYANASUN-
DARAM : I am only illustrating. They cannot charge us that we are opposing this for the sake of opposition... . (*Interruptions*).

THE VICE-CHAIRMAN
(SHRI BISHAMBHAR NATH
PANDE) : Please address the Chair.

SHRI M. KALYANASUNDARAM : Whatever suits them they will take from me. I will not spare them either. She lost in 1977. All right. Why did you lose in 1980 ? (*interruptions*). Why do you provoke me ? I do not get provoked. I want the opposition and the ruling Party to think seriously whether they can bring forward some alternative economic programme instead of repeating 'Indira Gandhi and 'Sanjay Gandhi'. In two and half years what did you do ? I am asking the Janata Party people ? Why are they criticising me? (*interruptions*). I will call a spade, a spade whatever may be the cost. Why were you vindictive ? Now, what is the result ? She became a martyr. We are now back to Indira Gandhi. I think, I have replied to both.

Coming back to the Bill, Mr. Salve said that Janata Party used the name of Maruti for ten years. By this kind of nationalisation, you are providing grist for the opposition to use the name for another ten years. There were past sins. Now you are committing this sin for the future. If it is a genuine nationalisation, we would have been very happy to welcome this Bill. But this nationalisation is not in the

interest of the nation It is only to save some people from some serious crisis—moral as well as financial. I do not propose to go into details. I do not want to go into the Gupta Commission report. I shall not refer to it. It is better if we discuss the transport policy or the report of the Transport Committee. With regard to Maruti, I have to say a few words.

What is it that you are acquiring? As was explained—and I agree with that—you are—acquiring only land and few sheds. You are not acquiring any machine nor any technical know-how. How are you then going to build this unit? What are you going to produce except greatest scandals? Dr. Chattopadhyay knowingly or unknowingly or wittingly or unwittingly spoke about sons of big men. Maruti has acquired international fame. Even Rolls Royce has not acquired this much fame. Maruti did that without producing even a prototype.

Are you acquiring that good will also? Are you not, wittingly or unwittingly, by taking over this Company, acquiring that goodwill?

THE VICE-CHAIRMAN :
(SHRI BISHAMBHAR NATH PANDE) : Your time is up.

SHRI M. KALYANASUN-DARAM) : Let us not imitate the western countries. We have our own tradition, please read, if you have time, what Gandhiji said in those days and what he wrote in his "Young India", when the Congress took over power in some of the States. What was his advice to the legislators and his advice to the Ministers? He also talked about sons. Look at Rajaji's son and see how he lives in Madras. There are so many people like that. Rajaji's advice to his son was not to do business. Gandhiji's advice to his son was not to do business. Nehru's advice was not to do business. Businessmen should not be there in their families

and full-time politicians are needed, full-time professional politicians are needed and not politicians *who* make business out of politics. Politics is a science and it is a science to change the socio-economic, order of the country. Otherwise, your talk of socialism will remain a bluff and that is what I want to put on record. How is Rajaji's son living in Madras today? Sir even my friends in the DMK and the AIA-DMK parties may be supporting this Bill for their own reasons. But I want them to remember what their mentor, Mr. Annadurai, said, Mr. Annadurai's son wanted to make films. Mr. Annadurai's means of living were his tongue and his pen.

THE VICE-CHAIRMAN
(SHRI BISHAMBHAR NATH PANDE) :
You have taken double your allotted time.

SHRI M. KALYANASUN-DARAM : Two minutes more and I will finish. Sir, when Mr. Annadurai became the Chief Minister his son wanted to make films and Mr. Annadurai said : "So long as you live in my house, you should not produce film". That is our national tradition, Sir, Gandhi, Nehru, Rajaji and even some Congress Ministers. Take the case of Mr. Kakkan. He was the Public Works Minister in Tamil Nadu for so many years. He was the Public Works Minister and also the Home Minister. He does not have the next meal. Our Chief Minister, Mr. M.G. Ramachandran, took pity on him and Sanctioned a pension of Rs. 1,000/- That is our tradition Sir. This was the advice to our well-meaning friends in those days. Whom do you blame now? Why do you blame the Opposition? It is the duty of the Opposition to exploit the weakness in you and that is the way of politics. So, Sir, again I would like to say that we oppose this Bill and why we oppose this

[Shri M. Kalyanasundaram]

Bill is because of the ulterior motive behind this Bill. We are opposed to this Bill and we will see that every clause is opposed and even outside we will be taking this message to the people that this Bill is a scandalous one and is going to create a scandal because it is linked up with the [multinationals. It is the multinationals who create scandals involving persons right from Nixon to the Prime Minister of Japan. Take the case of Japan ; take Italy; 'ica ; and take West Germany everywhere the scandalars are •."crowing and our country must be' from the tradition of such finals and the multinationals are playing havoc with our economy. That is our anguish and in anguish we oppose this Bill, iSir.

THE VICE-CHAIRMAN
(SHRI BISHAMBHAR NATH PANDE) :
Yes, Prof. Sourendra Bhattacharjee. You have got seven minutes.

∴ PROF. SOURENDRA BHATTACHARJEE : Mr. Vice-Chairman, Sir, first of all, let not my friends take away my small time. n¹

- Sir, the Bill that has come before us has been variously defended by the speakers on the treasury benches.
• "What they have been saying here bears little resemblance to the objectives specified in the Bill or in its Preamble such as streamlining the transport system in the country, modernising the automobile industry, economical utilisation of scarce fuel, for meeting the need for passenger buses, • commercial vehicles, in the country, and so on. I found that Mr. Bhandare was eloquent on the export requirements of the country.

I also found him eloquent on the question of utilising improved technology based on what is stated in the ; of the Bill 'economic production of motor vehicles'. Sir, since yesterday, even today, the mem-

bers of the Treasury benches, including the Ministers, are putting forward certain arguments quite unrelated to the instant case. For example, they tell the left parties and the Opposition that they have all along been advocates of nationalisation and then ask : Why do you oppose a Bill to nationalise an industry ? They conveniently forget that our friend, the Industries Minister Dr. Chanana, is credited with a very pragmatic approach towards industrial policy which is not bound by any nationalisation. During the Budget session, that approach was brought to the fore. Persistent demands of nationalisation, for putting a stop to exploitation of the working class, have been met with refusal and rebuttal. Now they are trying to make a virtue out of this Nationalisation Bill and going to prove themselves to be protagonists of public sector, of nationalisation, and against private industry. Dr. Chatterjee or Mr. Bhandare recited certain abstract principles unrelated to actual fact. If it was a question of providing employment, it was just a question of enriching our transport industry, the Government could very well have encouraged an industry from public sector to enrich our automobile industry, to bring out more transport vehicles and other things. On the contrary, if they wanted to utilise this industry as a memorial to late Sanjay Gandhi, I would not make any uncomplimentary reference to that, but if that was their object, there were other ways, except at the cost of public exchequer. What was done and what was not done is an open book and it is not necessary for the members of the Opposition to dilate upon it again and again. Everybody knows it. The nationalisation of transport industry, if that is to be dealt with on policy level, it should have been done on the basis of a comprehensive outlook within the framework of a policy. In isolation, by building this up and then trying to make virtue out of it, unrelated to the

actual state of affairs, is another name for hypocrisy and another name of a fraudulent practice. And this is precisely what the Government is trying to do through this Bill. Were they straight forward, honest about the economic objective that they are trying to throw up before the House and before the people, they should have checked and re-checked their economic policy which has led to more and more concentration of wealth in the hands of private capitalists. There is no attempt at loosening the stronghold of the private capital, monopolists and multi-nationals who are being invited more and more in our country. And the Government is trying more and more to throttle the voice of the toiling people, their movement, their struggles by all possible means of the present day, with the passing of such a draconian Bill.

-This spirit that was demonstrated in that Bill has cast its shadow over this Bill because these are the same things and not different, since they have the majority, they will get it passed. We know it. But it is our duty to record our voice of protest against this misuse of public fund, misuse of certain lofty principles and to hoodwink the people at large by this mouthful talk of nationalisation and other things. Sir, their record during this year will show a completely different picture. Therefore, if the Minister of Industry is able to fit in this Bill within the framework of his very pragmatic industrial policy and show that our priority demands that this thing should be given precedence and that it will meet the national requirement of removal of unemployment and other things, we are open to be convinced. But it must come within that framework. Otherwise, by merely mouthing high-sounding principles, they won't be able to hoodwink the people of the country which, I am afraid, is the main object of this Bill. Thank you, Sir. I hope that in replying

to the criticism levelled by the opposition, those from the Treasury Benches will demonstrate some respect for facts and respect for co-relation, even for incidental co-relation.

SHRI M. P. KRISHNA (Anchra Pradesh) : Mr. Vice-Chairman, Sir, I do not want to go into the many details about which the Members in the opposition have spoken and given amply answered by friend from my side. Sir, we should not forget the history of the steel car in this country. Many Members have said that land has been given up for these things have been done already. Even a friend like Mr. Basant Singh who wanted things to be done very expeditiously was also condemning the Government for giving land. Under the Industrial Development Act and under the Industrial Development Policy, it is the prime duty of every Chief Minister, whether he belongs to the Communist Party or the Congress Party or D.M.K. Party or A.P.M.K. Party, to see that everyone who wants to set up an industry is helped. The Communist Government in Kerala has given every concession to the Birlas. Similar concessions have been extended to the Tatas. Tariff concessions have been given to them for years together. But no one would like to comment on that. It is Maruti Industry is an education to everybody in this country.

SHRI RAMAKRISHNA HEGDE : Education in what?

SHRI M. R. KRISHNAN : My friend, Mr. Hegde, if you ask me question, I am prepared to answer every question. I am tired of answering everybody in the opposition.

THE VICE-CHAIRMAN (SHRI BISHAMBHAR DATT PANDE) : Mr. Krishnan, you have only 10 minutes.

SHRI M. R. KRISHNA: There are two people in this country who tried to manufacture small cars, not because they wanted everyone in this country to use a car, but because they wanted to break the monopoly which existed not only in this country but all over the world. One was Mr. V.K. Krishna Menon who wanted to do it. He brought the foreign manufacturers. He brought the car to this country. Mr. Lai Bahadur Shastri who was the Commerce Minister, wanted to give him the money. We all tried that car. But the Cabinet, even though it was presided over by the most mighty man of India, Pandit Jawahar Lai Nehru, did not allow Mr. V.K. Krishna Menon to produce the small car in the public sector. As a compromise, Mr. Krishna Menon was asked to produce the Nissan tractors for the Defence. That was the position. If Mr. Sanjay Gandhi started the Maruti, it was not because he was greatly skilled, it was not because he was a genius. He wanted to show to this country, particularly to those big giants in the car industry, that even a small man can produce a car.

AN. HON MEMBER : And he failed.

P SHRI M. R. KRISHNA : I am prepared to answer your questions. Please put your questions and get the permission of the Chair. I am prepared to answer.

SHRI MANUBHAI PATEL : We would not put questions and you need not answer.

SHRI M. R. KRISHNA : Mr. Sanjay Gandhi had failed not because of anybody else but because some giants who joined him as Directors let him down. And also Madam Indira Gandhi had let down Mr. Sanjay Gandhi because, like any other father—I do not want to name the father—if Mr. Sanjay Gandhi were to take some insurance agency or some trading

job, he would have minted money, he would have got everything that he wanted. But he wanted to take a challenge, he wanted to produce something which was not produced in this country. Therefore, he started this very complicated thing. Sir, whom did the industrialists of our country allow to thrive ? Did Dharma Teja thrive ? What was the contribution of Dharma Teja in the shipping industry ? How was he crippled ? Pandit Nehru or anybody else in the Government could not save him. And many other people who have got fleet of ships in Gujarat and other places, what did they do ? How did they increase their assets ? How did they increase their ships ? But Dharma Teja was never allowed and so also Krishna Menon. Therefore, there is nothing surprising if Mr. Sanjay Gandhi had failed in his attempt. What were the conditions he gave the Government ? I was in the Government of India. And the officers in my Ministry said that the conditions which Mr. Sanjay Gandhi gave were something under which no sane man will be able to produce. He was really deceived there. While you are allowing the foreign technology to a matured company like the Tatas, you expect a young man to produce a car which was never seen in this country without foreign technology, without importing anything from there, without paying for any foreign design, without having any experts from anywhere. Even the Industry Ministry experts have deceived this young man. And the Directors like Mr. Chidambaram, Mr. Raunaq Singh and the Mohan Meakins who were matured and very competent in their own industries, if they were to be honest to look into the conditions which Mr. Sanjay Gandhi had furnished to the Government, I think, they would have definitely advised him, and these would not have been the conditions. If Madam Indira Gandhi were to see those conditions minutely and if she had shown that much of interest in her own

son as any other parent, I think, this fate would not have come today where everybody is commenting on this.

Sir, I have given the instance of Krishna Menon. Even when he wanted to produce the vehicles, the scooters, he was never allowed. Sir, the Government was prepared to allow the Birlas to get the outside technology the Government permitted the Tatas to get the technology from Germany. The Government had permitted the price rise in all these automobiles, but they never cared to give any assistance to the Maruti.

Now, what has the Maruti left today ? The Maruti has left some assets in this country and it is not that small car is very very essential for this country. But there was a motive, there was an ideology, which Shri Sanjay Gandhi wanted to establish definitely and the wanted to prove that he is more superior to Pandit Jawaharlal Nehru, *(Interruption)* Not in the matter of production of cars. I am not talking about Pandit Jawaharlal Nehru as the national leader or otherwise.

AN HON MEMBER : Pandit Nehru never asked for licences.

SHRI M. R. KRISHNA : I am telling you what you do not want to hear I am not telling you what you want to hear, When Pandit Nehru was the Prime Minister, the joint sector came into existence, ie, during Pandit Nehru's time that is during the time when the last Industrial Policy decision was taken. In the joint sector also car is the one thing which has never been taken in the public sector. It was never allowed to be taken in the public sector. By whom I would like to remind my friends that it is very well known that there were many people who wanted Shri Sanjay Gandhi to have the advice from the Birlas but because of various political reasons including the advice from my friends

from the Communist Party, who said that anything can be done in this country with anybody's assistance but never get into the hands of the Birlas. That is one of the reasons why Shri Sanjay Gandhi had to keep himself away from all these people and that is the reason, why the project is suffering today. We have to look into all these things. It is not good simply saying that this project is a junk. How many industries have been taken over, including those of the textiles. Thousands of crores of rupees we are sinking into them. Who is managing them ? Some private industrialists. They get everything from the industries. They even rob the labour. They did not even properly utilise the money which they get from the banks. Which is the industry today, be of the Birlas or of the Tatas where they will say that even 25 per cent or 30 per cent of the investment is their own or from their families. Some body was asking whether people with 75 per cent of the shares can become managing directors ? Who are these people? What is their share what is the share capital of the Birlas or the Tatas in almost any industry that they have set up ? Mr. Sanjay Gandhi had only one, solitary, industry with which he was experimenting, which he was trying to build up. But almost all the other private companies hold a number of companies under them. Therefore, the bungling in one company is covered by the profits in other companies.

That is not the situation here. So, I would like my friends who view things so nicely, so judiciously, to view this also sympathetically. It is a human thing and a young man had started this thing. There are many of my friends who have started so many things, even though they know that they have mismanaged and lost. Therefore, Sir, my only submission is that we need not attach much importance to this thing, namely, whether the land which he has been allotted was taken on a small price or whether it is now fetching more money. *(Time Bell rings)*. These are not the things which should weigh in the minds of the hon. Members here

[Shri M. R. Krishna]

Sir, now the Government is taking over this project. There is a small car which has been produced in London and that is Mini Metro. That is one of the latest cars which is said to be very very good as a small car and its maintenance is absolutely negligible. Now, the Government of India need not leave it into the hands of bureaucrats. It is necessary that this industry, which the Government is nationalising, should become one of the premier industries under Government management. Therefore, only really very highly skilled people should be allowed to handle this project and this project should concentrate more on commercial vehicles and other vehicles which are very essential for the development of various needs in this country. With these words. Sir, I support the Bill. Thank you.

' SHRI RAMAKRISHNA HEGDE: Mr Vice-Chairman, Sir, the very fact that the ruling party lined up professionals—I mean professional lawyers, advocates—to defend this Bill, betrays firstly the weakness of the case and secondly, lack of conviction of this measure, Sir. I must compliment all my three friends. Mr. Salve, Mr. Chattopadhyaya and Mr. Bhandare that with their experience and almost unequalled calibre of arguing, they tried their very best to defend a most indefensible case. But I must also point out that unfortunately their arguments were boringly repetitive. They were off the mark all the time. If Mr. Salve was balance-sheet-oriented and Prof. Chattopadhyaya was succession oriented, Mr Bhandare became exported. What about the merit of the Bill ? We are discussing the Bill and Prof. Chattopadhyaya repeatedly said that we must examine this measure in the right perspective. What is the right perspective ? Is it the export of the car ? Is it the transport policy of the government for the last 30 years ? Is it who succeeded whom in world politics ? What is the perspective ? And my sportsman friend—he is an all-rounder—he is a lovable

sportsman. Mr. M. R. Krishna; he is capable of playing both for the President's eleven as well as the Prime Minister's eleven—started his speech with Krishna Menon. Well, I am not going into these matters; but we must ask ourselves certain questions. If you ask me whether I was shocked or surprised or felt bad about this measure. I would certainly say 'No'. This is actually the logical if not natural, culmination of a stinking project which had been stinking for years to high Heavens must end with a stinking Bill.

Sir, after we came to know that late Mr. Sanjay Gandhi was cremated in Shanti, Varanasi, we must reconcile ourselves to the desire of the Government and the ruling party to sanctify an immoral project with any legislation. This is what it is ...

SHRI SITARAM KESRI: No, no. With all due respect to you my friend....

SHRI RAMAKRISHNA HEGDE : We are on different sides.

SHRI SITARAM KESRI: In his absence, I think, it is your unkind and uncharitable remark against the departed soul.

SHRI RAMAKRISHNA HEGDE : You are entitled to your opinion and you make a dutiful protest and it is noted at the right quarters.

I would like to project only a few points. It is a pity that Mr. Salve cannot answer it now nor can the other two three friends of mine, including Mr. Krishna, because their terms are over.

Sir, I do not know to what extent the Minister in charge of this Bill will be able to meet these points. Firstly, Mr. Chanana said that it is just a coincidence. The idea of small car is not new. If I may mention here, a brilliant entrepreneur, with absolutely excellent qualifications, technical qualifications[^] produced a

prototype with the help of Hindustan Aeronautics, Bangalore. That was more than 12-13 years ago. That project was not approved,

SHRI M. R. KRISHNA : B. F.
Reddy.

SHRI RAMAKRISHNA HEG-DE:
B. F., Reddy, Thank you. Thank you my dear friend. That project was not approved because at that time, the Government's policy was, and rightly so, the small car project, even if it is necessary, it should be in the public sector and not in one more Tata or Birla or Goenka or any other big house. That idea was there. As Mr. Rama-murti has said, Government did not decide to nationalise when Standard Motors were in difficulties. The machinery was there. They

talk about infrastructure. What is the infrastructure here in Gurgaon? What are you nationalising there? Is it an idea or a concept or a project or a piece of land within four walls?

AN HON. MEMBER: Nationalising a dream.

SHRI RAMAKRISHNA HEG-DE: It could be either nationalising a bad memory, or nationalising, perhaps, for most of us, a scandal. It was a dreadful scandal. This is what it is.

Sir, the second question is, when this matter was there, even after the new Government came to office, and when Shri Sanjay Gandhi was still alive, if the idea was to nationalise this project, why not any step taken at that time ? Mr. Ramamurti has rightly pointed out. May I ask the Industry Minister what is the provision which you have made in the Sixth "Five Year Plan ? Have you made any provision in the current Budget ? It has to come in supplementary demands. That means this idea did not occur to you, not even one week before 13th October. I can challenge it. What was the great hurry about it ? It is said that at the stroke of eleven at

night, papers are sent to Rashtrapatti Bhavan for signature and whenever an Ordinance is issued, invariably, it was on Friday nights. But why the President signed ? That I cannot answer here, Rashtrapatti Bhavan is beyond our jurisdiction. Why on Friday evenings, on Friday nights ? Why ? What was the urgency ? What was the justification for this indecent haste ? Parliament was meeting. Notices have been issued. Parliament was to meet within a period of one month. What was the necessity to issue an Ordinance ? Is it such an urgent thing ? I can understand if you are going to nationalise banks, or some prosperous industry. Well, you cannot do it by way of legislation, after discussion on the floors of Parliament because many things may happen during that period. But here, there was nothing. The factory was closed. There was no factory. There were no workers, and there was nothing in that damn place, but you issued an Ordinance. How do you justify it ?

Another question I want to ask the Industry Minister is, has the Government finalised, before taking this measure any project in regard to small car? Whether a project report has been prepared, or it is an after thought to justify the action you have taken. He must answer this.

Sir, another question arises. The bonafides of the Government are in question today. You have taken over the Maruti Limited. You have nationalised the cow, but what about the two *bachhros*? What about the two calves—the Maruti Technical Ltd and Maruti Heavy Vehicles? Why did you not touch them? Can you have any justification for that? If this is to be nationalised those two should also be nationalised they stand on equal footing.

SHRI NARASINGHA PRASAD NANDA : The *bachhi*s will get 2 per cent commission.

SHRI RAMAKRISHNAHEGDE: Let him answer that. In whose interest and for whose benefit Maruti has been nationalised? Is there any unemployment of the people who had been working there? Then I can understand if that was so Binny Mills, the Industry Minister must know have been closed for many months. Have you opened your eyes to that? Thousands of workers are jobless today. They are sitting at home because the management has declared closure. So many big industries have declared lock-outs today. Mr. Minister, have you opened your eyes to these? Have you taken any step? I could have understood if you had nationalised those industries where on account of lock-out or closure thousands of workers have lost their jobs. Here not one single worker is out of job—except the watch and ward. The factory was closed for paractically three years finally I admire, Mr. Krishna. He said that Mr. Sanjay Gandhi wanted to out-shine his grand-father. His grandfather would have loved it and we never had any quarrel about Jawahar Lai Nehru taking over from his father as the Congress President. We admired it: he was the worthy son of a worthy father. We never grudged it. Actually I was one of those who supported as against Mr. Morarji Desai, Mrs. Gandhi to become the Prime Minister almost immediately after her father's death except for that one year and four mondis break. We do not oppose this. If a person is worthy and qualified, nobody minds. It will be immoral in politics to blame the son merely because his father happens to be in a position and because of that the son cannot earn a living. That is not correct. But when Mr. M. Krishana said that Sanjay wanted to revolutionise the automoblile industry, he was no doubt poetic but he is pathetic also. Very pathetic, because it did not carry his own conviction. I can understand if out of his own girit, out of his own industry, out of his own capacity Sanjay Gandhi had erected the factory and I would have been the first man to salute him. It would have been a model for other youngman no doubt

about it. But let each one of them put his hand on his conscience and say if he did it. On September 23, 1970 Mrs. Indira Gandhi said in Ahmedabad that her son Sanjay was a delicate youngman, and with whatever money and energy he had modelled a car, not a posh one but fairly comfortable and suitable to Indian conditions. It would suit the middle class. She could not say whether a licence will be granted to him. WA\, we are all hypocrites, but some are greater hypocrites than others.

If Sanjay Gandhi's real objective was to give to the people of this country a small car, he would have gone down in history as the Ford of India. We would have admired him, we would have called him the Indian Ford. What exactly happened? This project was conceived in sin, it was built in sin and it crashed because of sin. When the Maruti car was tested in Ahmednagar, ultimately it crashed. The whole project crashed without moving. That is the tragedy of the whole thing and now you are nationalising it.

Sir, let the Industries Minister tell us whether the land has been transferred to this factory. You have calculated, for the purpose of ascertaining the assets of the factory, all the lands, about 375 acres. What is the value of it and what was the market price? Now you, for your own purpose, to determine the total assets of the factory, are taking into account the marke: price. And what is the price of the shars in the marke? Zero. So, what are you nationalising? May I ask one more question of him? While in no other Ordina 'ce of nationalisation a time limit has been determined for the payment of compensation why in this ordinance it was provided that within thirty days all the money and the interest shall be paid? Why? Because on the 31st day Parliament was to meet. Is it not with a view to preempt the scrutiny and discussions by Parliament on this subject?

Ultimately we come to this. Just one minute more and I am done. Yesterday we passed a Bill through which the ruling party has tried to castrate 670 million people of this country. And today, through this Bill, the ruling party will put to shame 670 million people of this country. I earnestly request the Government to withdraw this Bill and to distribute those 275 acres of land to those poor peasants for whom the ruling party never stops shedding crocodile tears.

5 P-M-

Give them back their land, whether it is one acre, two acres or three acres. That would be a great service; that would be a real tribute thing, a memorial for Mr. Sanjay Gandhi. Otherwise, Mr. Sanjay Gandhi's name will ever be steeped into shame.

Sir, the effect of the Bill will be if we pass it we will be legitimising an illegitimate misadventure, we will be salvaging the soul of Mr. Sanjay Gandhi from public indebtedness—as Mr. Salve tried to salvage that; it will be freeing the members of his family from liabilities and penalties; and black money will get the sanctity of becoming white money. And, lastly, a perpetual source of income will be available to a family at the rate of 2 per cent of the profit of this nationalised adventure, whenever it comes.

Thank you.

SHRI V. GOPALSAMY : Mr. Vice-Chairman, Sir, on behalf of the DMK Party I rise to support this Bill. Though I wanted to confine myself strictly to the Bill, I am very sorry to tell you that. I am forced by my Opposition friends to touch upon some other subject also, regarding Mr. Sanjay Gandhi. Sir, it is highly impolite and discourteous to criticise a departed soul. Sir, I have got great respect for Mr. Ramakrishna Hegde who is leaving

now. I wanted him to listen to my reply.

SHRI RAMAKRISHNA HEG-DE : I thought I have earned a lag at the end of my speech. I will come back in two minutes.

SHRI V. GOPALSAMY: Sir, he said the name of Mr. Sanjay Gandhi will ever be in shame—those are his words. Who is he to judge? Sir, whether we agree with Mr. Sanjay Gandhi's views or disai is something different. I may not agree with the attitude and approach of Mr. Sanjay Gandhi. I may not agree with the policy and philosophy of Mr. Sanjay Gandhi. But we cannot deny the fact that he is rising as the promising star of hope for the younger generation and for the Congress Party and many other sections. He did not step into the Lok Sabha in the capacity of being the son of the Prime Minister, Madam Indira Gandhi. He stepped into the Lok Sabha as the representative of seven lakh voters of Amethi constituency. Sir, Mr. Hegde was telling us that Madam Indira Gandhi was having such an attachment for her son. Naturally, she has to. But one thing he should not forget. When the Pitts plane crash occurred, when thousands of persons who loved Mr. Sanjay Gandhi and lakhs of people who love Mrs. Gandhi were shedding tears. Mrs. Gandhi was not near the dead body of Mr. Sanjay Gandhi. She was there in the house of Mr. Saxena to console the mother, to console the wife of Mr. Saxena. But I recall one incident. When the plane crashed at Jorhat, five pilots died—they sacrificed their lives, not thinking of their wives and their family members—in the course of nose-diving of the plane, to protect the life of Mr. Morarji Desai. What happened when he came out. The I approached him. He told, "Yes, God helped me." Yes, God only helped him. He did not tell any word about the pilots. As a rationalist I condemn it. What happened ?

[S'iri V. Gopalsamy]

He did not care to visit the families of the pilots. Not a single Minister in the Cabinet cared to visit the families of the pilots. Not only that, when the funeral was going on, when the three Army Chiefs were there, there was no Cabinet Member. Sir, he is speaking about hypocrisy. Who is a hypocrite? The greatest hypocrite of India is Mr. Morarji Desai. He is the person who announced in the Lok Sabha that Mr. Jayaprakash Narayan was dead even before Mr. J.P. breathed his last in the hospital in Bombay.

Actually I do not want to speak about these things. But when you choose this occasion to criticise a departed soul, we can also speak about the performance of the previous Prime Minister, Mr. Morarji Desai.

Of course, I belong to the DMK Party which is wedded to socialism. Our Party is a Social Democrat Party for which socialism is not a lip-service. When we were in power, when we ruled Tamil Nadu, our party nationalised the transport system, our party nationalised the big transport fleet companies. So, we believe in socialism. I would like to ask . . .

SHRI K. K. MADHAVAN
(Kerala) : May I raise a point of order?

SHRI V. GOPALSAMY : No point of order.

SHRI K. K. MADHAVAN :
May, I know from the hon. Member

SHRI V. GOPALSAMY : What do you want?

SHRI K. K. MADHAVAN :
. . . what exactly is the relevance of what he has spoken so far?

SHRI V. GOPALSAMY :
What relevance was of what the other Members spoke so far?

THE VICE-CHAIRMAN
(SHRI BISHAMBHAR NATH PANDE) :
There is no point of order. Please continue.

SHRI V. GOPALSAMY : I would like to know from Mr. Ramakrishna Fiedle and his party one thing. He said here that the nationalisation policy is a dreadful scandal. I would like to ask him whether he is prepared to come out with a clear, categorical statement openly that nationalisation is a dreadful scandal? On behalf of his party is he prepared to come out with a statement that the nationalisation policy is a scandal?

SHRI SURENDRA MOHANTY
(Orissa) : He said that the Maruti nationalisation was a scandal. He did not say that every nationalisation was a scandal.

SHRI V. GOPALSAMY :
You cannot alter the contention of Mr. Hegde. Three-fourth of the universe is under the spring of the socialist era. You cannot forget that fact. So, you cannot attack the nationalisation policy. Having accepted the nationalisation policy, a new era has been inaugurated in the field of the public undertakings, in the field of the public sector, to manufacture cars. You may say that it is a sick unit. Yes, I agree. But then when the mills, the textile mills, go sick, our very same friends demand from the Government that the mills which have become sick should be nationalised. This is the demand of the political parties.

Also I do not get any reply from the Opposition parties to the contention of Prof. Chattopadhyaya that a large number of the Members of the Opposition inside and outside the Lok Sabha have demanded nationalisation of the Maruti Company. That was the contention of Prof. Chattopadhyaya. There is no answer from this side for that question.

So, we are going to inaugurate a new era in the public sector. So far no unit in the public sector was manufacturing a car. So, this is the first step.

At the same time, I would like to say that the public sector undertakings are not working in an efficient manner. I agree. What is the defect? What is the reason for this? Land, labour, capital and management are the four ingredients. The management is the root cause. When there is failure of management, there is failure in the public sector undertakings. For that we have to tune up the management and bring in professional cadres. That is different subject. But if one truck appears in the row, an economist said, it gives employment potential for 25 employees. So, it is a first step. Then will they nationalise Tata's Mercedes, Bedford of Birlas and Leyland of the multi-nationals? Sir, in this context I would like to request the Government and appeal to the Government: only if you are going to nationalise Leyland of the multi-nationals, Bedford of Birlas and Mercedes of Tatas, only then we can really open the door for socialism. I think this must be the first step. And not only that, as Mr. Ramamurti correctly pointed out, you have not allocated any funds for this in the Sixth Plan. You are going to nationalise this. So, in the Sixth Plan itself, for this Maruti project there should be allocation of funds. And not only that, hereafter—our Industry Minister is here—we should bestow our fullest attention not only on the Maruti project but on all the public sector undertakings to see whether the optimum capacity is utilised, whether the management is properly working. These are the aspects which we have to look into.

With these words, I support this Bill whole-heartedly.

Thank you.

*SHRIMATI RAJINDER KAUR:
I oppose the Bill to nationalise the Maruti Limited.

AN HON'BLE MEMBER:
Please speak in English.

*SHRIMATI RAJINDER KAUR:
It is easier for me to speak in Punjabi. I cannot express my sentiments as well in any other language. I am Punjabi. I shall speak in Punjabi next time.

When Maruti was started, even at that time some law and order was raised; some suspicion had been aroused that something fishy was going on. The suspicion was as to why an individual was being given priority over others. It has been disclosed in this House how that person, who had shares worth 500 Rupees, became the Managing Director and how he collected money. But does everybody pay money? If the son of a commoner like us is involved, nobody pays money. Even the son of a big businessman cannot get so much money. Why the money was paid? It was, because the proprietor of Maruti Limited was the son of the then Prime Minister. Moreover, agencies were given even before the car was manufactured or the project was established. I also know about one such Agency.

It has been mentioned in this Bill that they will take over all the assets but will not accept any liability. Agencies were given and one lakh rupees each were received in the form of white money and two lakh rupees each in the form of black money. I know about one such case. I do not know whether the money reached the right person or was pocketed by the intermediary. I have no sympathy with him either. The person who gave two lakh rupees as black money deserves no sympathy as it was not his hard-earned money. But such things did take place.

*English translation of the original speech delivered in Punjabi.

[Shrimati Rajinder Kaur]

Thereafter, Maruti car was not produced but I know about the Road Rollers which had been supplied to N.D.M.C. Were those Road Rollers produced by Maruti or were brought from outside and the stamp of Maruti Heavy Vehicles was put on them as is done by some Industrialists ?

It would not have been liquidated and it would not have been necessary to nationalise it. But the Janata Party itself is responsible therefor. If they had not been in power for 28 months, it would have continued to supply the Road Rollers here and there, mint money and earn profit and it could never have suffered losses.

Mr. Mathur was telling that it has no machinery. It has only its land and building. The machinery has become all junk. That does not make any difference. Ever since Maruti was set up, the prices of iron have risen so high that the price of that junk is more than what was spent on purchasing the machinery in those days. Therefore, the Government is not a loser at all. But why is it being done so speedily? It gives rise to suspicion. Even if you deny all the facts and figures given by the opposition, there is still room for suspicion. One of my colleagues was citing the example of Shri C. Rajagopalachary who did not allow his son to do business. I can give you another example. In early 40s, Mr. Khan was the Prime Minister in N.W.F.P. His son was selected in Services Selection Board of N.W.F. P. and he had stood first in the Examination. But Mr. Khan did not allow him to join. He said that since the boy was his son, his appointment would give rise to suspicion. So he ordered the appointment of the candidate who had stood second. These were the traditions of our India. Caesar's wife should be above suspicion. The son of the person who passes

orders, who is in power, should not leave any scope of suspicion. The hasty take-over of Maruti, with which their entire family is connected, is neither wise, nor can it be called a good step. Moreover, it is being established for the Manufacture of Cars. Whether it is a big car or a small one, what is the percentage of car users ? 80% of the cars are used in Public Sector. The remaining 20% are used by industrialists or big businessmen who go on reducing the book value of the car and ultimately earn black money through its sale. No common man, not even the highest Government Official who does not earn black money, can afford to purchase a car. A Member of Parliament who gets 2500 rupees a month cannot purchase a car worth 60,000 rupees.

They say that transport in India is very troublesome. I also come everyday to Parliament by D. T. C. bus. I know how crowded it is and how inconvenient it is. Sometimes they do not stop the bus even after we raise our hand.

If the transport is to be expanded, it should be for the common man and not for the one in one thousands who can afford to purchase a car^r. You go to U. P. or any other state, you will find people travelling by trains stuffed into Railway Compartments like chattel. Even after 33 years of Independence, we have failed to treat people as human beings.

They say that we are against Nationalisation. But I am one of those who have themselves seen the difference between the Private Sector and Public Sector. When buses are run by Private individuals they earn profit but when they are run by Public Sector, they suffer losses. I know the case of Delhi. Some buses were run by the N. D. M. C. under D.T.C. operation. They suffered losses. But when the same buses were taken on hire from individuals, those individu-

als earned profits and multiplied the number of their buses.

A Company which did not start off, which did not go into production at all which is not expected to go into production either, where from such a company will get the technical know how? It is for the benefit of a particular family only, whose money will go to that family? It will be the money of the common man, because the Members will continue to get their salary and T. A./D. A. The tax payers' money is to be spent on it. If the money is to be spent on the transport of the common man. I welcome it. Otherwise I oppose the bill to the maximum extent possible at my command.

श्री जगदीश प्रसाद माधुर (उत्तर प्रदेश):

श्रीमन्, मैं मारुति की कुछ तारीफ सुन रहा था। मुझे एक बात याद आ गयी, एक सज्जन थे उन्होंने अपने दोस्त से पूछा: "What is the make of your car?" He replied: "Oxford". His friend told him: "There is no make like Oxford". His reply was: "Yes, it is Ford. It is pulled by oxen. So it is Oxford". जब मेरे मित्र उधर कह रहे थे कि फ्यूल बच जायेगा, यह बच जायेगा, वह बच जायेगा तो लगता है कि केवल ऐसी आक्सफोर्ड तो बन सकती है। मारुति में अब तक जो हुआ है उसमें गाड़ी नहीं बन सकती है। आक्सफोर्ड भले ही बन जाये। फिर साल्वे साहब बहुत होशियार वकील हैं। इन्कम टैक्स के वकील हैं। इसलिए आंकड़ों की जालसाजी करवाने का उनका अच्छा अभ्यास हो सकता है। वे एक वेलेंस शीट लाये हैं। कहां से लाये यह पता नहीं। दूसरे हाउस में सरकार से मांगा था दिया गया या नहीं पता नहीं है। लिक्विडेटर की तरफ से तो इस विषय की कोई रिपोर्ट नहीं है। मैं पूछना चाहता हूँ कि साल्वे साहब ने यह तकलीफ क्यों 1485 RS.—8.

फरमायी। अगर ईमानदारी और अधिकार के साथ मंत्री जी कुछ कहते तो यकीन भी हो जाये। आप तो इन्कम टैक्स के वकील हैं। आपका काम है हेराफेरी करना, आंकड़ों की, रुपयों की नहीं। तो लोगों को सिखाते हैं कि कैसे आंकड़ों के जाल से आयकर से बच सकते हैं, (Interruptions) लेकिन श्रीमन्, मैंने जो आंकड़े रखे थे वह तो सीधे साधे मामूली थे। पूरे असेट्स के जो 76 में हाउस में बताये गये और पूरे असेट्स के जो 77 में बताये गये तो मेरी समझ में नहीं आता कि साल्वे साहब को क्यों कष्ट करना पड़ा और मैं मंत्री महोदय से पूछना चाहता हूँ कि बे वास्तव में, असली आंकड़े क्या हैं, यह बता दें।

दूसरे यह वेलेंस शीट हमको आपने क्यों नहीं दिये, यह बता दें। हमने कौन सा गुनाह किया था कि साल्वे जी को बताया गया, हमको नहीं बताया आंकड़े? अतः हाउस को और हम को भी बताये? जब आपने शुरू में विल पेश किया था उसी समय बता देते कि ये आंकड़े हैं। मुझे लगता है कि आप सेक्रेटेरियेट कुछ न कुछ होशियार होगा। आज दिन भर में कुछ न कुछ वे आंकड़े तैयार कर लाये होंगे। परन्तु मैं मित्रों से निवेदन करूंगा कि वे इनकी बातों पर विश्वास न करें क्योंकि मेरे पास दूसरे सदन के अंदर दिये गये उत्तर हैं। फिर साल्वे साहब एतराज करते हैं कि मैंने कहा है कि मशीनरी जंक है, और कहते हैं एक करोड़ का जंक है। कमाल है; इतनी बड़ी फैक्टरी जो कि टुक बनाता चाहती थी, कार बनाना चाहती थी, रोड रोलर बनाना चाहती थी, सब कुछ बनाना चाहती थी उस फैक्टरी के लिए एक करोड़ की मशीनरी बहुत होती है। अगर एक करोड़ की फैक्टरी लगाकर साल्वे साहब कार बना दें, तो हिन्दुस्तान

[श्री जगदीश प्रसाद माथुर]

में फोर्ड के बाद इन्हीं का नाम होगा। अगर मैंने यह कहा कि केवल एक करोड़ की मशीनरी है वह जंक और जंक ही है तो यह ठीक ही कहा है। अगर वह पांच सौ करोड़ का कहते तो मुझे आश्चर्यचकित नहीं होता। इतनी बड़ी फैक्टरी के लिए एक करोड़ की मशीनरी का बचा रहना जंक के अलावा कुछ नहीं है। शायद चट्टोपाध्याय जी ने कहा कि यह तो... (Interruptions) वह कहते हैं कि संजय गांधी जी का देहान्त हो गया और उसके बाद हमने इसको नेशनलाइज कर लिया। यह आकस्मिक है कमाल है साहब। मैं कहना चाहता हूँ कि सरकार आपकी थी। कम्पनी बराबर लांस में जा रही थी। मैं अब आंकड़े दूँ कि कितना लास होता रहा है, प्रारम्भ में 1972 में लास है सात लाख चालीस हजार चार सौ पचास, क्लेम नहीं मंजूर किया गया। फिर दो लाख पच्चीस हजार आगे 1976 में एक करोड़ तैंतालीस लाख, सैंतीस हजार और आगे फिर 1977 में दो करोड़ अड़तीस लाख... (Interruptions)

श्री एन० के० पी० साल्वे: क्युमुलेटिव है आपके आंकड़े... (Interruptions)

श्री जगदीश प्रसाद माथुर: जी नहीं। अगर मान लो कि क्युमुलेटिव है, तो भी 1977 में दो करोड़ अड़तीस लाख का घाटा था। उस वक्त हुजुर आपकी सरकार की आंख क्यों नहीं खुली कि यह कम्पनी घाटे में जा रही है, इसने कभी टीन का डिब्बा भी नहीं बनाया है, इसको नेशनलाइज कर दो क्योंकि दो करोड़ अड़तीस लाख से बढ़कर बराबर हर साल नुकसान होता जा रहा है, तो साहब वह कान्फीडेंस नहीं है। कान्फीडेंस कहना सरासर गलत है।

फिर श्री चट्टोपाध्याय कहते हैं कि श्री संजय गांधी के सौ रुपये के शेयर थे। शायद मेरी बात उन्होंने पकड़ ली। मैंने कहा था कि जब कान्ट्रैक्ट किया गया था तब सौ रुपये के थे, लेकिन बाद में 1,500 से ज्यादा उनके शेयर्स बन चुके थे। फिर यह भी उन को मालूम होना चाहिए कि बीच में संजय गांधी ने डाइ-रेक्टरशिप से रिजाइन कर दिया। उस समय मारुति के लेने में इतराज केवल सरकार को था। और अब डर यह था कि एक ऐसा दोस्त जो उनका विरोधी हो गया था उस कम्पनी को न ले ले। वह था श्री सागर सूरी और दूसरा जो अभी विरोधी नहीं हुआ वह है मोहन मीकिन, दोनों ने दावा किया था डर था कि इनको न मिल जाए।

मैं कहता हूँ कि अगर यह ले लेते और जितने शेयरहोल्डर्स थे, उनको पैसा दे देते और वह अगर कार बना लेते, तो आपका क्या बिगड़ जाता। अगर न बनाते तो आप दो चार साल बाद नेशनलाइज कर लेते, आपका क्या घाटा हो जाता? लेकिन चीज यह थी कि आप ऐसे लोगों को बचाना चाहते थे जोकि कानूनी पंजे में फंस रहे थे। सीमेंट लिया गया, स्टील लिया गया, हर चीज ली गई, कोई ऐसी चीज नहीं थी कि जो गैर-कानूनी नहीं थी। मान लो पैसा देने की स्थिति न होती, तो क्या होता हुजुर? बैंक के कौन से कर्जों के गारंटर्स कौन थे बैंक्स थे—मालूम है? वह थे संजय गांधी, मोहन मीकिन, चिदाम्बरम—इनके ऊपर दावा होता, अगर पैसा न देते।

लेकिन मैं समझता हूँ कि यह पैसा दे पाते यदि ईमानदारी से देते। चाहते थे कि किसी तरह से उन लोगों को बचाया जाए और दूसरी घरेलू कम्पनियों के साथ किये गये कंट्रैक्ट से

लाखों रुपया साल की आमदनी का परिवार के लिए जरिया जुटाया जाए।

साल्वे जी बहुत अच्छे वकील हैं। जब मैंने धारा 26 का हवाला दिया तो उन्होंने कहा कि यह तो हर जगह होती है, लेकिन शब्दावली क्या है—'शैल नाट ओमिट टू रेटिफाई'—मतलब कन्ट्रैक्ट रेटिफाई तो करना ही पड़ेगा। और जैसा मैंने मुबह चैलेंज किया मंत्री जी कह दें अभी सदन में कि कन्ट्रैक्ट्स जो हैवी व्हीकल्स के साथ, या दूसरे मारुति टेक्नीकल के साथ हैं, हम उनको रद्द करते हैं, और अगर वे समझते हैं कि यह कहने से वह गैर-कानूनी कार्यवाही करेंगे तो मैं मांग करता हूँ जैसे मैंने सुबह की थी कि श्रीमती इन्दिरा जी के परिवार के लोग जो उसमें हैं, वे यदि डिक्लेयर कर दें कि हम मारुति लि० को सारी आब्लीगेशंस से फ्री करते हैं। अगर यह नहीं करते तो आपकी ईमानदारी पर भरोसा करना मुश्किल होगा। कोई कैसे भरोसा करेगा। इसलिए खेल यही था हुजूर और कोई दूसरी बात नहीं थी।

बड़े सब्ज बाग दिखाए हैं कि फारेन कॉलेबोरेशन होगा। बड़ी खुशी की बात है। लेकिन मैं पूछना चाहता हूँ मित्रवर, क्या यह मल्टी-नेशनल्स को लाने का दूसरा तरीका आपने नहीं निकाल लिया? क्यों मल्टीनेशनल्स ना रहे हैं? आप एक तरफ मल्टी-नेशनल्स की खिलाफत कर रहे हैं लेकिन बात सच्ची, ईमानदारी की है—बात कड़वी है लेकिन सच्ची है, यारों को कुछ और माल भिन जाएगा। मिलेगा। मल्टी-नेशनल्स के साथ सौदा होगा और फिर करोड़ों रु० मिलेगा। क्यों नहीं मिलेगा? भई, कौन सा ऐसा शरीफ सज्जन आदमी है—कम से

कम कॉन्सेस-आई में है—जिस ने कभी ऐसा फारेन कॉलेबोरेशन किया हा और अपने लिए न भी तो पार्टी के लिए पैसा न लिया हो। ये करोड़ों का नाम हाथ लगे तो छोड़ेंगे क्यों?

श्री एन० के० पी० साल्वे : जनता पार्टी ने क्या किया?

श्री जगदीश प्रसाद माथुर : जी, जनता पार्टी के पास तो पैसा ही नहीं था और अब भी नहीं है। मैं इन की तरफ से बोल रहा हूँ।

श्री एन० के० पी० साल्वे : वध्वा-चारी कमेटी की रिपोर्ट है।

श्री जगदीश प्रसाद माथुर : अगर पैसा लेकर वकालत करते हैं मे वगैर पैसे के वकालत करता हूँ।

दूसरे, हमारे साथी शांति पटेल ने एक बड़ी बात कही। उन्होंने कहा हा दो मोटर कारखाने हैं विड़ला के और प्रीमियर के उन को लाइसेंस दे दिया गया है एक्सपोर्ट के लिए। आप कहते हैं कि श्री संजय को लाइसेंस दिया गया, भानो जबरदस्ती दिया गया? कुप्पन साहब ने एक बात कही कि उनके साथियों ने धोखा किया, सरकार ने विद्रोह किया। उन्होंने कहा कि संजय गांधी लाइसेंस ले लो, वह चाहते नरों थे लाइसेंस लेना। सरकार ने उन लाइसेंस के लिए तैयार हो जाओ उस से देश का उद्धार जा होगा। क्यों नहीं होगा, साहब? क्योंकि साहब संजय गांधी बहुत बड़े इंजीनियर थे। कितने बड़े इंजीनियर थे कि जिस वक्त लाइसेंस मांगने आए तो एक सरकार के क्लर्क ने लिखा कि साहब, ये क्वालिफाइड नहीं है। खैर साहब, उन को क्वालिफाइड मान लिया गया—

[श्री जगदीश प्रसाद माधुर]

मान लिया गया कि रौल्स रायस से सर्टिफिकेट लिखा कर ले आए हैं। जितने दिनों काम करते रहे, इंजीनियर कहलाते थे। लेकिन बाद की जो आक्कर-सेज हैं वे सिद्ध करती हैं वे इंजीनियर नहीं थे। उन्होंने टिन का डिब्बा भी नहीं बनाया.. (Interruptions). आपने किस प्रकार से आशा लगायी थी ? कृष्णन साहब कह रहे थे—कि उनका इरादा था कि बड़ा रिवोल्यूशन लाएंगे। अगर रिवोल्यूशन लाने की उन की ताकत थी तो आखिर फेल क्यों हो गए और अगर योग्यता नहीं थी तो लाइसेंस क्यों दिया गया ? सीधी बात है, कहीं दाल में काला था। वह दाल का काला आज निकल रहा है। फारेन कोलेबोरेशन की बात करके सब्ज बाग दिखाना आसान है, उसको पूरा करना मुश्किल है। क्या आप अमरीका की, जापान की, इंग्लैंड की, फ्रांस की बनी कारों का बाजारों में मुकाबला कर सकते हैं ? नहीं कर सकते हैं। मुझे तो यह यकीन है—जैसा कहा गया—कि उसमें हार्न के अलावा सब बजते हैं। तो अगर उन्हीं जैसा एक्सपर्ट आएगा, तो केवल हार्न बजेगा, बाकी कुछ नहीं चलेगा। सरकार को उस में पैसा लगाना क्या जरूरी है। क्या कार में लगाना आवश्यक है या बकार के लिए ? मैं समझता हूँ बेकार के लिए रुपया लगाना चाहिए, कार के लिए नहीं। लेकिन आप कार की चिंता करते हैं, बेकार की चिंता नहीं करते। भंडारे साहब भी बहुत अच्छे वकील हैं, मेरे दोस्त हैं, मैं उन को जब से जानता हूँ, जब से वे सरकारी वकील थे और एक कमीशन में थे। जो आज के चीफ जस्टिस हैं वे कमीशन में थे और ये सरकारी वकील थे उसमें। मैं कार्यवाही देखने

जाया करता था... (Interruptions)...

अभी भी सरकारी वकील हैं। हाँ सरकारी पक्ष के।

[MR. DEPUTY CHAIRMAN
In The Chair]

अब उन्होंने कहा, दिल्ली आटोमोबाइल से 9 करोड़ रुपये का आफर दिया था लेकिन यह उन को समझना चाहिए था कि यहां जो लोग बैठे हैं वे अदालत में उन के सामने ही नहीं बैठे हैं—सुनने वाले ही नहीं बैठे हैं, समझने वाले भी हैं। इट इज रांग स्टेटमेंट। 9 करोड़ रुपये के लगभग सरकार ने मुआवजा दिया है। दिल्ली आटोमोबील के सागर सूरी का आफर था कि जितने शेयर होल्डर हैं उनको पैसा दे दूंगा। जितने डीलर्स हैं उन को दे दूंगा, जितने कर्जें हैं उन को दे दूंगा और बैंक से मैं नेगोशिएट करूंगा इस बात के लिए कि वे मुझे लोन दे दें, राजी हो जाएं। लेकिन दूंगा। 9 करोड़ ही नहीं दे रहे थे, आप को 100 करोड़ रुपये दे रहे थे। मुश्किल यह है कि एक खानदानी झगड़े को राष्ट्रीय झगड़ा बना दिया। सागर सूरी से झगड़ा हो गया या मोहन मीकिन से झगड़ा हो गया है तो वह खान-दानी झगड़ा है उसको देश में एक आदर्श की तरह खड़ा किया जा रहा है कि हम देश की सेवा के लिए बड़ी अच्छी कारें बनाएंगे, आदि आदि। जाने क्या-क्या बात कही गई। अब मैं कन्ट्रैक्ट पर आता हूँ। कन्ट्रैक्ट के लिए साल्वे साहब ने कहा कि उस में ऐसी धाराएं होती हैं। मैं कह चुका हूँ, आज फिर मांग करता हूँ सरकार से, मंत्री जी इस बात को स्पष्ट करें। Will those contracts stand or not ? अगर कन्ट्रैक्ट स्टैंड करते हैं—आप कहें

सकते हैं कि संजय गांधी नहीं है, सोनिया गांधी फारेन नेशनल हैं, लेकिन लीगल पोजीशन यह है कि प्राइवेट लिमिटेड कम्पनी में संजय गांधी जी की पत्नी उन की उत्तराधिकारी हैं और प्राइवेट कम्पनी सौ-सौ रुपये ले कर जिस को चाहे हिस्सेदार बना लेगी। नये हिस्सेदार पैसा दे देंगे। उस में कोई कानूनी बाधाएँ नहीं हैं। यह ईमानदारी का सौदा नहीं है। मैं फिर कहना चाहता हूँ It is a fraud on the nation in every respect of the word. आर्थिक दृष्टि से, मारल दृष्टि से, कानूनी दृष्टि से It is a fraud, fraud and fraud. इसलिए मैं कहना चाहता हूँ कि देश को इस फ्राड से बचाइये। अगर कोई फोर्ड पैदा हो जाय तो अच्छा है, लेकिन फोर्ड तो पैदा होता दिखता नहीं है। इसलिए फ्राड से इस देश को बचाइये और मर्द की तरह मेरे पक्ष में बटन दबा कर अपने बिल को रद्द कर दीजिये।

SHRI CHARANJIT CHANANA:

Mr. Deputy Chairman, Sir, you will appreciate if I take one common factor out, that is Sanjay phobia from which the opposition Members are suffering. The unfortunate part of this phobia is that they are talking in a way which is a set of contradictions all in themselves. I would not touch on the great man, the departed soul, at all. I am sure that the senior Members of this House would appreciate my suggestion and they would not repeat this type of game. Even though politically it helps them, it is not a good thing at all.

The second thing is the extracurricular attacks that people like Shri Mathur have made. In fact he has tried to show and impress upon the House that he knows a lot.

SFRI JAGDISH PRASAD
MATHUR : Let him point out one thing.

SHRI CHARANJIT CHANANA

I will point out each and even i. hitv. -I cannot repeat his acting at all -he says

माल विक्रम, जेवक हागा, फाड
आयेगा, फाड होगा । s
e an things he did. My dear Irienti.
you belong to the upper House. You
belong to a sober House. This is an
unfortunate thing and I do not want to
repeat it and I cannot x it. I cannot produce
that imitatL a effect.

SHRI JAGDISH PRASAD MATHUR :
Why do you imitate then?

SHRI CHARANJIT CHANANA:

I cannot imitate at all. I wish that [am incapable of imitating things. The hon. Member insisted am i he wanted me to remind him. So, I tried to remind him in a pom manner, I have tried to remind him of the acting that he has tried to show. M) friend has again expressed his utter ignorance about balance-sheets. Therefore, Mr. Deputy Chairman, I will only request you kindly to advise him to have a few lessons so that he understands that there is a concept known as 'Cross profit', tin re is a concept known as 'gn and also there is another thing known as 'net asset'. The thing we have talked about is net asset. I ran give him the figures. But T would suggest that the hon. Member must go to the library and study the balance-sheets of the years he i- talking about. The figures we have included in our proposals are the figures which were submitted to the High Court through the official liquidator who was an active institution when von were ruling the country and the State where this High Court is located. For these 33 years, you have involved yourself in a very unfortunate polilii a] gamble for which the cost is being paid and will have to be paid b) the country and our countrymen. I

[Shri Charanjit Chanana] would not start point by point in the aerial in which the Members have spoken. I would like to talk about a few people who just try to show themselves off.

You would agree with me, Sir, that one must have compassion for a person who is suffering from a disease, and the latest and the most serious diseases in the developed economies are psychic diseases. In fact, I was having a few case studies yesterday and this morning. And I found that Mr. Hegde was suffering from something and he gave the symptoms of a disease known as oratory complex. And in that oratory complex, he forgot the contents of his speech. And it happens. It is not unnatural. It is a psychic disease and it has a cure also. But for that cure it will take very long. I never knew that he was suffering from this at all. Sir, he has raised three questions. But, Sir, what happens when a man is out of those fits and it may be one fit or sometimes it is a cumulative fit, and when he is out of those fits he puts the questions. Mr. Hegde has put the questions; (a) (b) and (c), and I shall reply to those questions also. (*Interruptions*) I will reply to your things in Punjabi. I will find it very difficult to get an English equivalent. Smt. Raji-nder Kaur has spoken some expressions which have no translation, like 'bukkal'. I understand 'bukkal' as anybody else understands it. There is no English word for 'bukkal'.

SHRIMATIRAJINDER KAUR: It is not a word. It is an idiom.

SHRI CHARANJIT CHANANA: I am also a student of that language . . .

SHRIMATI RAJINDER KAUR: It is a complete idiom. It is doing something fishy. You should not translate word to word, you should translate the whole idiom.

SHRI CHARANJIT CHANANA: Sir, the hon. Member has in fact

obliged the House by saying what 'bukkal' means. It only means the same thing for which I gave the credit to the hon. Member, Mr. Mathur. I said that in these things— she translated it into fishy—in these fishy things. I am not an expert at all. Therefore, I said that I will not comment on the fishy expertise that I saw here today, whether it is from the hon. Members X or Y or Z, I do not mind that.

DR. SARUP SINGH (Har-yana) : Sir, may I make a request ? Can't we keep the discussion at a level which is above personalities in which, in fact, he should just give replies to the points raised rather than say anything personal about anybody ? And if anybody said anything personal from this side, that is also unfortunate. Let us maintain the dignity of the House.

SHRIMATI RAJINDER KAUR: Sir, I never meant anything personal to anybody. What I meant was that the whole deal was something fishy. And if he wants to distort the word, I certainly resent it, and he should know how to behave like a gentleman in this House.

SHRI CHARANJIT CHANANA: Sir.

SHRI MURLIDHAR CHAND-
RAKANT BHANDARE : So far
as the...

MR. DEPUTY CHAIRMAN : You don't raise it. The Minister is competent to reply.

SHRI MURLIDHAR CHAND-
RAKANT BHANDARE : I am
saying something else.

MR. DEPUTY CHAIRMAN :
You have confidence in the Minister.
He can reply.

SHRI CHARANJIT CHA-
NANA : Sir, I appreciate the hon. I
Member, Dr. Sarup Singh's suggestion. But
the only difficulty is mat he

has been impatient. He did not listen to what I said. I said that I am not going to reply to those things at all. Now, I am coming to the relevant part of the Bill, I will refer to the points made by the hon • Members and I would not go by the order in which they came. A few of the things which are extra-curricular. I have just tried to explain them to feed the phobias of theirs.

Sir, the most important thing is that we must understand the object of the Bill. Let us be honest to our selves first of all. Then we should be honest to the nation. When we are talking of common people, of coincidents etc. I would only draw your kind attention to the Industrial Policy Statement of the Government which was of course, laid on the Table of the House in July, 1980 and which was discussed in this House only last week. Therefore, it would not be that difficult for the hon. Members to just recapitulate what I had submitted in this House with special referene to only those items cwhich are the basis of the Government's move to nationalise the Maruti and the automobile concerns and after that evolve a system which becomes a demonstrated unit for the industry as such to deal with the automobile industry. I shall reply to each and every point of theirs.

Sir, paragraph 24 talks of the need for the advancement of technology. Now, the most important thing is that if we want and if our country's industry and economy wants to survive, wants to remain today for tomorrow's to come, it is very essential for us that we must modernise it, not only for today, we must update it not only for today, but we must keep on updating it for tomorrow's to come. That is. a very important thing. Now that this particular thing is the most important thing we must get rid of the obsession known as obsolescence.

Now, I hope my friends would not mind it. It might be a painful thing. Even I might be included in it. There is obsolescence in thinking which has *to* be thrown away. And, I know that my friends, brilliant friends, would appreciate this thing of mine. While we are considering the question of updating the technology, getting rid of the obsolescence, there was a suggestion why not nationalise all such vital industries. This was a part of the policy of advancement of technology and updating and modernisation of in*dustry.

The second thing is to general ancillary effect and along with that ancillary effect that must neat-the spread effect. This, my friends on both the sides would appreciate-, is the model of today. Now, here, there is another paragraph in the Policy talking of economic federalism. When friends have talked about heavy investments, they must understand one thing, namely, that such complexes, the nucleus complexes do not promote concentration of wealth. It always promotes a federal structure of industry and an economic federalism and a federal structure of industry is always based on a spread effect. It is always based on the larger and larger ancillarisation and larger and larger ancillarisa-tion is there when we talk of modernisation. The modernisation might start from the backward link It might start from the forward linkages. It is always a two traffic. But modernisation travels down to the smallest unit <f t/r country.

I was recently in Madras and I saw the automobile industry there They showed me examples how the automobile industry there is obsolete today. It is never too late. ! am glad that my friends reminded us of our old days when we tri nationalise the automobile industry. Now, therefore, it is very important for us to start wherever we started. It is not only a question of the automobile industry. The other indus-

[Shri Charanjit Chanana]

tries also are there. This is the beginning. We have already started a dialogue with the industry as to how fast would they come, as to how soon would they evolve plans for modernisation and come to the Government for promotional role that the Government would be playing in that. Now, all this ancillary-
'sation has one very important feature. And that important feature is the generation of employment. There are two important things. One is the correlation between the employment in the nucleus plant in the automobile industry and the employment in the ancillaries. The ratio is 1:20. So, if we are planning a Maruti to have an employment of 10,000, it would generate employment for 200,000.

SHRI SYED SHAHABUDDIN:

Sir, I want to ask a question. My question is that he has talked about the main objectives of the Industrial Policy. Now, today we are talking of nationalisation of a private unit. Does he mean to say, Mr. Deputy Chairman, Sir, that these objectives and purposes of industrialisation that he has in mind can be fulfilled only through the nationalisation of one single unit—M/s Maruti Ltd. ?

SHRI CHARANJIT CHANANA:

Mr. Deputy Chairman, the hon. Member's doubt and question is very relevant. But to remind him, I would draw his kind attention to my first three sentences when I said that this would generate demonstration unit and the demonstration unit always creates an effect, known as imitation effect and it spreads. Therefore, I told you that automobile industry is the beginning; we are going to generate such demonstration units in other industries also.

Now the second part of this particular demonstration unit would be—when the investment of Rs. 100 - crores was talked about for this

particular company—I am talking of the ratio of investment between the nucleus plant and the ancillaries, from the Japanese model, the French model and other ancillarisation effect, the ratio is 1:20. So, when I am trying to promote an investment unit of Rs. 100 crores which is going to generate the ancillary effect and employment effect, this would generate an investment of Rs. 2,000 crores. My friends must also appreciate what the impact of all this would be on the total growth rate of the economy. This exercise is going to take place within the next five years...
(Interruptions).

DR. BHAI MAHAVIR: May I...

SHRI CHARANJIT CHANANA: I would like to qualify my statement only. ...

MR. DEPUTY CHAIRMAN:

So many questions have been asked that he cannot reply to all. Let him complete first.

DR. BHAI MAHAVIR: May I ask a question ?

MR. DEPUTY CHAIRMAN:

No, Dr. Mahavir; have patience.

SHRI CHARANJIT CHANANA: I

can project Dr. Mahavir's question and then if he has any question, he can ask me. I am replying to all the questions.

Now, the Opposition talked or questioned about the concept of nationalisation. Only because they suffer from the phobia I have talked about, I cannot help them on that issue. I personally feel Dr. Bhai Mahavir's party was a member of the Government when Shri George Fernandes was, unfortunately, the Industry Minister of the country and he talked of nationalisation of the automobile industry. He did not talk of the automobile industry and nationalisation only; he talked of adopting the infrastructure which was available in the Maruti complex.

Now, if friends want, I can give them a reference also. This is *Business Standard* of 22nd July, 1978. Since I do not want to publicise the villainy of one person or the other, I would not quote but I would like you to see the *Business Standard* of 22nd July 1978 and see what he said.

AN HON. MEMBER: He was better.

SHRI CHARANJIT CHA-
NANA: I wish you had known him much better. Now, Sir, the question is. . .

MR. DEPUTY CHAIRMAN:
May I request you that you please be only relevant to the point and brief also because the House has already talked about it and I do not want the House to sit longer.

SHRI RAMAKRISHNA HEG-DE: I am so happy, Sir, that even you realise that he has not been relevant. We are convinced of what he is suffering from. It is 'ultra confusia'.

SHRI CHARANJIT CHA-NANA: I am grateful to the hon. Deputy Chairman....

SHRI NARASINGHA PRASAD
NANDA: The Industry Minister is stating the entire industrial policy. Please allow him to do it,

SHRI CHARANJIT CHA-
NANA: Now, this was essential. Taking over of Maruti, they should write down, is not a coincidence, but it fits in with the policy frame of the Government of India today. It is not a coincidence as they were trying to fabricate. (*Interruptions*) Mr. Deputy Chairman, Sir, when you tried to impress upon me to dig out the relevant points raised by them, only a few relevant points have been made. (*Interruptions*) Only a few relevant points have been made. (*Interruptions*) They hardly have relevant points. (*Interruptions*)

SHRI RAMAKRISHNA HEG-DE: Sir, may I make an appeal ? (*interruptions*) The Leader of the House is duty bound to rush to the rescue of the hon. Minister. (*Interruptions*) He should do it.

MR. DEPUTY CHAIRMAN:
He is doing well, (*interruptions*)

SHRI CHARANJIT GHA-
NANA: Sir, reference has been made to clause 26 of the Bill. (*Interruptions*) Reference has been made to clause 26 of the Bill and motives were imputed that this clause has been introduced only to keep the contacts with the Maruti Technical Services and Maruti Heavy Vehicles Limited. I would like to mention that this clause is a standard one introduced in all the Bills proposing nationalisation. The Government of India has the option to ratify or not to ratify the contracts. I can categorically say that the Government have no intention of ratifying the contracts made by the Maruti Limited with the Maruti Technical Services and Maruti Heavy Vehicles Limited. This is not all proposed. (*Interruptions*)

SHRI JAGDISH PRASAD MATHUR:
I am thankful to the hon. Minister for giving this assurance. This is the only point he has tried to reply. (*Interruptions*)

MR. DEPUTY CHAIRMAN:
He has been satisfied at least once.

SHRI CHARANJIT CHA-
NANA: It is not at all proposed to nationalise the Maruti Technical Services and the Maruti Heavy Vehicles Limited. Now, the compensation of Rs. 434 lakhs. . . . (*Interruptions*) had been worked out as fair and just in regard to the payment towards the liabilities of the company. No doubt, the Commissioner of Payments will deal with the claims as per the law and the priori if laid down in the Bill. It is anticipated that there will be full satisfaction for the first three cate-

[Shri Charanjit Chanana]

gories and partial satisfaction
 for category four. (*Interruptions*)

अगर ये लोग कहते हैं कि जवाब हो
 गया है तो मैं अपनी बात खत्म करता
 हूँ । Thank you.

7 P.M.

MR. DEPUTY CHAIRMAN:
 I am thankful to the hon. Minister.
 (*Interruptions*) No, please. I shall now
 put the Resolution of Shri Jagdish
 Prasad Mathur.

The question is:

"That this House disapproves
 the Maruti Limited (Acquisition
 and Transfer of Undertakings) Or-
 dinance, 1980 (No. 13 of 1980)
 promulgated by the President on
 the 13th October, 1980."

The House divided.

MR. DEPUTY CHAIRMAN:
 Ayes— 63
 Noes— 124

AYES—63

Advani, Shri Lal K.
 Ashwani Kumar, Shri
 Bagaitkar, Shri Sadashiv
 Banerjee, Shri Jaharlal
 Bhabhra, Shri Hari Shankar
 Bhandari, Shri Sunder Singh
 Bhattacharjee, Prof. Sourendra
 Bhattacharya, Shrimati Ila
 Bose, Shrimati Pratima
 Chakraborty, Shri Amarprosad
 Dhabe, Shri Shridhar Wasudeo
 Ghose, Shri Sankar
 Hansda, Shri Phanindra Nath
 Haridas, Shri G.
 Hegde, Shri Ramakrishna

Imam, Shrimati Aziza
 Jaswant Singh, Shri
 Jha, Shri Shiva Chandra
 Joshi, Shri Jagannathrao
 Kakati, Shri Robin
 Khandelwal, Shri Pyarelal
 Kumaran, Shri S.
 Lakhan Singh, Shri
 Lepcha, Shri Sangdopal
 Madhavan, Shri K. K.
 Malik, Shri Satya Pal
 Mallick, Shri Harekrushna
 Master, Shri K. Chathunni
 Mathur, Shri Jagdish Prasad
 Mishra, Shri Kalraj
 Mohunta, Shri Sushil Chand
 Morarka, Shri R. R.
 Mukherjee, Shrimati Kanak
 Mukhopadhyay, Shrimati Purabi
 Nanda, Shri Narasingha Prasad
 Nigam, Shri Ladli Mohan
 Oza, Shri Ghanshyambhai
 Pant, Shri Krishna Chandra
 Parikh, Prof. Ramlal
 Patel, Shri Manubhai
 Patel, Dr. Shanti G.
 Pradhan, Shri Patitpaban
 Rajan, Shri Pattiam
 Rajinder Kaur, Shrimati
 Raju, Shri V. B.
 Ramamurti, Shri P.
 Razack, Shrimati Noorjehan
 Reddy, Shri B. Satyanarayan
 Sahaya, Shri Dayanand
 Sarup Singh, Dr.
 Satchidananda, Shri
 Scindia, Shrimati Vijaya Raje
 Sezhiyan, Shri Era
 Shahabuddin, Shri Syed
 Shahedullah, Shri Syed
 Shahi, Shri Nageshwar Prasad
 Sharma, Shri Ajit Kumar

Shastri, Shri Bhola Paswan
Shervani, Shri M. R.
Siddhu, Dr. M. M. S.
Surendra Mohan, Shri
Surjeet, Shri Harkishan Singh
Yadav, Shri Hukmdeo Narayan

NOES—124

Akarte, Shri Jagannath Sitaram
Ali, Shri Syed Rahmat
Amarjit Kaur, Shrimati
Amla, Shri Tirath Ram
Anbalagan, Shri P.
Arif, Shri Mohammed Usman

Balram Das, Shri
Banerjee, Shri B. N.
Barman, Shri Prasenjit
Bhagwan Din, Shri
Bhamidipati, Shri Krishna Mohan
Bhandare, Shri Murlidhar Chandrakant
Bharadwaj, Shri Ramchandra
Bhatt, Shri Nand Kishore
Bhim Raj, Shri

Chanana, Shri Charanjit
Chandrasekhar, Shrimati Maragatham
Chattopadhyaya, Prof. D. P.
Chavan, Shrimati Premilabai Dajisaheb
Chowdhari, Shri A. S.

Das, Shri Bipinpal
Das, Shrimati Monika
Deshmukh, Shri Bapuraoji Marotraoji
Dinesh Chandra, Shri Swami
Dinesh Singh, Shri
Dharmavira, Shri

Ganesan, Shri L.
Gopalsamy, Shri V.
Gupta, Shri Bhupesh
Gupta, Shri Gurudev

Habibullah, Shrimati Hamida
Handique, Shri Bijoy Krishna
Haq, Shri (Molana) Asrarul
Hanspal, Shri Harvendar Singh
Heerachand, Shri D.
Heptulla, Dr. (Shrimati) Najma

Ibrahim, Shri B.

Jadhav, Shri Pandurang Dharmaji
Jain, Shri Dharamchand
Jain, Shri J. K.
Jani, Shri Jagadish
Joshi, Shri Krishna Nand
Joshi, Shrimati Kumudben Manishankar

Kalaniya, Shri Ibrahim
Kalyanasundaram, Shri M.
Kamble, Prof. N. M.
Kesri, Shri Sitaram
Khan, Shri F. M.
Khan, Shri Khurshed Alam
Khan, Shri Maqsood Ali
Khaparde, Shrimati Saroj
Krishna, Shri M. R.
Krishnan, Shri U. R.
Kureel, Shri Piare Lall Urf Piare
Lall Talib Unnavi

Lokesh Chandra, Dr.

Maddanna, Shri M.
Madni, Shri Asad
Mahida, Shri Harisinh Bhagubava
Makwana, Shri Yogendra
Malhotra, Shrimati Usha
Malik, Shri Syed Abdul
Manhar, Shri Bhagatram
Maran, Shri Murasoli
Maurya, Shri Buddha Priya
Meena, Shri Dhuleshwar
Mehrotra, Shri Prakash
Mehta, Shri Om
Mhaisekar, Shri G. R.
Mirdha, Shri Ram Niwas
Mishra, Shri Mahendra Mohan

[Mr. Deputy Chairman]

Mistry, Shrimati Roda
Mohanarangam, Shri R.
Mohanty, Shri Surendra
Mohapatra, Shri Shyam Sundar
Mondal, Shri Ahmad Hossain
Moopnar, Shri G. K.
Mukherjee, Shri Pranab
Mulla, Shri Suresh Narain
Muthu, Dr. (Shrimati) Sathiavani

Naidu, Shri N. P. Chengalraya
Naik, Shri G. Swamy
Nalwa, Shri Hari Singh
Narendra Singh, Shri

Panda, Shri Askshay
Pande, Shri Bishambhar Nath
Pandey, Shri Narsingh Narain
Pandey, Shri Sudhakar
Pandey, Shrimati Manorama
Paswan, Shri Ram Bhagat
Pattanayak, Shri Bhabani Charan
Prajapati, Shri Pravin Kumar
Prasad, Shri K. L. N.

Rahamathulla, Shri Mohammad
Rai, Shri Kalpnath
Rajasekharam, Shri P.
Rajendra Singh Ishwar Singh, Shri
Ramachandran, Shri M. S.
Ramakrishnan, Shri R.
Ram Sewak, Chaudhary
Rao, Shri V. C. Kesava
Ratan Kumari, Shrimati
Razi, Shri Syed Sibte
Reddy, Shri Mulka Govinda
Roshan Lal, Shri
Sahu, Shri Santosh Kumar
Salve, Shri N. K. P.
Saring, Shri Leonard Solomon
Sharma, Shri A. P.
Sheikh, Shri Ghouse Mohiuddin
Singh, Shri Bishma Narain
Singh, Shri J. K. P. N.

Singh, Shrimati Pratibha
Singh, Dr. Rudra Pratap
Sisodia, Shri Sawaisingh
Sujan Singh, Shri
Sukul, Shri P. N.
Sultan, Shrimati Maimoona
Sultan Singh, Shri

Vaishampayen, Shri S. K.
Venka, Shri V.
Venkatarao, Shri Chadalavada
Verma, Shri Shrikant
Yadav, Shri Ramanand
Zakaria, Dr. Rafiq

The motion was negatived.

MR. DEPUTY CHAIRMAN:
I shall now put the amendment of
Shri Shiva Chandra Jha to vote. The
question is:

"That the Bill to provide for
the acquisition and transfer of
the undertakings of Maruti Limi-
ted with a view to securing the
utilisation of the available infra-
structure, to modernise the auto-
mobile industry, to effect a more
economical utilisation of scarce fuel
and to ensure higher production
of motor vehicles which are es-
sential to the needs of the economy
of the country and for matters
connected therewith or incidental
thereto, as passed by the Lok
Sabha, be referred to a Select
Committee of the Rajya Sabha
consisting of the following Mem-
bers, namely:

1. Shri V. B. Raju
2. Shri Biswa Goswami
3. Shri Harekrushna Mallick
4. Dr. Bhai Mahavir
5. Shri Rameshwar Singh
6. Shri Hukmdeo Narayan Yadav
7. Shri Kalyan Roy
8. Shri G. C. Bhattacharya

9. Prof. Sourendra Bhattacharjee 10.
 Shri Shiva Chandra Jha

with instructions to report by the first week of the next session of the Rajya Sabha."

The motion was negatived.

MR. DEPUTY CHAIRMAN: I shall now put the motion moved by Shri Charanjit Chanana to vote. The question is:

"That the Bill to provide for the acquisition and transfer of the undertakings of Maruti Limited with a view to securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and ensure higher production of motor vehicles which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto, as passed by the Lok Sabha, be taken into consideration."

The House divided.

MR. DEPUTY CHAIRMAN:

Ayes—123 ; Noes—64

AYES—123

Akarte, Shri Jagannath Sitaram Ali, Shri Syed Rahmat Amarjit Kaur, Shrimati Amla, Shri Tirath Ram Anbalagan, Shri P. Arif, Shri Mohammed Usman

Balram Das, Shri

Banerjee, Shri B. N.

Barman, Shri Prasenjit

Bhagwan Din, Shri

Bhamidipati, Shri Krishna Mohan

Bhandare, Shri Murlidhar Chandra-kant

Bharadwaj, Shri Ramchandra

Bhatt, Shri Nand Kishore
 Bhim Raj, Shri

Chanana, Shri Charanjit

Chandrasekhar, Shrimati Maragatham

Chattopadhyaya, Prof. D. P.

Chavan, Shrimati Premilabai Dajisahab

Chowdhari, Shri A. S.

Das, Shri Bipinpal

Das, Shrimati Monika

Deshmukh, Shri Bapuraoji Marotraoji

Dinesh Chandra, Shri Swami

Dinesh Singh, Shri

Dharamavira, Shri

Ganesau, Shri L.

Gopalsamy, Shri V.

Gupta, Shri Gurudev

Habibullah, Shrimati Hamida

Handique, Shri Bijoy Krishna

Haq, Shri (Molana) Asrarul

Hanspal, Shri Harvendar Singh

Heerachand, Shri D.

Heptulla, Dr. (Shrimati) Najma

Ibrahim, Shri B.

Jadhav, Shri Pandurang Dharmaji

Jain, Shri Dharamchand

Jain, Shri J. K.

Jani, Shri Jagadish

Joshi, Shri Krishna Nand

Joshi, Shrimati Kumudben Manishaukar

Kalaniya, Shri Ibrahim

Kamble, Prof. N. M.

Kesri, Shri Sitaram

Khan, Shri F. M.

Khan, Shri Khurshed Alam

Khan, Shri Maqsood Ali

Khaparde, Shrimati Saroj

Krishna, Shri M. R.

Krishnan, Shri U. R.

Kureel, Shri Piare Lal Urf Piare Lal

Talib Unnabi

[Mr. Deputy Chairman]

Lokesh Chandra, Dr.

Maddanna, Shri M.

Madni, Shri Asad

Mahida, Shri Harisinh Bhagubava

Makwana, Shri Yogendra

Malhotra, Shrimati Usha

Malik, Shri Syed Abdul

Manhar, Shri Bhagatram

Maran, Shri Murasoli

Maurya, Shri Buddha Priya

Meena, Shri Dhuleshwar

Mehrotra, Shri Prakash

Mehta, Shri Om

Mhaisekar, Shri G. R.

Mirdha, Shri Ram Niwas

Mishra, Shri Mahendra Mohan

Mistry, Shrimati Roda

Mohanarangam, Shri R.

Mohanty, Shri Surendra

Mohapatra, Shri Shyam Sundar

Mondal, Shri Alunad Hossain

Moopnar, Shri G. K.

Mukherjee, Shri Pranab

Mulla, Shri Suresh Narain

Muthu, Dr. (Shrimati) Sathiavani

Naidu, Shri N. P. Chengalraya

Naik, Shri G. Swamy

Nalwa, Shri Hari Singh

Narendra Singh, Shri

Panda, Shri Akshay

Pande, Shri Bishambhar Nath

Pandey, Shri Narsingh Narain

Pandey, Shri Sudhakar

Pandey, Shrimati Manorama

Paswan, Shri Ram Bhagat

Pattanayak, Shri Bhabani Charan

Prajapati, Shri Pravin Kumar

Prasad, Shri K. L. N.

Rahamathulla, Shri Mohammad

Rai, Shri Kalpnath

Rajasekharam, Shri P.

Rajendra Singh Ishwar Singh, Shri

Ramachandran, Shri M. S.

Ramakrishnan, Shri R.

Ram Sewak, Chaudhary

Rao, Shri V. C. Kesava

Ratan Kumari, Shrimati

Razack, Shrimati Noorjehan

Razi, Shri Syed Sibte

Reddy, Shri Mulka Govinda

Roshan Lal, Shri

Sahu, Shri Santosh Kumar

Salve, Shri N. K. P.

Saring, Shri Leonard Solomon

Sharma, Shri A. P.

Sheikh, Shri Ghouse Mohiuddin

Singh, Shri Bhishma Narain

Singh, Shri J. K. P. N.

Singh, Shrimati Pratibha

Singh, Dr. Rudra Pratap

Sisodia, Shri Sawaisingh

Sujan Singh, Shri

Sukul, Shri P. N.

Sultan, Shrimati Maimoona

Sultan Singh, Shri

Vaishampayan, Shri S. K.

Venka, Shri V.

Venkatarao, Shri Chadalavada

Verma, Shri Shrikant

Yadav, Shri Ramanand

Zakaria, Dr. Rafiq

NOES—64

Advani, Shri Lal K.

Ashwani Kumar, Shri

Bagaitkar, Shri Sadashiv

Banerjee, Shri Jaharlal

Bhabhra, Shri Hari Shankar

Bhandari, Shri Sunder Singh

Bhattacharjee, Prof. Sourendra

Bhattacharya, Shrimati Ila

Bose, Shrimati Pratima

Chakraborty, Shri Amarprosad

[Mr. Deputy Chairman]

Dhabe, Shri Shridhar Wasudeo

Ghose, Shri Sankar

Goswami, Shri Biswa

Gupta, Shri Bhupesh

Hansda, Shri Phanindra Nath

Haridas, Shri C.

Hegde, Shri Ramakrishna

Imam, Shrimati Aziza

Jaswant Singh, Shri

Jha, Shri Shiva Chandra

Joshi, Shri Jagannathrao

Kalyanasundaram, Shri M.

Khandelwal, Shri Pyarelal

Kumaran, Shri S.

Lakhan Singh, Shri

Lepcha, Shri Sangdopal

Madhavan, Shri K.K.

Malik, Shri Satya Pal

Mallick, Shri Harekrushna

Master, Shri K. Chathunni

Mathur, Shri Jagdish Prasad

Mishra, Shri Kalraj

Mohunta, Shri Sushil Chand

Morarka, Shri R. R.

Mukherjee, Shrimati Kanak

Mukhopadhyay, Shrimati Purabi

Nanda, Shri Narasingha Prasad

Nigam, Shri Ladli Mohan

Oza, Shri Ghanshyambhai

Pant, Shri Krishna Chandra

Parikh, Prof. Ramlal

Patel, Shri Manubhai

Patel, Dr. Shanti G.

Pradhan, Shri Patitpaban

Rajan, Shri Pattiam

Rajinder Kaur, Shrimati

Raju, Shri V. B.

Ramamurti, Shri P.

Reddy, Shri B. Satyanarayan

Sahaya, Shri Dayanand

Sarup Singh, Dr.

Satchidananda, Shri

Scindia, Shrimati Vijaya Raje

Sezhiyan, Shri Era

Shahabuddin, Shri Syed

Shahedulla, Shri Syed

Shahi, Shri Nageshwar Prasad

Sharma, Shri Ajit Kumar

Shastri, Shri Bhola Paswan

Shervani, Shri M. R.

Siddhu, Dr. M. M. S.

Surendra Mohan, Shri

Surjeet, Shri Harkishan Singh

Yadav, Shri Hukmdeo Narayan

7 P.M.

The motion was adopted.

MR. DEPUTY CHAIRMAN:

We shall now take up clause-by-clause consideration of the Bill. There are no amendments in clause 2.

Clause 2 was added to the Bill.

MR. DEPUTY CHAIRMAN:

Now we take up clause 3. There is one amendment, No. 6, by Shri Bhupesh Gupta.

Clause 3 : (Transfer to, and vesting in, the Central Government of the undertakings of the Company).

SHRI BHUPESH GUPTA:

Sir, I move :

6. 'That at page 3, after line 6, the following proviso be inserted, namely:—

'Provided that the Central Government shall appoint a Committee consisting of 14 members from the Lok Sabha and 7 members from the Rajya Sabha to be nominated respectively by the Speaker of the Lok Sabha and the Chairman of the Rajya

[Shri Bhupesh Gupta]

Sabha, to examine all matters covered Under this section (3) and make such recommendations to the Government as it may deem proper'."

Sir, I have already been asked by Mr. Sharma why I am opposing the nationalisation. He should have asked me early in the morning. This is a beginning of the scheme of the Bill: Transfer to, and vesting in, the Central Government of the undertakings of the Company. We are not now discussing the question of nationalisation or not. That we have discussed and voted on. I have suggested a proviso: "Provided that the Central Government shall appoint a Committee consisting of 14 members from the Lok Sabha and 7 men from the Rajya Sabha to be nominated respectively by the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha, to examine all matters covered under this section (3) and make such recommendations to the Government as it may deem proper". Now, Sir, it is self-explanatory.

MR. DEPUTY CHAIRMAN:
So you need not explain.

SHRI BHUPESH GUPTA: But nobody has dilated on that point. All right. You are proceeding with it. Many questions have arisen with regard to these matters of vesting in of the undertakings and the kind of property being vested in, the assets and liabilities. This has been unilaterally decided by the Government, a controversial matter—I am putting it very mildly. I am not going into the past and discussing it only on merits. Sir, should Parliament not have an opportunity ? This was done by an ordinance. If our friends had consulted the Opposition, this situation would not have arisen. We could have considered the question of nationalisation of the

Maruti Limited. Perhaps there was some justification for a discussion, avoiding the kind of arrangement that I have suggested. Now, why do I say so ? Because the trouble is the moment you speak on it politics comes in. But I am discreetly avoiding politics. That we have done over the years many times, and I think today we need not do it. We deal with the clauses and the suggestions; whether they are good or bad, it is for you to decide. As far as, I am concerned...

MR. DEPUTY CHAIRMAN: That will do.

SHRI BHUPESH GUPTA:

No. That will not. I have only begun. As far as I am concerned, I would say Mr. A. P. Sharma very rightly said: How is that the Communists are opposing nationalisation? My friend Mr. A. P. Sharma is completely shocked out of his wits. He cannot understand it. I can understand these things. We are not dealing with nationalisation as such. We are dealing with this particular act of nationalisation by ordinance in the circumstances prevailing in this particular case, on the date of nationalisation. This is what I would say. For your information, Sir, I must tell you in the very beginning that in the late 50's and in the beginning of the 60's, it is we who sitting from these Benches instructed Shri C. Subramaniam, the then Industry Minister, that the small car project, if it were to be there, must be in the public sector. When they were discussing with Renault for Dauphine car, the proceedings will bear out, we wanted that at that time when the cars were very cheap, it should be brought in the public sector. Ultimately, in consultation with Jawaharlal Nehru, I remember, I think, Shri Subramaniam gave an assurance to this House that it would be in the public sector. When that went to the private sector in the

late 1960s and the beginning of the 1970s, we objected to it.

I would like to say one thing for the information of my friends here. I think you can have some information for enlightenment. I say this because Mr. A. P. Sharma raised it. There are some people who matter in the country and in the Government set up. To one of them, I told, "Let Sanjay Gandhi come up as a technician and engineer in a public sector undertaking." As you know very well, in those days we did not get involved in the Maruti politics in this House or the other House. I made it abundantly clear both in the House in a very polite way and also in proper quarters that perhaps it would be the best thing that the unit would come up in the public sector and that Mr. Sanjay Gandhi..

MR. DEPUTY CHAIRMAN:
Now it has come in the public sector.

SHRI BHUPESH GUPTA:
I say this because you have said that I am opposed to public sector. I am not. You are buying an insolvent company, a company in liquidation. We do not know how much of liabilities we are nationalising. We nationalise assets, not liabilities. If the industrial policy of the Government is to nationalise liabilities on a massive scale, that should be stated in the Industrial Policy Resolution. Then, Sir, we should discuss other questions whether small car is necessary or not. Other amendments are there.

The question was proposed.

MR. DEPUTY CHAIRMAN:
Mr. Minister, will you say anything?

SHRI BHUPESH GUPTA: Three Of us and they should form a committee and go into this.

MR. DEPUTY CHAIRMAN:
Please hear the Minister.
1485 R.S.—9.

SHRI CHARANJIT CHAN-ANA : We have very great regard for Bhupesh Da. The shocking reaction from the hon. Minister, Mr. A.P. Sharma, is very genuine because we have the facts. Their own party, in a top meeting in Haryana, suggested to us that we should nationalise Maruti. Then I do not want to go into other instances because Bhupesh Da does not mean this also. Therefore, I would not accept this amendment.

MR. DEPUTY CHAIRMAN: I will first put the amendment to vote. It is amendment No. 6 by Shri Bhupesh Gupta.

The question is :

6. "That at page 3, after Line 6, the following proviso be inserted, namely:—

'Provided that the Central Government shall appoint a Committee consisting of 15 members from the Lok Sabha and 7 members from the Rajya Sabha to be nominated respectively by the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha, to examine all matters covered under this section (3) and make such recommendations to the Government as it may deem proper'."

The motion was negatived.

Clause 3 was added to the Bill.

Clause 4: (General effect of vesting).

MR. DEPUTY CHAIRMAN: We shall now take up clause 4. There are two amendments. No. 7 by Shri Era Sezhiyan and No. 52 by Prof. Sourendra Bhattacharjee,

SHRI ERA SEZHIYAN: Sir,
I move:

7 "That at page 4. after line 12, the following be inserted, namely:—

'(7) After all the assets and liabilities are taken over and

[ShriEra Sezhiyan]

value is noted, a list of all assets and liabilities together with value of such assets and liabilities shall be sent to the Comptroller and Auditor General, through proper channel, for verification.

(8) The list of all assets and liabilities together with value of such assets and liabilities as referred to in sub-section (7) shall be made public as soon as ready, and any comment or observation from any person on the list shall be received by the Comptroller and Auditor General upto 60 days from the date of publication of the list and considered by the Comptroller and Auditor General before finalising his verification and certifying about the correctness of the value of the assets and liabilities'."

(The amendment also stood in the name of Shri Surendra Mohan)

PROF. SOURENDRA BHATTACHARJEE: Sir. I move:

52. "That at page 3, line 11 the words 'book debts' be deleted,"

The questions were proposed.

MR. DEPUTY CHAIRMAN: I do not think there is need to speak because you have already spoken enough.

SHRI ERA SEZHIYAN :
Do not pre-empt it.. *{Interruptions}*

MR. DEPUTY CHAIRMAN: I know he is to the point, *(Interruptions)* If every Member insists on speaking on the amendments, it will take a long time. I do not mind sitting late.

SHRI MANUBHAI PATEL:
Sir, at least reach the time of dinner. Let us reach that time.

MR. DEPUTY CHAIRMAN:

All right. *(Interruptions)*

SHRI ERA SEZHIYAN :

Sir, this is important one because clause 4 deals with vesting with the Government of all the assets and the liabilities of the company. Later on on the basis of this the Government has proposed to pay Rs. 4/34 crores. Or is it Rs. 434 crores ? I do not know. The Bill mentions Rs. 4 '34 crores, but the Minister was saying Rs. 434 crores. May be it is a hundred times the amount; may be it is not. But the figure is as mysterious as the production of Maruti car itself. We do not know how this figure of Rs. 4- 34 crores was arrived at. The Minister has said something with great confidence which a layman like me could not understand. That is why I have given this amendment. So at the end of clause 4, I am adding:

"(7) After all the assets and liabilities are taken over and value is noted, a list of all assets and liabilities together with value of such assets and liabilities shall be sent to the Comptroller and Auditor General, through proper channel; for verification.

(8) The list of all assets and liabilities together with value of such assets and liabilities as referred to in sub-section (7) shall be made public, as soon as ready and any comment or observation from any person on the list shall be received by the Comptroller and Auditor General before finalising his verification and certifying about the correctness of the value of the assets and liabilities."

When we are taking over a company, we should know what we are taking over. I can only say one thing about verification and other things. When the banks were nationalised in the year 1969, it was clearly said in the Bill: "The value of these assets and the extent of the liabilities will have to be ascertained

after investigation and scrutiny of the records of the banks.. Therefore, it is not as if you nationalise something and you pay some amount without any verification. This is always provided. When the banks were nationalised or when such important steps were taken, it was done after a thorough verification. The figure that was given by the Minister is a mysterious figure. It is usually done after a thorough verification and scrutiny. I am suggesting the same thing for the take-over of Maruti also. Sir, we do not know how this figure of Rs. 434 lakhs has been arrived at. The B&C Mill employees in Madras are rotting. We are not giving funds for that. They produce about Rs. 50 crores of textiles and 13,000 workers are involved. For that funds are not there. Here they say they are giving Rs. 4^34 crores. How this figure has been arrived at, we do not know. Therefore, the Minister should give us the break-up as to how this figure of Rs. 4.34 crores has been arrived at, It is mysterious. For this purpose. I am moving my amendment.

MR. DEPUTY CHAIRMAN: Mr. Bhattacharjee, you have already spoken.

PROF. SOURENDRA BHATTACHARJEE : The amendment is obvious.

MR. DEPUTY CHAIRMAN: You have already spoken on the Bill.

PROF. SOURENDRA BHATTACHARJEE: And I hope the Minister will accept it.

MR. DEPUTY CHAIRMAN: Have you anything to say ?

SHRI CHARANJIT CHANANA : I cannot accept the amendments.

MR. DEPUTY CHAIRMAN: Now I shall put amendment No. 7..

SHRI ERA SEZHIYAN : Sir, what is the reply of the Minister ?

MR. DEPUTY CHAIRMAN: He said -"No".

SHRI CHARANJIT CHANANA: I said "No", Sir. I do not accept them at all.

SHRI ERA SEZHIYAN : I wanted a clarification as to how his figure of Rs. 4.34 crores has been arrived at. This is a House. We discuss these things . . .

MR. DEPUTY CHAIRMAN: He said he will not accept the amendments. That is all. I cannot press him to say. *(Interruptions)*

SHRI SUNDER SINGH BHANDARI : He should explain about the question.

MR. DEPUTY CHAIRMAN: I have no objection, if he wants to.

SHRI KRISHNA CHANDRA PANT: Sir, may I say something? When you were not in the Chair— Dr. Zakaria was in the Chair—Mr. Sezhiyan had raised a point about certain discrepancies in the Financial Memorandum. The Minister said he would explain it during his reply. This was one of the specific points raised. Therefore, it is only proper that the Minister should furnish a reply. He had promised it.

MR. DEPUTY CHAIRMAN: Have you anything to say ?

SHRI P. RAMAMURTI: Unfortunately the Secretary has not briefed him. Let them sympathise with him.

DR. RAFIO ZAKARIA: I will correct it. . . .

SHRI SUNDER SINGH BHANDARI: Is he speaking on behalf of the Minister ? *(Interruptions)*

DR. RAFIQ. ZAKARIA: No, Sir. I said, it is up to the Minister to satisfy the Member if he wants to. i So there was no assurance as such.

SHRI KRISHNA CHANDRA PANT : The Minister gave the assurance, not Dr. Zakaria.

MR. DEPUTY CHAIRMAN: If you want to say anything, you may say.

SHRI CHARANJIT CHANANA: It was because of the desire of the hon. House that I wound up my speech. I have a point and I would just now submit this point. The Financial Memorandum appended to the Bill introduced in the Lok Sabha is complete and fully in order. Para 2 of the Memorandum indicated an amount of Rs. 434 lakhs which is the amount indicated in the body of the Bill itself. Para 3 of the Memorandum gives the interest amount as Rs. 1 1.45 lakhs per month.

The honourable Member at that time forgot one thing, to say whether it is per month or per annum, what the period was.

The amount of Rs. 8 lakhs indicated in the Appropriation Bill is on the basis of the likely amount of interest for the period that it may have to be paid. The Commissioner of Payments is yet to assume charge and it would take some time before the funds are transferred to him. Then para 4 of the memorandum is also in order. The likely expenditure would be an average of Rs. 10000 per month as indicated in the Appropriation Bill. The amount indicated is expenditure during the current financial year which would include advance payment for rent, deposits for telephone, etc. as may be needed. And in any case as per the normal practice the unutilised balance will be surrendered. The amount of Rs. 1. 7 lakhs indicated in para 5 of the memorandum is also in order. There is no conflict with the amount

of Rs. 90000 sought in the Appropriation Bill which represents the money actually drawn from the Contingency Fund and which is being recouped. In any case the total additional fund sought in the supplementary demand would be utilised in accordance with the normal financial procedure. Any savings would be surrendered and any further expenditure required would be met by re-appropriation without the grant failing which a supplementary demand would be presented to Parliament at appropriate time.

SHRI ERA SEZHIYAN : We . know these things. What I said was in the supplementary demand Rs. 8 lakhs has been given but here you have not shown that one. That is the thing.

MR. DEPUTY CHAIRMAN : Your query is there and his reply is there. Now you draw your conclusions. Now I put the amendments to vote.

The question is—

7. -That at page 4, after line 12» the following be inserted, namely:—

'(7) After all the assets and liabilities are taken over and value is noted, a list of all assets and liabilities together with value of such assets and liabilities shall be sent to the Comptroller and Auditor General, through proper channel, for verification.

(8) The list of all assets and liabilities together with value of such assets and liabilities as referred to in sub-section (7) shall be made public, as soon as ready, and any comment or observation from any person on the list shall be received by the Comptroller and Auditor General up to 60 days from the date of publication of the list and considered by the Comptroller

and Auditor General before finalising his verification and certifying about the correctness of the value of the assets and liabilities'."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is—

52. "That at page 3, line 11, the words 'book debts' be deleted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is—

"That Clause 4 stand part of Bill."

The motion was adopted.

Clause 4 was added to the Bill.

Clause 5 : (Central Government or Government company not to be liable for prior liabilities.)

SHRI SHRIDHAR WASU-
DEO DHABE : Sir, I move—

8. "That at page 4, line 17,
- after the word, 'company' the following be inserted, namely:—

'except the claims of employees including gratuity and terminal benefits'.

Sir, only one thing I have to say. It has been experienced that under the model section which has been reproduced in this Bill from the nationalisation of textile industry and coal industry, although the workers are entitled to gratuity in the job, they could not actually get it and the Central Government says the previous company is responsible for it, but I say you have taken the responsibility of everything else, provident fund, insurance; then why not gra^uuity and othei terminal benefits. My amendment

is that the workers should be entitled to gratuity also. This claim should be enforceable against the Central Government.

The question was proposed.

SHRI CHARANJIT CHANANA: I don't accept the amⁿdment. The Commissioner of Payments **will** look into all these things.

MR. DEPUTY CHAIRMAN :
The question is—

8. "That at page 4, line 17, after the word 'company' **the** follow'ng be inserted namely:—

'except the claims of employees including gratuity and terminal benefits'."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is—

"That Clause 5 stand part of the Bill."

The motion was adopted.

Clause 5 was added to the Bill.

Clause 6 was added to the Bill.

Clause 7 : Payment of amount.

SHRI JASWANT SINGH :
Sir, I move—

9. "That at page 5, line ra, for the words 'in cash' the words 'in-non-transferable 20 year bonds bearing an interest of 2% per annum' be substituted."

14. "That at page 5, lines 13-14, for the words 'of rupees four hundred and thirtyfour lakhs' the words 'to. be determined in consonance with the marketable value of thf shares of the company' be su^{:-}sti u^{ed}."

SHRI BHUPESH GUPTA :
Sir, I move—

10. "That at page 5, lines 13 and 14, for the words "specified in Chapter VI, an amount of rupees four hundred and thirtyfour lakhs" the words 'as may be determined by the Committee of Parliament under section 3 and an amount also be fixed by the said Committee after thorough assessment of the assets and liabilities' be inserted."

11. "That at page 5, lines 13-14, for the words 'an amount of rupees four hundred and thirtyfour lakhs' the words 'an amount to be determined by a Committee appointed for the purpose consisting of 21 members ; 14 members from the Lok Sabha and 7 members from the Rajya Sabha to be nominated by the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha, respectively' be substituted."

12. "That at page 5, lines 13-14, for the words 'of rupees four hundred and thirtyfour lakhs' the words 'to be determined by an expert committee which shall make a valuation of the assets and liabilities of the Company be substituted."

(The Amendment Nos. 11 and 12 a-a stood in the names of Shri S. Kumaran, Shri Yogendra Sharma, Shri Bhola Prasad and Shri M. Kalayanasundaram)

SHRI SURENDRA MOHAN :
Sir, I move—

13. "That at page 5, lines 13-14, for the words 'of rupees four hundred and thirtyfour lakhs' the words 'to be determined in accordance with the verification and the certificate of Comptroller and Auditor General referred to in sub-clauses (7) and (8) of clause 4' be substituted."

{The Amendment also stood in the name of Shri Sezhiyan.)

SHRI SHIVA CHANDRA JHA:
Sir, I move—

15. "That at page 5, lines 13-14, <+ for the words 'rupees four hundred and thirtyfour lakhs' the words 'rupees one hundred only' be substituted."

SHRI PYARELAL KHAN-
DELWAL (Madhya Pradesh) : Sir, I move—

16. "That at page 5, lines 13-14, for the words 'rupees four hundred and thirtyfour lakhs' the words 'rupees one hundred and thirty four lakhs' be substituted."

The questions were proposed.

SHRI JASWANT SINGH : I will not press my amendments, if the hon. Minister would answer two or three of my questions which I had raised during my speech. Unfortunately he was not present. My first question is as to when the production is likely to commence. Secondly, how many cars per annum will be manufactured and at what cost ? If you like, you can answer these questions.

SHRI BHUPESH GUPTA : I am speaking on all my three amendments which are of the same nature. These amendments need a little consideration. Even if the Government do not accept them, I hope our views will be considered. These amendments relate to the question of compensation. The Bill has fixed the amount of Rs. 434 lakhs. We do not accept this amount. I am not giving an opinion on it. But in our view it is too much on the high side. Therefore, I have suggested that there should be some mechanism to go into this question. The Minister should not hesitate to consider this. I have got here a complete list of 1,005 shareholders of the Maruti Limited.

Out of these we find 52 shareholders, **each having a share worth**

more than Rs. 1 lakh upto Rs. 10 lakhs, constitute 62.73 per cent of the paid-up capital. This is my contention. As far as shares are concerned, there is a huge concentration in the hands of 52 companies and individuals. They have shares worth Rs. 1 lakh and more. For instance, M.N. Dastur has Rs. 15 lakhs; J.K. Synthetics, Kanpur, have Rs. 14,72,000/-. Mohan Meakin Breweries, I thought, were dealing in wine. They have Rs. 10 lakhs worth of shares and similarly M/s. Madhusudan Ltd, Bombay, have Rs. 10 lakhs. What I want to suggest is that these people should be made to pay. My contention is this. They did not come to invest in the Maruti *bona fide* for industrial progress. I knew it for a fact and I know it for a fact that they made such huge investments in Maruti completely outside their line of business, in order to get concessions, licences and accommodation from the public financial institutions. These shareholders should not be given any kind of priority treatment. Even people in the fifth category who will get partial compensation should not be given that because in their case valuation should be made. Every case should be gone into. If the Maruti could not work, these people were responsible for it. They are money-grabbers who wanted to placate some people and made these investments outside their line of business. Can you imagine Mohan Meakin Breweries investing lakhs of rupees in Maruti for nothing? Similarly, I know it for a fact—I will not name it, but if you provoke me, I will name it, therefore, do not provoke me—■ that at one time, one late Cabinet Minister was busy in gathering shares from unapproachable and big-money quarters and there were complaints also. Even we received complaints. His position was : What could we do? He was asked to go and ask for shares. Who does not know that Mr. K.K. Birla was going around in Calcutta gathering share subscriptions and big sub-

scriptions came from there? I am not worried about the small people. Do not persecute them. Here I am not even bringing in the family; I am not bringing in the family at all. It is only rupees four thousand worth of shares. But what about the other people? I have given 52 names. The names are there and it is there in the list, I will come to that later. Therefore, I suggest : Do not give them cash. Tell them that they are the gamblers and it is all *malafide* and therefore, they will get whatever you will sanction to them. Very little you should sanction to them and you can take protection under article 32C and give them security bonds, 20-year or 40-year bonds. Give them. They have enough money. They have enough money and they do not need this. I have here suggested the appointment of a parliamentary committee. But my friends generally do not like parliamentary committees. But I am a little in love with parliamentary committees and, therefore, I have suggested. You see how much I want to go in depth into the matter and for that I have suggested this. You will be in majority in both the Houses and you will decide. I trust you. When I trust you, why don't you accept this? I have suggested a parliamentary committee with 21 Members, 14 from the Lok Sabha and 7 from the Rajya Sabha and they should constitute this committee which should go into the whole question of the share business. Sir, the liquidation proceedings should have been allowed to continue and we would have exposed all these shareholders and dealers who came, not to help any industry, but to make money and gather the spoils and advantages from the public financial institutions, banks and other institutions and get licences and other things. Sir, there are some Ministers sitting here and I am a little afraid of speaking. But I knew that they were buying shares in the Maruti, ten thousand or so, and then immediately they were sending applications

[Shri Bhupesh Gupta]

to the Ministry of Commerce or Industry for something else. I knew about it. You also know it very well, Mr. Chanana. You know as to why they have invested in this thing.

MR. DEPUTY CHAIRMAN : Please conclude now.

SHRI BHUPESH GUPTA :
Why have they invested in this thing ?
Hence my amendment.

MR. DEPUTY CHAIRMAN : Yes,
Mr. Surendra Mohan.

SHRI SURENDRA MOHAN :
Mr. Deputy Chairman, Sir, I would like to point out one dimension that has been brought out so far as this issue is concerned and the dimension is not financial or economic, but it is moral. It is a moral dimension. The question is whether the Government would like to set up any moral standards or public standards or not. This Bill has been attacked not because any one of us is against nationalisation. Most of us have been committed to nationalisation, Sir, and yet, we have said that this Bill is not acceptable. This has been said because there is a suspicion in the public mind about certain financial irregularities and certain other things. Therefore, it would be much better if the Government would like to establish its credibility, would want to establish that it has certain respect for some public standards and, therefore, my amendment is to the effect that the issue of quantum of compensation, etc., be referred to a body which is a quasi-judicial body.

Sir, I am repeatedly asking myself and some of my senior colleagues have also addressed themselves to this question : What would the Government have done if it Were headed by Nehru ? What would the Government have done if such a policy had come

at a time when Mr. Govind Ballabh Pant or Shri Lai Bahadur Shastri were in high positions in the Government ? I do believe that they upheld certain moral standards and some public standards. Therefore, I would request this Government also to consider this very amendment from that point of view.

With these words, Sir, once again I submit that the Government should accept this amendment and thereby establish some of its moral credibility and some public standards.

MR. DEPUTY CHAIRMAN : Yes,
Mr. Shiva Chandra Jha.

श्री शिव चन्द्र झा : उपसभापति जी, मेरा संशोधन क्लॉज 7 में है जह कम्पनसेशन देने की बात है । आप जानते हैं कि हमारे देश में बड़े-बड़े लोग हैं । हम चाहते हैं उनको कम्पनसेशन न दिया जाए । रिहैब्रिटेसनलि के नाम पर अदला-बदली, जमींदारी एबोलिशन और कई प्रकार की चीजें आती हैं लेकिन मोटे तौर पर जो बड़े-बड़े धन के मालिक हैं उनकी प्रोपर्टी जब सरकार ले लेती है तो मुआवजा देने की बात समाजवाद के सिद्धांत में नहीं आती है । उस दृष्टिकोण से यह जो कहा गया है माहति ली गई है इसमें हमें कुछ दाल में काला लगता है राष्ट्रीयकरण जैसी बात कही गई है । राष्ट्रीयकरण के बारे में आप लोग जानते हैं कि हम लोग रोज उठाते हैं, आ पको आश्चर्य होगा कि तब फिर हम इस राष्ट्रीयकरण के खिलाफ क्यों हैं । इसके खिलाफ इसलिये हैं कि इसमें जो बातें कही गई हैं उनसे लगता है कि इनके अन्दर रहस्य है । यदि कम्पनसेशन सही दिया जाता है, नाम मात्र भी, तो कोर्ट में कम्पलीकेशन आ सकते हैं । कांस्टीट्यूशन के मुताबिक कम्पलीकेशन आ सकते हैं । इससे बचने के लिये मेरा संशोधन है कि

जहां अमाउंट रुपये 434 लाख लिखा है वहां आप 100 रुपये नाम मात्र के लिये रख सकते हैं। अगर आप ऐसा करते हैं तो कोई बात नहीं आएगी। यह बात भी उठ सकती है कि गवर्नमेंट उसे ले लेगी तो चलाएगी कैसे। मैं कहना चाहता हूं कि जैसे दूसरे उद्योग सरकार चलाती है उसके लिये जहां से पैसा आता है, इंडस्ट्रियल फाइनेन्शियल इंस्टीट्यूशन से उनको पैसा दें।

श्री उपसभापति : आपका हो गया।

श्री शिव चंद्र झा : अभी कहाँ हो गया।

श्री उपसभापति : आप पांच मिनट से बोल रहे हैं। आप खत्म करिये।

श्री शिव चंद्र झा : मैं खत्म कर रहा हूं। आप मेरा समय बर्बाद कर रहे हैं।

श्री उपसभापति : पांच मिनट बोलते हुए हो गये। आप जनरल भाषण मत दीजिये।

श्री शिव चंद्र झा : मैं भाषण नहीं दे रहा हूं। सिम्बोलिक के रूप में 100 रुपये आप दें। यह मेरा संशोधन है।

श्री उपसभापति : श्री खंडेलवाल। आप कृपा करके अमेंडमेंट पर बोलें। दूसरी बात मत बोलिये। अगर दूसरी बात बोलेंगे तो सदन कल की तरह से 12 बजे तक बैठेगा। इसमें मुझे कोई एतराज नहीं लेकिन कहूंगा कि आप अमेंडमेंट पर बोलें। आपको खाना मंत्री जी साढ़े आठ बजे दे रहे हैं।

श्री प्यारे लाल खंडेलवाल : मेरा अपना संशोधन है और मैं चाहता हूं कि चार करोड़ की जगह सरकार एक

करोड़ कर दे। यह इसलिये मैंने कहा है वचा हुआ—तीन करोड़ रुपया इस देश के गरीब आदिवासी हरिजनों के विकास के लिये, उत्थान के लिये, गांव के विकास के लिये सरकार वह पैसा लगाये। अगर सरकार उन गरीबों के उत्थान में पैसा नहीं लगाना चाहती तो किसी महापुरुष के स्मारक में लगा दे लेकिन बड़े-बड़े पूंजीपतियों को पैसा न दें। यह मेरा संशोधन है।

श्री शिव चंद्र झा : मंत्री जी को जवाब देने के लिये कहें।

श्री उपसभापति : मंत्री जी आप कुछ कहना चाहेंगे।

श्री चरणजीत चानना : मुझे कहना है। एक बात यह है कि No compensation has been provided specifically for shareholders, and the amount of Rs. 434 lakhs has been carefully considered, and keeping all considerations in view and without the terms of reference a committee cannot be appointed at all and therefore, I do not accept the amendments.

MR. DEPUTY CHAIRMAN: The question is:

9. "That at page 5, line 12, for the words 'in cash' the words 'in non-transferable 20 year bonds bearing an interest of 2% per annum' be substituted."

14. "That at page 5, lines 13-14, for the words 'Of rupees >ui hundred and thirty-four lakhs the 'to be determined in consonance with the marketable value of the shares of the company be substituted."

The motions were negatived.

MR. DEPUTY CHAIRMAN:
The question is:

10. "That at page 5, Lines 13 and 14, for the words 'specified in Chapter VI, an amount of rupees four hundred and thirty-four lakhs', the words 'as may be determined by the Committee of Parliament under section 3 and an amount also be fixed by the said Committee after thorough assess- ' ment of the assets and liabilities' be inserted"

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

11. "That at page 5, lines 13-14, for the words 'an amount of rupees four hundred and thirty-four lakhs' the 'an amount to be determined by a Committee appointed for the the purpose consisting of 21 members; 14 members from the Lok Sabha and 7 members from the Rajya Sabha to be nominated by the Speaker of the Lok Sabha and the Chairman of the Rajya Sabha, respectively' be substituted."

12. "That at page 5, lines 13-14, for the words 'of rupees four hundred and thirty-four' lakhs the words 'to be determined by an expert committee which shall make a valuation of the assets and liabilities of the Company' be substituted."

The motions were negatived.

MR. DEPUTY CHAIRMAN:
The question is:

13. "That at page 5, lines 13-14, for the words 'of rupees four hundred and thirty-four lakhs' the words 'to be determined in accordance with the verification and the certificate of Comptroller and Auditor-Getieral referred to in sub-clauses (7) and (8) of clause 4' be substituted."

Th\$ motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

15. "That at page 5, lines 13-14, for the words 'rupees four hundred and thirty-four lakhs' the words 'one hundred only' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

16. "That at page 5, lines 13-14, for the words 'rupees four hundred and thirty-four lakhs' the words 'rupees one hundred and thirty-four lakhs' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

"That Clause 7 stand part of the Bill."

The motion was adopted.

Clause 7 was added to the Bill.

Clause 8 : (Payment of further amount).

MR. DEPUTY CHAIRMAN:
Now, we take up Clause 8. There are two amendments by Mr. Jha and Mr. Bhupesh Gupta.

SHRI SHIVA CHANDRA JHA:
Sir, I move:

17. "That at page 5, line 16, for the words 'four per cent' the words 'half per cent' be substituted."

SHRI BHUPESH GUPTA: Sir, I move:

18. "That at page 5, after line 21, the following be inserted, namely:

'Provided that the compensation in the individual case exceeding Rupees 1 lakh shall be paid over a period of twenty years:

Provided further that any compensation exceeding rupees five lakhs shall be paid in 80 year Government bonds:

Provided also that the provisions of this sub-section 2 (a) shall not apply in the case of farmers whose lands within the ceilings were acquired'."

The questions were proposed.

श्री शिव चन्द्र झा : उपसभापति महोदय, मेरा यह संशोधन भी पहले वाले संशोधन की तरह उसी की कोरोलरी के रूप में है। इस बिल में कम्पेंसेशन की बात है और रेट आफ इंटरेस्ट की बात है। आप 4 परसेन्ट के हिसाब से पर-एनम कम्पेंसेशन पर इंटरेस्ट देंगे। जो देरी होगी उसके लिए इंटरेस्ट दिया जाएगा। मैं चाहता हूँ कि आप इंटरेस्ट 4 परसेन्ट के बजाय आधा परसेन्ट दें। इसीलिए मैंने आधे परसेन्ट इंटरेस्ट रेट के लिए संशोधन दिया है। मैं चाहता हूँ कि इसमें किसी प्रकार की कमलीकेशन भी न हो। बाद में अगर वे हाई कोर्ट में जायें तो कोई कमली-केशन पदा न हो। हम तो चाहते हैं कि किसी को कम्पेंसेशन देना ही नहीं चाहिए। केवल एक सौ रुपए निमित्त भर देने चाहिए। लेकिन फिर भी हमने आधा परसेन्ट का संशोधन दिया है।

SHRI BHUPESH GUPTA: This relates to the scale of payment and the mode of payment. I say that compensation in the individual case exceeding Rupees 1 lakh shall be paid over a period of twenty years. Then I say, "Provided further

that any compensation exceeding Rupees five lakhs shall be paid in 20 year Government bonds." I think no compensation will be exceeding 5 lakhs. If it exceeds, it should be paid in 20-year Government bonds. It is an important amendment. It says: "Provided also that the provisions of this sub-section 2 (a) shall not apply in the case of farmers whose lands within the ceilings were acquired." • Why do I say this ? Sir, as far as the farmers are concerned, it is different. We have not discussed the Gupta Commission report. Gupta Commission report says, "Acquisition of fertile land was not necessary when fallow lands were available in the vicinity in the village Nathupur and Chakrapur on the Delhi-Mehrauli road. It seems that fertile land has been taken unnecessarily and they had been given very small price. In such cases, there should be full compensation to the farmers. I make another point from the same report. It says that you should carefully pursue these big shareholders. The Gupta Commission said, "The books of Maruti show that large sums of money were refunded in February, 1977 to a number of persons who had applied for Maruti shares and the money paid by the share applicants and the dealers was not deposited with the company." I mention this thing because in 1977 something took place which you know very well. Our information at that time, and even now, is this that there is a large number of *benamdari*. I know it for a fact that in Calcutta Mr. K. K. Birla picks up anybody who is associated with him to hold the shares. (*Time bell rings*.) These are *benamdari* shares. You should be extremely careful and there should be some mechanism of detection; the *benamdari* shareholders and so on. I suggest that these things should be taken into consideration. I know you will not reply to them.

SHRICHARANJIT CHANANA: I am not in a position to accept the amendments.

MR. DEPUTY CHAIRMAN:

The question is:

17. "That at page 5, line 16, for the words 'four per cent' the words 'half per cent' be substituted."

The motion was negated.

MR. DEPUTY CHAIRMAN: The question is:

18. "That at page 5, after line 21, the following be inserted, namely:—

'Provided that the compensation in the individual case exceeding Rupees 1 lakh shall be paid over a period of twenty years :

Provided further that any compensation exceeding Rupees five lakhs shall be paid in 20 year Government bonds:

Provided also that the provisions of this sub-section 2 (a) shall not apply in the case of farmers whose lands within the ceilings were acquired'."

The motion was negated.

MR. DEPUTY CHAIRMAN : The question is :

"That clause 8 stand part of the Bill."

The motion was adopted-

Clause 8 was added to the Bill.

Clause 9: (Management, etc. of the undertakings of the Company.)

MR. DEPUTY CHAIRMAN : We shall now take up clause 9. There are three amendments.

SHRI BHUPESH GUPTA : Sir, I beg to move :

19."That at page 5, line 38, for the words 'one or more Custodians appointed' the words 'a Government Company appointed for the purpose' be substituted"

{The amendment also stood in the names of Shri S. Kumaran, Yogendra Sharma, Shri Bhola Prasad, Shri M. Kalyana-sundaram and Shri Jaswant Si

20."That at page 5, lines 40-41, the words 'or the Custodian or Custodians so appointed, as the case may be' be deleted."

21."That at page 6, lines 1-2, the words 'one or more individuals' be deleted."

{The amendment Nos. 20 and 21 also stood in the names of Shri S. Kumaran, Shri Yogendra Sharma, Shri Bhola Prasad and Shri M. Kalyanasundaram.)

The questions were put and the motions were negated.

MR. DEPUTY CHAIRMAN :

The question is :

"That clause 9 stand part of the Bill."

The motion was adopted. Clause 9

was added to the Bill.

Clause. 10: (Duty to deliver possession of the undertakings of the Company and documents relating thereto)

MR. DEPUTY CHAIRMAN : We shall take up clause 10. There is one amendment.

SHRI SHRIDHAR WASUDEO DHABE : Sir, I beg to move :

22."That at page 6, lines for the words 'such remuneration as the Central Government may fix' the words and figures, 'remuneration of not more than Rs. 2,000 p.m. and for a period not more than 2 years at a time' be substituted.*'

Sir, I want to speak on this,

MR. DEPUTY CHAIRMAN : You have already spoken at length.

SHRI SHRIDHAR WASUDEO DHABE : Sir, I will be very brief. Sir, sub-clause (5) of clause 10 gives powers to the Government to give such remuneration to the Custodians as they deem fit. Even for the highest officials of the country, the salaries are fixed and the periods are fixed. Therefore, I suggest that the period should be two years.

The question was proposed.

MR. DEPUTY CHAIRMAN : Mr. Minister, do you want to say something ?

SHRI CHARANJIT CHANANA : No, Sir.

MR. DEPUTY CHAIRMAN : The question is :

22. "That at page 6, lines 35-36, for the words 'such remuneration as the Central Government may fix', the words and figures 'remuneration of not more than Rs. 2,000/- p.m. and for a period not more than 2 years at a time' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN : The question is :

"That Clause 10 stand part of the Bill."

The motion was adopted.

Clause 10 was added to the Bill.

Clause 11 : (Duty to furnish particulars).

MR. DEPUTY CHAIRMAN : We shall take up Clause 11. There is one amendment.

'SHRI JASWANT SINGH : S jr, I beg to move :

23. "That at page 6, lines 38-39, for the words 'within such period as the Central Government may-

allow in this behalf, the words and figures 'by 31st December, 1980' be substituted."

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN : The question is :

"That Clause 11 stand part of the Bill."

The motion was adopted.

Clause 11 was added to the Bill.

Clause 12 was added to the Bill.

Clause 13: (Employment of certain employees to continue).

MR. DEPUTY CHAIRMAN : We shall now take up Clause 13-There are four amendments.

SHRI AMARPROSAD CHAKRABORTY : Sir, I beg to move :

24. "That at page 7, line 10, after the word 'Company', the words 'or the services of those employees terminated and/or stood terminated unofficially due to nonfunctioning of the company or by any order of the company' be inserted: ."

25. "That at page 7, line 12, after the word 'Government' the words 'but each employee as aforesaid be deemed to be an employee on the appointed day and shall be entitled to arrears of pay and other benefits' be inserted."

26. "That at page 7,—

(i) in line 25, for the words 'Notwithstanding anything' the word 'whatever be' substituted.

(ii) in line 29, the word 'not be' deleted; and

(iii) in line 31, the word 'no' be **deleted.**"

[Shri Amarprosad Chakraborty]

27. "That at page 7,—

- (i) in line 39, for the words 'but not' the words 'and also' be substituted; and
- (ii) in line 40, after the word 'company' the words 'which-ever is an expeditious remedy' be inserted."

Sir, it is a simple amendment and I feel that the Minister should have no objection to accept it, because, Sir, the Government is nationalising an institution where there is no production for further production. They are taking over a Company which is not functioning, and they are nationalising it against the provisions of the Industrial (Development and Regulation) Act. But, Sir, they are giving everything to every body but not to the workers. Sir, you kindly see Clause 13. It is said, "Every person who has been, immediately before the appointed day". The appointed day is given here. In the definition it is admitted that it is non-functioning, it is admitted that it is closed. So, Sir, the workers or employees who were appointed or whose services are said to have been terminated, should be taken into service. That is what I suggested here through my amendment.

The questions were proposed.

MR. DEPUTY CHAIRMAN : Mr. Minister, do you want to say something ?

SHRI CHARANJIT CHANANA¹
No, Sir.

MR. DEPUTY CHAIRMAN : The question is :

24. "That at page 7, line 10 after the word 'company' the words 'or the services of those employees

terminated and/or stood terminated unofficially due to non-functioning of the company or by any order of the company' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

25. "That at page 7, line 12, after the word 'Government' the words 'but each employee as aforesaid be deemed to be an employee on the appointed day and shall be entitled to arrears of pay and other benefits' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN : The question is :

26. "That at page 7,—

- (i) in line 25, for the words 'Notwithstanding anything' the word 'Whatever' be substituted;
- (ii) in line 29, the word 'not' be deleted ; and
- (iii) in line 31, the word 'no' be deleted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

27. "That at page 7,—

- (i) in line 39, for the words 'but not' the words 'and also be' substituted ; and
- (ii) in line 40, after the word 'company' the words 'which-ever is an expeditious remedy' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

"That clause 13 stand part of
the Bill."

The motion was adopted.

*Clause 13 was added to the Bill. Clause
14 was added to the Bill.*

*Clause 15: (Appointment of Com-
missioner of Payments.)*

SHRI BHUPESH GUPTA :
Sir, I move:

28. "That at page 8, lines 8-9, after
the words 'Commissioner of Payments'
the words 'by the Committee of
Parliament appointed under section 3'
be inserted."

Sir, it is a very simple amendment.

The question was proposed.

MR. DEPUTY CHAIRMAN:
The question is :

28. "That at page 8, lines 8-9, after
the words 'Commissioner of
Payments' the words 'by the Com-
mittee of Parliament appointed under
section 3' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

"That clause 15 stand part of
Bill."

The motion was adopted. Clause 15

was added to the Bill.

*Clause 16 : (Payment by the Central
Government to the Commissioner.)*

MR. DEPUTY CHAIRMAN:
We will now take up clause 16. There
are three amendments, Nos. 29, 30 and
31. Please move.

SHRI BHUPESH GUPTA : Sir, I
move:

29. "That at page 8, line 22,
for the words 'thirty days' the words
'ninety days' be substituted."

*(The amendment also stood in the
names of Shri S. Kumar an, Shri Togendra
Sharma, Shri Bhola Prasad and Shri M.
Kalyanasundaram.)*

SHRI SHIVA CHANDRA JHA:
Sir, I move:

30. "That at page 8, line 22, for
the words 'thirty days' the words
'thirty months' be substituted.

SHRIJASWANT SINGH : Sir, I
move:

31. "That at page 8, line 23,
for the words 'in cash' the words
'in non-transferable 20 years bonds
bearing an interest of 2% per
annum' be substituted."

The questions were proposed.

SHRI BHUPESH GUPTA :
Sir, it is a very simple amendment.
Here my friend wants to give the
compensation very quickly. The
Central Government shall within 30
days from the specified date pay in
cash to the Commissioner, for payment
to the Company. Such a generosity we
have not noticed in the case of other
nationalised concerns. Not that I
support generosity anyway. But here
he seems to have specially singled out
for very expeditious payment of
compensation it. Why ? Why this
favoured treatment for them?
Therefore, I have suggested that
instead of 30 days, make it 30 months.

SHRI CHARANJIT CHA-
NANA : Why not 30 years.

SHRI BHUPESH GUPTA : You
can do it. But why should you do it ?
This thing has created a very wrong
impression. Well, I do not know why
you are doing it.

MR. DEPUTY CHAIRMAN:
Yes, Mr. Jha.

SHRI BHUPESH GUPTA : Sir, I want to tell you one thing and sit down. Many people have written letters to me inviting my attention to this particular clause saying that in their cases compensation has not been so quickly and in such a short time paid. They have said that in some cases it has taken three or four years to receive compensation. Why so much generosity and rush to pay the compensation?

श्री शिव चन्द्र झा : उपसभापति महोदय, सरकार ने 30 दिन में कम्पनसेशन देने के लिए रखा है, सरकार कम्पनसेशन देने के लिए तड़फड़ा रही है। भूपेश जी का संशोधन है की इसको 90 दिन होना चाहिए लेकिन मेरा इसमें संशोधन यह है कि यह 30 महीने होना चाहिए। दहाई साल कोई ज्यादा नहीं है। आप इस कारखाने को लेंगे, आप उसका उत्पादन बढ़ाइये, जब कुछ आमदनी हो जाएगी तो फिर कम्पनसेशन दे देंगे। इसलिए मेरा संशोधन है कि 30 महीने कर दिया जाए।

श्री जसवंत सिंह : मुझे केवल एक निवेदन करना है। पिछली बार मंत्री महोदय ने कहा था कि मैं जवाब दूंगा। मेरा कहना यह है कि शायद वे जवाब देना भूल गए हैं।

श्री उपसभापति : क्या आपको कोई जवाब देना है ?

श्री चरणजीत चतना : जी नहीं।

MR. DEPUTY CHAIRMAN:
The question is :

21). "That at page 8, line 22, for the words 'thirty days' the word 'ninety days' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is :

30. "That at page 8, line 22, for the words 'thirty days' the words 'thirty months' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN: The question is:

31. "That at page 8, line 23, for the words 'in cash' the words 'in non-transferable 20 year bonds, bearing an interest of 2% per annum' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is :

"That clause 16 stand part of the Bill."

The motion was adopted. Clause 16 was added to the Bill. Clause 17 was added to the Bill.

8 P. M.

Clause 18 : (Claims to be made to the Commissioner.)

MR. DEPUTY CHAIRMAN: Now we take up clause 18. There are three amendments.

SHRI AMARPROSAD CHAKRABORTY : Sir, I move:

32. "That at page 9,—

(i) in line 13, after the words 'Every person' the words 'including the employees and officers of the Company' be inserted ; and

(ii) in lines 14-15, for the words 'thirty days' from the specified date' the words 'ninety days from coming into force of this Act' be substituted."

34- "That at page 9, lines 18 and 19, for the words 'thirty days wherever they occur, the words ninety days' be substituted."

SHRI BHUPESH GUPTA : Sir, I move:

33. "That at page 9, after line 15, the following proviso be inserted, namely :—

'Provided that no claim shall be entertained without the proper scrutiny and the circumstances in which such a claim is arisen'."

The questions were proposed.

SHRI BHUPESH GUPTA : I will not say much, Sir. Why do I give the amendment if I do not have to say anything?

MR. DEPUTY CHAIRMAN:
You have already spoken so much that it is already covered.

SHRI BHUPESH GUPTA : When I say of the proviso, I want this to be inserted:

"Provided that no claim shall be entertained without proper scrutiny and the circumstances in which such a claim is arisen."

This is very important. May be that he will do that or he may not do that but I want to incorporate it to strengthen the position. Here again at page 69, the Gupta Commission Report says: "To induce persons to accept dealership of the Maruti car, the management of Maruti Ltd. held out assurances that the car would be on the road very soon. Shri P.C. Agarwal, Secretary of the All-India Maruti Dealers Association says that to him and to many other dealers, Sanjay Gandhi gave this assurance that the car would be delivered to them in April 1973." I don't trust what everybody is saying. Don't think that I am after any person, dead or alive. I know also there are about 200 dealers who deposited

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money, one lakh or two lakka each, not because they were interested in business but because they were interested in something else and that is why I say, every case should be gone into. And here I have only suggested you to make a scrutiny and you can do it, not me. Sir, most of the dealers are questionable people. They are absolutely cronies, time-servers, opportunists, vermins in economic life who clustered around Sanjay Gandhi to spoil him, and to get money. That is all, and also to take advantages from the Government. I sympathise with Sanjay in this matter. Now these fellows should be hounded out, these so-called dealers. They were not fools. They were depositing money knowing full well that the car would not be coming. They were doing it for something else, extra-curricular considerations, as my friend used the phrase. So, may I ask him, being a friend of Sanjay Gandhi to kindly see the wrong type of friends who spoiled the whole thing?

MR. DEPUTY CHAIRMAN :
The question is :

32. "That at page 9,—

(i) in line 13, after the words 'Every person' the words 'including die employees and officers of the Company' be inserted; and

(ii) in lines 14-15, for the words 'thirty days' from the specified date' the words 'ninety days from coming into force of this Act' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

34. "That at page 9, lines 18 and 19, for the words 'thirty days' wherever they occur, the words 'ninety days' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

33. "That at page 9, after line 15, the following proviso be inserted, namely :—

'Provided that no claim shall be entertained without the proper scrutiny and the circumstances in which such a claim is arisen'."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is:

"That clause 18 stand part of the Bill."

The motion was adopted. Clause 18 was added to the Bill.

Clause 19 : (Priority of claims.)

MR. DEPUTY CHAIRMAN : We take up clause 19. There are two amendments.

SHRI JASWANT SINGH : Sir, I move :

35. "That at page g, after line 24, the following be inserted, namely :—

'Provided, however, that no such claim as is barred by the Limitation Act shall be entertained'."

SHRI SHRIDHAR WASUDEO DHABE : Sir, I move :

36. "That at page g, line 28, after the words 'accordingly' the words 'except the claims mentioned in Category I shall be first paid in full' be inserted.

The questions were proposed.

SHRI SHRIDHAR WASUDEO DHABE: Sir, Clause 19. {Interruptions)

SHRI MANUBHAI PATEL :
Sir, Mr. Chakraborty was standing.
{Interruptions)

MR. DEPUTY CHAIRMAN : At that time, he did not stand up.
{Interruptions)

SHRI SHRIDHAR WASUDEO' DHABE : Sir, clause 19 of the Bill is very funny. {Interruptions)

MR. DEPUTY CHAIRMAN : You know the dinner is waiting for you.
{Interruptions)

SHRIMATI PURABI MUKHOPADHYAY : Do you think you can allure us by dinner ? {Interruptions)

MR. DEPUTY CHAIRMAN : I am not alluring you, Madam.

SHRIMATI PURABI MUKHOPADHYAY : Why do you say that ? He stood up. You did not have the courtesy to look at him. As Deputy Chairman, you cannot do it.

SHRI SHRIDHAR WASUDEO DHABE : Sir, I am moving my amendment to clause 19. Clause 19(a) says :

"Category I shall have precedence over all other categories and Category II shall have precedence over Category III," and so on :—

Category I (a) relates to the employees' dues on account of unpaid salaries, wages, provident fund and so on and Category I (b) relates to Government liabilities like Revenues, taxes cesses, rates, or other dues to the Central Government, State Government and so on. Sub-clause (b) of clause 19 washes out the effect of sub-clause (a) of clause 19. It says :

"the claims specified in each of the categories shall rank equally and be paid in full, but, if the amount is insufficient to meet such claims in full, they shall abate in

equal proportions and be paid accordingly ; and"

Hence, if the amount is less, the preference for Category I also goes and the claims of the employees and the Government liabilities will abate proportionately. My amendment is that at least the claims of the employees should be paid in full and than the preference will start.

MR. DEPUTY CHAIRMAN :
The question is :

35. "That at page 9, after line 24, the following be inserted, namely :—

'Provided, however, that no such claim as is barred by Limitation Act shall be entertained."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

36. "That at page 9, line 28, after the words 'accordingly' the words 'except the claims mentioned in Category I shall be first paid in full' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

"That clause 19 stand part of the Bill".

The motion was adopted.

(House 19 was added to the Bill.

Clause 20 was added to the Bill.

Clause 21. (Admission or rejection of claim.)

MR. DEPUTY CHAIRMAN :
There is one amendment, amendment No. 37, by Shri Shiva Chandra Jha.

SHRI SHIVA CHANDRA JHA :

Sir, I beg to move :

37. "That at page 9, lines 45 to 47, the words 'one issue of any daily newspaper in the English language having circulation in the major part of the country and' be deleted."

इसमें जब किसी पार्टी का क्लेम होगा, जो लेन-देन का दावेदार होगा, उसमें एक प्रावधान है कि कमिशनर जो होगा, वह एक तारीख मुकर्रर करेगा, एडवर्टिजमेंट करेगा अखबारों में कि फलां तारीख को आकर के अपने क्लेम्स की पुष्टि कीजिए, साबित कीजिए। तो उसमें यहां पर है कि अखबारों में एडवर्टिजमेंट देंगे, विज्ञापन देंगे, कहते हैं—
in one issue of any daily newspaper in the English language having circulation in the major part of the country. यह जो अंग्रेजी में जो एडवर्टिजमेंट है; मेरा यह पोर्शन डिलीट कर दिया जाए और वहां बाद में है कि हिंदी या रोजनल भाषा अखबार में देंगे, तो अंग्रेजी में देने की जरूरत नहीं है।

अखबार में विज्ञापन देंगे, तो जो क्लेमेंट होगा, वह आपके सामने आएगा। यह कोई मुश्किल संशोधन नहीं है...

(Interruptions) The

question was proposed.

MR. DEPUTY CHAIRMAN :
The question is :

37. "That at page 9, lines 45 to 47, the words 'one issue of any daily newspaper in the English language having circulation in the major part of the country and' be deleted."

The motion was negatived.

MR. DEPUTY CHAIRMAN : | The question is :

"That clause 21 stand part of the Bill."

The motion was adopted.

Clause 21 was added to the Bill.

Clause 22: (1) isbursement of money by the Commissioner to claimants.)

MR. DEPUTY CHAIRMAN : There are two amendments, amendment No. 38 by Shri Pyarelal Khandelwal and amendment No. 39 by Shri Dhabe.

SHRI PYARELAL KHANDELWAL : Sir, I beg to move :

38. "That at page 10, line 42, after the words 'discharged' the following be inserted, namely :—

'The genuine contractors shall be paid compensation on the basis of the report and recommendations of the Gupta Commission constituted to look into the affairs of Maruti Limited'."

SHRI SHRIDHAR WASUDEO DHABE : Sir, I beg to move :

39. "That at page 10, after line 42, the following proviso be inserted, namely :—

'Provided that the Commissioner of Payments, while considering the claims of the claimants shall also take into consideration the suggestions and directions given by the Gupta Commission appointed on Maruti Limited and shall grant compensation so that the genuine claimants do not suffered'."

The questions were proposed.

श्री प्यारे लाल खंडेलवाल : मेरा छोटा सा संशोधन है और मैं चाहता हूँ कि माननीय मंत्री जी गुप्ता कमीशन की रिपोर्ट

के आधार पर ही उसके जो हकदार हैं, उन हकदारों को मुआवजा दें। मेरा इतना सा कहना है। मुझे आशा है कि मंत्री जी स्वीकार कर लेंगे।

श्री चरण जीत चानना : यह जो कह रहे हैं, जिसको यह बाइबिल मानते हैं और उसमें से कोट कर रहे हैं, हम तो उसको मानते नहीं हैं।

MR. DEPUTY CHAIRMAN : The question is :

38. "That at page 10, line 42, after the words 'discharged' the following be inserted, namely :—

'The genuine contractors shall be paid compensation on the basis of the report and recommendations of the Gupta Commission constituted to look into the affairs of Maruti Limited'."

The motion was negatived.

MR. DEPUTY CHAIRMAN : The question is :

39. "That at page 10, after line 42, the following proviso be inserted, namely :—

'Provided that the Commissioner of Payments, while considering the claims of the claimants shall also take into consideration the suggestions and directions given by the Gupta Commission appointed on Maruti Limited and shall grant compensation so that the genuine claimants do not suffer'."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

"That clause 22 stand part of the Bill."

The motion was adopted.

Clause 22 was added to the Bill.

Clauses 23 to 30 were added to the Bill.

New Clause 30^: (Court to assess damage against delinquent Directors, etc.)

SHRI BHUPESH GUPTA :
Sir, I beg to move :

40. "That at page 13, after line 21, the following new clause be inserted; namely : —

'30 A. (1) Notwithstanding any judgement, decree or order of any Court, Tribunal or other authority or anything contained in any law for the time being in force and the provisions of this Act, an enquiry shall be held by a Judge of the Supreme Court as may be selected by the Chief Justice of that Court to ascertain whether any person who has taken part in the promotion or formation of the Company or any past or present Director, Manager or Officer of the Company has misapplied or retained or become liable or accountable for any money or property of the Company or has been guilty of any misfeasance or breach of trust in relation to the Company.

(2) For the purpose of such enquiry, the Judge shall be entitled to examine into the conduct of the person, Director, Manager or Officer aforesaid.

(3) If upon such enquiry, if such person, Director, Manager or Officer aforesaid as the case may be, is found guilty of

any of the Acts mentioned in Sub-section (1) above, then such person shall be compelled to repay or restore the money or property of any part thereof respectively with interest at such rate as may be determined by the Judge or to contribute such sums to the asset of the Company by way of compensation in respect of the misapplication, retainer, misfeasance or breach of trust as the Judge thinks just.

(4) The enquiry shall be completed within a period of one year from the date of the commencement of this Act.

(5) This section shall apply notwithstanding that the matter is one for which the person concerned may be criminally liable'."

(The amendment also stood in the names of Shri S. Kumaran, Shi Yogendra Sharma, Shri Bhola Prasad and Shri M. Kalyanasundram.)

Sir, I will mention the essence in a few words. The Courts should have the power to assess the damage against the delinquent Directors at that time. That is the scheme of the amendment. This is what we are providing for. As I said, the liquidation proceedings should have been gone into. The Government should have taken over later. They should have allowed the liquidation proceedings so that the whole facts would have come before the court under a judicial enquiry. Many people could have gone with the evidence. Many things would have been revealed. If you don't mind, one of the objects of such hurried action of nationalisation by an Ordinance seems to be the fear of the foreseeable enquiry and disclosure in a court of law. Therefore, I say let the court go into it.

The question was proposed.

MR. DEPUTY CHAIRMAN :
Mr. Minister, have you anything to
say ?

SHRI CHARANJIT CHA-
NANA : Not necessary.

MR. DEPUTY CHAIRMAN :
The question is :

"That at page 13 after line 21,
the following new clause be
inserted, namely :—

'30A. (1) Notwithstanding any
judgement, decree or order of any
court, Tribunal or other authority or
anything contained in any law for
the time being in force and the
provisions of this Act, an enquiry
shall be held by a Judge of the
Supreme Court as may be selected
by the Chief Justice of that Court to
ascertain whether any person who
has taken part in the promotion or
formation of the Company or any
past or present Director, Manager
or Officer of the Company has
misapplied or remained or become
liable or accountable for any money
or property of the Company or has
been guilty of any misfeasance or
breach of trust in relation to the
Company.

(2) For the purpose of such -
enquiry, the Judge shall be entitled
to examine into the conduct of the
person, Director, Manager or
Officer aforesaid.

(3) If upon such enquiry, if
such person, Director, Manager or
Officer aforesaid as the case may
be, is found guilty of any of the
acts mentioned in sub-section (1)
above, then such person shall be
compelled to repay or restore the
money or property or any part
thereof respectively, with interest
at such rate as may be determined
by the Judge or to contribute such
sum to the assets of the Company
by way of compensation in respect
of the misapplication, retainer,
misfea-

sance or breach of trust as the
Judge thinks just.

(4) The enquiry shall be
completed within a period of one
year from the date of the co-
mmencement of this Act.

(5) This section shall apply
notwithstanding that the matter is
one for which the person con-
cerned may be criminally liable'."

The motion was negatived.

*Clauses 31 to 33 were added to the
Bill.*

The Schedule

MR. DEPUTY CHAIRMAN :
Now we shall take up the Schedule.
There are 9 amendments.

SHRI SHRIDHARWASUDEO
DHABE : Sir, I beg to move :

41. "That at page 14, line 21,
after the words 'Corporation of
India' the words 'gratuity' any
terminal benefits' be inserted.

SHRI BHUPESH GUPTA :
Sir, I beg to move :

42. "That at page t4, after line
22, the following be inserted,
namely :—

"(aa) balance of prices after
deducting the prices paid, to be paid
to farmers whose lands within the
ceiling were acquired to ensure
market value for their lands so
acquired ;

(aaa) the arrears of outstandings
dues payable to the manufacturers
of bus bodies supplied to the
companies for meeting orders of the
State transport undertakings'."

43. "That at page 14, after line 25, the following be inserted, namely:—

"(c) Secured loans with interest'."

44. "That at page 14, for line 27, the following be substituted, namely:—

(a) Any credit availed of for purposes of trade or manufacturing operations.

(b) Deposits towards dealership.

(c) Deposits received from the public or from the members of the Company.

(d) Share application monies where shares were not allotted'."

46. "That at page 14, for line 29, the following be substituted, namely:—

"Amount due to the Government of Haryana towards the cost of land."

47. "That at page 14, for lines 31 to 36, the following be substituted, namely:—

'Any other dues'."

48. "That at page 14, line 33, after the word 'dealership' the words "after inquiring into circumstances in which and the consideration for which such deposits were made be inserted."

49. That at page 14, lines 37 and 38 be deleted.

(The amendment Nos. 43, 44, 46, 47 and 49 also stood in the names of Shri S. Kumaran, Shri Yogendra Sharma, Shri Bhola Prasad and Shri M. Kalyanasundaram.)

The questions were proposed.

SHRI SHRIDHAR WASUDEO DHABE: Sir, my amendment is

merely consequential to amendment No. 8 to clause 5. I only want the words "gratuity, any terminal benefits" to be included. But that amendment has already been negatived.

SHRI BHUPESH GUPTA : Sir, my amendment is regarding the five categories of people who would be receiving the compensation. The first thing I want to say is that as far as those whose land we have taken are concerned, some land was acquired in excess of the ceiling. But those whose land has been taken within the ceiling, they should be given compensation at the market rate. They are poor peasants.

We observe the ceiling laws and I think article 32B or 32C of the Constitution lays down that when you take over land within the ceiling limit, you have to pay the compensation at the market rate. This is ray one amendment. There I have quote ! the farmers also. I want to protect the farmers. It is for them to decide.

Then the arrears of outstandings dues payable to the manufacturers of bus bodies supplied to the companies for meeting orders of the State transport undertakings. It is well known, Sir, that the Maruti concern did not make the bus bodies. They got them made by artisans and others in various places and then they supplied them on behalf of the Maruti. These small business people should be given what is their legitimate due. They are not Maruti people. The company was buying from them and selling under their own brand name.

As far as the secured loans with interest is concerned, I have already said about it. I need not say more on it. Then I have said about the amount due to the Government of Haryana towards the cost of land. Sir, I am considerate towards the Haryana Government. Why should the exchequer suffer ? Sir, you come from Haryana ? No. Therefore, how will you understand the worry of the

[Shri Bhupesh Gupta]

Haryana Government ? I come from Bengal and I have a feeling for Haryana. You are so near, yet you do not have any feeling. Only I want that the Government should not be put to loss. The Government should not be put to loss. Finally, Sir, this is the last amendment to the Schedule that I have given. The others are deletions. Amendment 47 is about share application money where share were not allotted. Under amendment 49, lines 37 and 38 are proposed to be deleted. These lines should really be deleted. What is "any other dues"? We do not know what is "any other dues?".

At the end, Sir, as far as I am concerned, I would only say that this Bill has brought no credit to the Government. In fact, it has damaged Government and the benefit of this Bill, I am afraid, will go to many many questionable creatures in the big business, in the black trade, to racketeers and other. We are rewarding these people by this Bill and hence I am opposed to it. It is not that we are opposed to the public sector.

MR. DEPUTY CHAIRMAN : Mr. Minister, would you like to say anything ?

SHRI CHARANJIT CHANANA :
No, Sir.

MR. DEPUTY CHAIRMAN :
Now I will put the amendment No. 41 of Shri Dhabe to vote. The question is :

41. "That at page 14, line 21, after the words 'Corporation of India the words gratuity, any terminal benefits' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
Now I will put the amendment Nos. 42, 43, 44, 46, 47, 48 and 49 of I Shri Bhupesh Gupta to vote.

The question is :

42. "That at page 14 after line 22, the following be inserted, namely—

'(aa) balance of price after deducting the prices paid, to be paid to farmers whose lands within the ceiling were acquired to ensure market value for their land so acquired.

(aaa) the arrears of outstanding dues payable to the manufacturers of bus bodies supplied to the companies for meeting orders of the State transport undertakings'."

43. "That at page 14, after line 25, following be inserted, namely:—

'(c) Secured loans with interest'."

44. That at page 14, for line 27, the following be substituted, namely:—

'(a) Any credit availed of for purposes of trade or manufacturing operations.

(b) Deposits towards dealer ship.

(c) Deposits received from the public or from the members of the Company.

(d) Share application monies where shares were not allotted'."

46. "That at page 14, for line 29, the following be substituted, namely:—

"Amount due to the Government of Haryana towards the cost of land'."

47. "That at page 14, for line 31 to 36, the following be substituted, namely:—

'Any other drugs'."

48. "That at page 14, line 33, after the word 'dealership' the words after inquiring into circumstances in which and the consideration for which such deposits were made' be inserted."

49. That at page 14, lines 37 and 38 be deleted.

The motions were negatived.

MR. DEPUTY CHAIRMAN :
The question is :

"That the Scheduled stand part of the Bill."

The motion was adopted.

The Scheduled was added to the Bill.

MR. DEPUTY CHAIRMAN :
Now we shall take up clause 1 of the Bill. There is one amendment by Shri Dhabe.

Clause 1 : (Short title and commencement)

SHRI SHRIDHAR WASUDEO DHABE : Sir, I move :

5. "That at page 2, for lines 13 and 14, the following be substituted, namely:—

'(2) It shall come into force on the date to be notified by the Central Government.'

The question was put and the motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

"That clause 1 stand part of the Bill."

The motion was adopted.

Clause 1 was added to the Bill.

The Enacting Formula was added to the Bill.

MR. DEPUTY CHAIRMAN :
We shall now take up the Preamble. There are four amendments.

Preamble

SHRI JASWANT SINGH : Sir, I move:

2. "That at page 1, in para 1, for the words 'engaged' in the', the words 'engaged in an attempt to' be substituted."

3. "That at page 2, in para 3, after the word 'have' the words 'been mismanaged and the Company is under liquidation and have' be inserted."

SHRI BHUPESH GUPTA :
Sir, I move:

4. "That at page 2, in para 4, after the word 'vehicles' the words 'for public transport and commercial purpose' be inserted'."

PROF. SOURENDRA BHAT-
TACHARJEE : Sir, I move :

51. "That at page 2, in para 4, the words 'so as to increase the production of motor vehicles and generate employment in the interest of the general public' be dckted."

The questions were proposed-

MR. DEPUTY CHAIRMAN :
Mr. Jaswant Singh, would you like to speak ? No. All right. Mr. Bhupesh Gupta, you have spoken.

I SHRI BHUPESH GUPTA : Sir, on that I have never spoken. Sir, my I amendment provides for public transport and commercial purposes. I do not want that the small car should 1 be given priority whether in the 1 public sector or in the private sector at this stage. The cost of that car 1 will be very high and, in any case, only very affluent people now can buy cars. When the energy problem is there, it is necessary to shift the 1 emphasis to public transport. That

[Shri Bhupesh Gupta]

is why I say I make the Bill obligatory here, that this concern which you are taking over should not go in for, at the present moment at any rate, for—Mr. Ramamurti also said it—the production of small cars. Small cars ? What does it mean ? Fifty thousand rupees. How many people can afford it ? Therefore, Sir, what we need now is public transport and so, more buses, mini-buses and other such things should be manufactured there. This is my suggestion and that is why I want this thing to be included. Besides, I had planned for nationalisation of the entire automobile industry. I want modernisation, but in a proper way, for public utility purposes, not for the sake of the affluent classes, to provide them with luxury cars in our country. We need more modern buses, for public transport and commercial vehicles. By all means, go in for them. On proper terms turn I would not rule out collaboration agreements when they are in the national interest. But, Sir, let us not revive the theory of small car. It is only something which will benefit the rich people today in the Indian conditions. Hence my amendment.

PROF. SOURENDRA BHATTACHARJEE : Sir, my amendment is aimed at just remove the misleading statement contained in the Bill. It won't be taking away anything essential from the Bill. I hope the Minister will accept it.

MR. DEPUTY CHAIRMAN:
The question is :

2. "That at page 1, in para i, for the words 'engaged in the', the words 'engaged in an attempt to' be substituted."

3. "That at page 2 in para 3, after the word 'have' the words 'been mismanaged and the Company is under liquidation and have' be inserted."

The motions were negatived.

MR. DEPUTY CHAIRMAN : The question is :

4. "That at page 2, in para 4, after the word 'vehicles' the words 'for public transport and commercial purpose' be inserted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The question is :

51. "That at page 2, in para 4, the words 'so as to increase the production of motor vehicles' and generate employment in the interest of the general public' be deleted."

The motion was negatived.

Preamble

MR. DEPUTY CHAIRMAN :
The question is :

"That the Preamble stand part of the Bill."

The motion was adopted

The Preamble was added to the Bill.

Long Title

MR. DEPUTY CHAIRMAN :
We take up the Title. There are two amendments.

SHRI BHUPESH GUPTA : Sir, I move :

1. "That at page 1, in the long title for the words 'which are essential to the needs of the economy of the country', the words 'but not smaller or big passenger cars which are essential to the needs of the economy of the country particularly of public transport' be substituted."

PROF. SOURENDRA BHATTACHARJEE : Sir, I move :

50. "That at page 1, in the long-title, the words 'with a view to

securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and to ensure higher production of motor vehicles which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto' be deleted."

The questions were proposed,

SHRI BHUPESH GUPTA : Sir I have made it a longer title.

MR. DEPUTY CHAIRMAN :
The question is :

1. "That at page 1, in the long title for the words 'which are essential to the needs of the economy of the country', the words 'But not smaller or big passenger cars which are essential to the needs of the economy of the country particularly of public transport' be substituted."

The motion was negatived.

MR. DEPUTY CHAIRMAN :
The questions is :

50. 'That at page 1, in the long title, the words 'with a view to securing the utilisation of the available infrastructure, to modernise the automobile industry, to effect a more economical utilisation of scarce fuel and to ensure higher production of motor vehicles which are essential to the needs of the economy of the country and for matters connected therewith or incidental thereto' be deleted."

The motion was negatived.

MR. DEPUTY CHAIRMAN:
The question is :

"That the Title stand part of the Bill."

The motion was adopted.

The Title was added to the Bill,

SHRI CHARANJIT CHANANA-
Sir, I beg to move :

"That the Bill be passed." *The*

question was proposed.

श्री भोला पासवान शास्त्री (बिहार) :
उपसभापति जी, सभा के सामने मारुति लिमिटेड विधेयक, 1980 स्वीकृति के लिये है। आज दिन भर इस पर बहस हुई। मैंने बड़े गौर से उसको सुना लेकिन मुझे आज यह नया तर्जुबा हुआ कि विरोधी दल की ओर से जितनी बातें उठायी गईं; जितनी बातें कहीं गईं उनसे मैं एक का भी संतोषजनक जवाब सरकारी बैचेज से नहीं आया। बल्कि मैं कहूंगा कि इधर से जितनी बातें कही गईं मालूम पड़ता था कि दीवाल को वह बातें मुनायी जा रही हैं और कहावत है कि दीवाल के भी कान होते हैं, लेकिन इस गवर्नमेंट के कान नहीं हैं। ऐसा तर्जुबा पहले कभी नहीं हुआ था कि गवर्नमेंट और सरकारी बैचेज इतनी चुप क्यों रहीं यह आज नया तर्जुबा हुआ है इसलिये ऐसा बिल कि जिसके बारे में इतना विवाद है और यह दूसरी बात है कि चानना जी के लिये मेरे दिल में बड़ा आदर है लेकिन मैं यहां तो सरकार के लिये कह रहा हूं कि जो सरकार इतनी कमजोर हो गयी है उसमें इतनी कमजोरी आ गयी है कि उसके मुंह में जुवान भी नहीं है और बात पूछने पर भी जवाब नहीं मिलता और जो विरोधी दल के साथ इस प्रकार का व्यवहार करे तो वह चल नहीं सकती और इसलिये हम लोग जो विरोधी दल में हैं इस बिल के पक्ष में नहीं हैं और इस बिल को हम पास नहीं करना चाहते और इसलिये इस के विरोध में हम वाकआउट करते हैं।

[श्री भोला पासवान शास्त्री]

(At this stage some hon. Members left the Chamber)

MR. DEPUTY CHAIRMAN :
Now I put the question. (Interruptions)

SHRI R. RAMAKRISHNAN
(Tamil Nadu) : Sir, I can speak. I am entitled to speak. What I want to say with due respect to my friends in the Opposition is that these are not laughable matters. We are here in this House to transact the business.

MR. DEPUTY CHAIRMAN :
Thank you very much.

SHRI R. RAMAKRISHNAN:
Please listen to me for one minute. Yesterday they walked out like this. There may be differences of opinion. There was voting and there was division at every stage. We should not make a mockery of Parliamentary practice. When you are defeated you cannot walk out. I want to record my protest.

MR. DEPUTY CHAIRMAN:
All right.

The question is :

"That the Bill be passed."

The motion was adopted.

श्री नागेश्वर प्रसाद शाही : श्रीमन् हम लोग कल एक बजे रात तक बैठे। कुछ लोगों की तबियत खराब हो गई। जो बकाया बिजनेस है वह हम लोग कल डिस्पोज आफ कर देंगे। इसलिए आज सदन को ऐडजर्न करै, साढ़े आठ बज चुके हैं। जो रिमेनिंग बिजनेस है वह कल डिस्पोज आफ करेंगे।

श्री मनुभाई पटेल : उपसभापति, जो दो बिल्स हैं वह नान-कंट्रोवर्शल हैं। इसलिए कल कोई मुश्किल नहीं होगा। बहुत आसानी से पास हों जायेंगे...
(Interruptions)

श्री जे० के० जैन : तुम्हारा भरोसा नहीं है, तुम विश्वास खो चुके हो...
(Interruptions)

SHRI MANUBHAI PATEL : Do not talk irresponsibly. The Opposition parties are responsible.

THE LEADER OF THE HOUSE
(SHRI PRANAB MUKHERJEE): Sir, I had a discussion with some of the leaders of the various opposition groups, including Shahi ji, I am really grateful that the Members sat yesterday till midnight and today also they sat till 8 30. I have no objection. But the only one point is that the business of tomorrow will be pretty heavy in the sense that there are six items of legislative business, including supplementary Bills. The Calling Attention is also there. If the opposition leaders give me assurance that all the business will be over. I have no objection. (Interruptions)

MR. DEPUTY CHAIRMAN : Mr.

श्री नागेश्वर प्रसाद शाही : आप 5 सप्ताह में 40 बिल डिस्पोज आफ करना चाहते हैं यह सम्भव नहीं है। इसलिए आपकी भूल के लिए सारा सदन सफर करे, यह ठीक नहीं है।

Shahi, may I submit. (Interruptions). No, no. Mr. Shahi, please take your seat. Please hear me. I have some experience of the House. Let me also tell you. I know what you are saying. Mr. Bhupesh Gupta is not here, Mr. Ramamurti is not here. Your Members, those of the Janata Party and others, you cannot control. Let me tell, Mr. Patel. (Interruptions) No, I have seen you. (Interruptions) When Mr. Jha stands up, you will say, "All right, let him speak." Tomorrow the Calling Attention is there. It is bound to go upto 1 -00 P.M. You cannot stop. There is also Half-an-Hour Discussion. It has been admitted. (Interruptions)

श्री नागेश्वर प्रसाद शाही : आप हाउस को अपना बेगार मत बनाइये। हाउस के मेम्बरान बौडेड लेबर नहीं हैं। आप जैसा हमें डिबेट करना चाहते हैं...
(Interruptions)

श्री उपसभापति : मैं डिबेट नहीं करना चाहता हूँ। आपने यह कहा कि 6 बिल हम पास कर देंगे। असम पर काल अटेंशन है, बहुत सा काम है...
(Interruptions)

श्री नागेश्वर प्रसाद शाही : असम पर डिस्कशन हो चुका है। एक घंटे में वह खत्म हो जाएगा। जितने बाकी बिल हैं वह हो जायेंगे।

श्री उपसभापति : इस सदन में एक दिन को छोड़कर कभी काल अटेंशन समय पर खत्म नहीं हुआ।

श्री नागेश्वर प्रसाद शाही : आप चाहते हैं कि अपोजिशन न रहे सब बिल पास हो जायें... (Interruptions)

श्री उपसभापति : मैं नहीं चाहता।

श्री नागेश्वर प्रसाद शाही : लीडर आफ हाउस को कोई एतराज नहीं है तो आप क्यों जबरदस्ती करते हैं?...
(Interruptions)

श्री उपसभापति : आप मेरी बात सुनिए, कृपा करके, आप बैठ जाइये।

श्री नागेश्वर प्रसाद शाही : मैं सुन रहा हूँ।

MR. DEPUTY CHAIRMAN : मैं यह कहना चाहता हूँ कि लीडर आफ दि हाउस ने यह बताया कि 6 बिल अभी पास होने हैं। मैं यह कहना चाहूंगा कल असम पर कॉलिंग अटेंशन भी है।

(Interruptions) Please let me tell you. The Calling Attention is already admitted and even if one Member stands up, you cannot stop it. This is the procedure. I tell you. And there is a Half-an-Hour discussion already admitted. You know how much time a Half-an-Hour discussion takes. It takes at least one hour. So that was the information that I wanted to convey. The way the House has been going on, you know Calling Attention takes two hours and a Half-an-Hour discussion takes one hour. (Interruptions) I cannot do it. That has been admitted, (Interruptions). Even if one Member stands up, you cannot stop it.

श्री नागेश्वर प्रसाद शाही : यह सब की राय हो गई है। जब सब की राय हो गई है कि बकिया बिजनेस कल डिस्पोज आफ करेंगे तो आपको क्या आपत्ति है।

श्री उपसभापति : मुझे कोई आपत्ति नहीं है। मैं सूचना दे रहा था। आप सुनने को तैयार नहीं।

SHRI U.R. KRISHNAN : You can extend the Session by one day,

श्री नागेश्वर प्रसाद शाही : यह जानकारी हम लोगों को है। जो बिजनेस बाकी है उसकी पूरी जानकारी है। इस जानकारी करने के बाद ही हम लोगों ने तय किया है कि बकिया बिजनेस कल डिस्पोज आफ करेंगे।

श्री उपसभापति : ठीक है। मुझे कोई आपत्ति नहीं।

SHRI PRANAB MUKHERJEE : Sir, it is for Opposition parties. If they want to complete all the business tomorrow, I have no objection. But only one point I want to make clear and that is, that all the business is to be over by tomorrow. We are not in a position to extend the session.

[ShriPranab Mukherjee]

Therefore, all the pending Government business will have to be over by tomorrow.

SHRI MANUBHAI PATEL : He need not extend the session. It will be over by tomorrow. And let me tell Mr. Jain that we are not speaking as individual Members. We speak as the Whips of our parties and on behalf of our parties. All the Opposition parties have agreed that we will co-operate in finishing the business tomorrow. That is why we are requesting. And when the Leader of the House has already agreed, you should not object to it.

SHRI SITA RAM KESRI :
My only request is, all of you, please proceed to Room No. 70 for your dinner.

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श्री उपसभापति : आप सब का बहुत-
बहुत धन्यवाद। अब सदन की कार्रवाई
कल 11 बजे तक के लिये स्थगित की
जाती है।

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The House then adjourned
at thirty-two minutes past
eight of the clock till eleven of
the clock on Wednesday, the
24th December, 1980.