

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT/ssjfcjtfii\* m^px fl WU \*rai (SHRI GHANSHYAM OZA) : (a) A comparison of the ex-factory prices of cars manufactured in the country with those produced in Europe is not possible as the models of the car currently under production in the country are no longer produced abroad. It is, however, a fact that the prices of cars produced in India are somewhat higher than the prices of comparable models of cars produced in foreign countries.

(b) to (d) No specific survey or studies to investigate into the basic causes of high prices of Indian cars have been undertaken, but the subject has been covered in the cost investigations carried out by the Tariff Commission during the years 1967 and 1968 and by the Car Prices Inquiry Commission during the year 1970. The main reasons for the high cost of production of cars in the country include the low volume of production, the higher prices of plant and machinery, the higher costs of production of components, the higher prices of raw materials and the higher incidence of taxation.

51. [Transferred to the \st June, 1971].

#### SURVEY ON SECUNDRABAD-NADIKUDE LINE

52. SHRI V.B. RA.IU : Will the Minister of RAILWAYS/^ tfcft be pleased to state :

(a) whether the survey which was undertaken by Government to connect Secundrabad with Nadikude on the South Central Railway has been completed; and

(b) if so, the time by when the construction of the line is expected to be taken up?

THE MINISTER OF RAILWAYS/^ »fcft (SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) The survey reports are, at present, under the examination of the Railway Board. A decision regarding the construction of this project will be taken after the examination of the reports is completed.

इंजीनियरी उद्योग में अतिरिक्त उत्पादन के सम्बन्ध में इंजीनियरिंग एसोसियेशन आफ इंडिया के अध्यक्ष का वक्तव्य

53. श्री मान सिंह वर्मा : क्या औद्योगिक विकास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इंजीनियरिंग एसोसियेशन आफ इंडिया के अध्यक्ष श्री सत्यपाल ने हाल में कहा है कि यदि इंजीनियरी उद्योग को अपनी पूर्ण उत्पादन क्षमता तक काम करने दिया जाय तो 500 करोड़ रुपये तक के मूल्य का अतिरिक्त उत्पादन हो सकता है; और

(ख) यदि हां, तो सरकार की प्रतिक्रिया क्या है और उसके द्वारा इस सम्बन्ध में क्या पग उठाये जा रहे हैं ?

#### T[STATEMENT BY CHAIRMAN, ENGINEERING ASSOCIATION OF INDIA REGARDING ADDITIONAL PRODUCTION IN ENGINEERING INDUSTRY

\*53. SHRI MAN SINGH VARMA : Will the Minister of INDUSTRIAL DEVELOPMENT/sn^rrfTO fopra »rat be pleased to state :

(a) whether it is a fact that the Chairman of the Engineering Association of India, Shri Satya Pal has recently stated that there could be an additional production of the order of Rs. 500 crores per year if the engineering industry is allowed to work to its full production capacity; and

(b) if so, what is the reaction of Government and what steps are being taken by them in this regard?

औद्योगिक मंत्रालय में राज्य मंत्री (श्री घन-श्याम ओझा) : (क) श्री सत्य पाल जी ने अन्य बातों के साथ यह भी कहा कि इंजीनियरी उद्योगों के उत्पादन को बढ़ाने की भी गुंजाइश है।

(ख) उत्पादन को बढ़ाने की दृष्टि से सरकार ने लाइसेंस नीति को उदार कर दिया है जिसके अनुसार ऐसे एकक जिनका विनियोजन 1 करोड़ रुपये से कम है कुछ शर्तों के अधीन लाइसेंस

t[ ] English translation.

से मुक्त कर दिये गये हैं। सरकार ने औद्योगिक लाइसेंसों के लिए उद्योगों की 'प्रतिबन्धित' सूची को भी समाप्त कर दिया है। सरकार आयात नीति को, विशेषकर पूँजीगत सामान सम्बन्धी नीति को और भी उदार बना रही है/बनाने की सोच रही है।

[THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT : (SHRI GHANSHYAMBHAI OZA) : (a) Shri Satya Pal, *inter alia*, mentioned that there is scope to increase production of engineering industries.

(b) With a view to encourage production, Government have liberalised the licensing policy according to which units having an investment of less than Rs. one crore are exempted from licensing, subject to certain conditions. Government have also abolished and 'Banned' list of Industries for purpose, of industrial licence. They are also taking/contemplating further liberalisation of import policy, particularly in respect of capital goods.]

#### BAN ON STRIKES ON NORTH EASTERN RAILWAY

54. SHRI T.V. ANANDAN : Will the Minister of RAILWAYS/?, if he be pleased to state :

(a) whether it is a fact that an order banning strikes on the North Eastern Railway under the Essential Services Maintenance Act was promulgated by Government on the 18th April, 1971; and

(b) if so, the results achieved thereby?

THE MINISTER OF RAILWAYS/ (SHRI K. HANUMANTHAIYA) : (a) Yes.

(b) Railway staff posted in Garhara-Barauni area suddenly struck work from 25-3-1971. The illegal stoppage continued even after an appeal was made by the Minister for Railways on 7th April, 1971. Therefore, a notification under the Essential Services Maintenance Act, 1968 was issued on 18th April, 1971 banning strikes on the North Eastern Railways as a preventive measure so that this illegal strike might not spread to other areas as also to enable effective action being taken against the persons, who were preventing the large body of willing workers through intimidation. The strike was called off on 27-4-1971.

[ ] English translation.

#### PLAN FOR CONVERSION OF METRE GAUGE LINE INTO BROAD GAUGE

55. SHRI N.K. KRISHNAN : SHRI M.V. BHADRAM : DR. Z.A. AHMAD :

SHRI S.A. KHAJA MOHIDEEN : Will the Minister of RAILWAYS/ be pleased to state :

(a) whether it is a fact that Government have prepared a perspective plan for the conversion of metre gauge tracks into broad gauge in the country;

(b) if so, what are the details thereof; and

(c) what is the estimated cost of the plan?

THE MINISTER OF RAILWAYS/ (SHRI K. HANUMANTHAIYA) : (a) to (c) A perspective plan for the conversion to Broad Gauge of about 3200 Kms. of some of the arterial high density metre gauge routes in the country in the next 10 to 15 years at a cost of about Rs. 230 crores has been prepared. A list of these sections is attached (*See* statement below). The lines to be actually converted and their order of priority will be finalised after surveys and economic studies are completed and the reports thereon are examined from all angles and conversion of the line is found to be justified.

#### STATEMENT

S. No.	Name of Sections
1	Varanasi-Bhatni-Gorakhpur.
2	Barabanki-Gonda-Gorakhpur (including parallel B.G. line between Barabanki and Gonda).
3	Viramgam-Okha-Porbandar.
4	Guntakal-Bangalore (including parallel B.G. line between Guntakal and Dhar-mavaram).
5	Bongaigaon-Gauhati.