

SHRI A. D. MANI : I have given my name also.

SHRI LOKANATH MISRA (Orissa): Before you call the Minister to make the statement, I have a submission to make.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You can submit after he has made the statement.

STATEMENT BY MINISTER REGARDING THE SCOOTER PROJECT IN THE PUBLIC SECTOR

SHRI LOKANATH MISRA (Orissa): We know what the statement is about. Is it something other than scooters? If it is regarding scooters I have to bring to your kind notice a serious lapse. The Chairman was good enough to pull up the Government last time because of some leakages in the press, four times, even when both the Houses were in session. Today, again, I bring to your kind notice a news item in the *Statesman* of today where it leaks out certain policy matters which are decided in the Cabinet. Now, Sir, before these announcements were made in both the Houses of Parliament....

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Is it the statement or the news?

SHRI LOKANATH MISRA: Whatever news is contained in the newspaper is contained in the statement. Let him make the statement. Thereafter we shall tally whether some of the informations which are contained in this newspapers are also contained in his statement. Then I shall raise the point.

SHRI LAL K. ADVANI (Delhi): I am sure this is a point of order which pertains to the Chair. My submission is that this morning's report states very categorically that the Union Cabinet took a decision in respect of manufacturing scooters in the public sector. This is the substance of the report.

Then news item goes on to give details about the likely price, structure capacity of the project etc. I think this is the fifth time during this one Session when a thing of this kind has happened. And if Union Cabinet decisions cannot be kept secret from the press, I really wonder how this Government is functioning. It has been repeatedly pointed out that a Cabinet decision should not appear in the press before it is first announced in this House. My submission is, so far as the press is concerned, this sort of report is a tribute to the press; but so far as the Government is concerned, it is a shame and scandal for the Government.

SHRI S. D. MISRA (Uttar Pradesh): There are spies in the Cabinet.

SHRI LAL K. ADVANI. This has happened repeatedly. The day is not far off when even internal discussions of the Cabinet—who spoke what and who differed from whom—are going to appear in the press, unless this is checked by the Chair. My submission to the Chair is, this sort of thing should not happen again. If it happens, then certainly it is contempt of the House.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The Minister.

THE LEADER OF THE OPPOSITION (SHRI S. N. MISHRA): What is the ruling of the Chair on this point? Sir, we have been mentioning, as you know, this very subject so often during the current session of Parliament and four or five times this has occurred. Now, the Chair should be pleased to indicate to us what the remedy to this kind of thing is.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): After hearing the Minister.

SHRI S. N. MISHRA: But this is a very serious matter.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH): Sir, the hon. Members have raised this question and said that there was some

policy decision which has been leaked out to the press. May I say that this decision was taken last October and it was known to the press, to everybody in the country. (*Interruption by Shri Lal K. Advani*) Either you speak or I speak. Both of us cannot speak at the same time. You had your say. Now you might do me the courtesy of listening to me. What I am trying to say is that this decision was taken last October and as I read the statement, you will see that there is no question of any policy decision having been leaked out. I took the earliest opportunity of informing the House because it is a matter in which the House will be very greatly interested. What we have done is really implementation of the recommendations of the committee. The policy decision was really taken last October and, therefore, there is no leakage of any policy as such. Now, with your permission, I will read out the statement.

उपसभाध्यक्ष महोदय, जैसा कि सदन को मालूम है कि सरकार ने गत वर्ष स्कूटर निर्माण करने के लिए....

SHRI G. A. APPAN (Tamil Nadu): On a point of order, Sir. He is reading it in Hindi. Why should he not read it in English? Any policy statement of the Government has to be given in English. (*Interruptions*) Why should the Minister read it in Hindi? The Minister is common for all States. He does not belong to a State which encourages Hindi. He is representing all the States. So, the Chair may request the hon. Minister to give the statement in English.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): In this matter it is the option of the Minister to read it out either in Hindi or in English. For those Members who do not understand Hindi, arrangement is there for translation.

SHRI G. A. APPAN: It is an insult to other languages. It is discrimination; it is undue preference given to Hindi. Anyway, let me voice my protest. If it comes from other Members, we can tolerate it. But this is a

national issue. It is a national statement. They cannot give undue prominence to Hindi.

श्री दिनेश सिंह : जैसा कि सदन को मालूम है कि सरकार ने गत वर्ष स्कूटर निर्माण करने के लिये एक कारखाना सरकारी क्षेत्र में लगाने का निर्णय किया था...

SHRI G. A. APPAN: I walk out as a protest. What is this? He is making a statement in Hindi, trying to give undue prominence to it. Let him make the statement in Tamil.

(*At this stage, the hon. Member left the House.*)

श्री दिनेश सिंह : और एक उच्च शक्ति सम्पन्न तकनीकी विशेषज्ञों के एक दल की नियुक्ति यह देखने के लिए की थी कि क्या इसके लिये एक देशी नमूना तथा उत्पादन कार्यक्रम तैयार करना सम्भव है। विशेषज्ञों की इस समिति ने अपना प्रतिवेदन प्रस्तुत कर दिया है और सरकार ने उसकी जांच की है। समिति ने यह सिफारिश की है कि दो पारी के आधार पर प्रारम्भ में 1,00,000 स्कूटर प्रति वर्ष निर्माण करने के लिये जिसमें विस्तार की पहले ही व्यवस्था की गई हो, सरकारी क्षेत्र में एक कारखाने की स्थापना आर्थिक दृष्टि से व्यावहारिक है, किन्तु उनका कथन है कि स्कूटर का देशी कोई नमूना तुरन्त उपलब्ध नहीं है। समिति के अनुसार स्कूटर के नये नमूने को प्रारम्भ से ही तैयार करने में लगभग 4 से 5 वर्ष लगेंगे और फिर परियोजना के आयोजन तथा उसके कार्यान्वयन में 3 वर्ष और लगेंगे। उन्होंने यह भी बताया है कि ऐसी सफल परियोजना की स्थापना के लिये जिसके स्कूटर देश तथा विदेश की मंडियों में विक्रम के यह आवश्यक है कि समूचे विश्व में विद्यमान नमूनों में से सबसे अच्छे नमूने का चयन किया जाय।

इस समय देश में पहले ही स्कूटरों की अत्यधिक मांग है और यह प्रतिदिन बढ़ रही है। निर्यात की भी अच्छी सम्भावनाएं हैं।

[श्री दिनेश सिंह]

अतः यह वांछनीय नहीं कि इस बड़ी तथा बढ़ती हुई मांग के लिये पूर्णरूपेण देशी नमूने के विकास के लिए वर्षों प्रतीक्षा की जाये।

इसी कारण सरकार ने यह निश्चय किया है कि प्रस्तावित सरकारी क्षेत्र की परियोजना में किसी परीक्षित विदेशी नमूने के स्कूटर का निर्माण किया जाये जिससे कि उत्पादन को बिना विलम्ब आरम्भ किया जा सके।

इसी आधार पर स्कूटरों के निर्माण के लिये एक उपयुक्त नमूने के चयन के लिये पग उठाये जा रहे हैं ताकि सरकारी क्षेत्र में यथा सम्भव शीघ्रता से स्कूटरों के निर्माण को प्रारम्भ किया जा सके।

SHRI LOKANATH MISRA: Sir, now my objection stands so much so that there are certain phrases and sentences which occur in the statement itself and which relate to policy, as I said. I will read out the sentences. The first point is it is a matter of policy whether they are going to do it in the public sector or the private sector; number two is also a policy matter whether it is with foreign collaboration or is fully indigenous. It is a matter of policy; is it not? Would you not agree that it is a policy matter?

THE-VICE CHAIRMAN (SHRI AKBAR ALI KHAN): This was decided. . . .

SHRI LOKANATH MISRA: No, Sir. That it would be a foreign collaboration was not decided. . . .

SHRI LAL K. ADVANI: Only the public sector was decided.

SHRI LOKANATH MISRA: Sir, kindly be attentive. This is a very subtle point. It says, "The decision to start a scooter project in the public sector is not new; it is part of the Fourth Plan and the Cabinet's approval to the project was given 'in principle' last October." That is what he has said and that is what appears here also. Now it further says. "What is

new is the decision to seek a 'suitable modern' model of 'proven design for mass production' from foreign sources." So, it has definitely been leaked to the press. The second point is this. They are choosing a foreign design because they want to compete with outside market and they want a portion of it to be exported. That is what exactly the news agency also says here. . . . (Interruption by Shri A. G. Kulkarni) Mr. Kulkarni, is no authority on this. There are other authorities. Mr. Kulkarni, let me have my say. I do not want to comment on you now.

SHRI A. G. KULKARNI (Maharashtra): Yes, you complete your point and then I will have my say.

SHRI LOKANATH MISRA: The news agency says,—about the modern design—"The aim of the committee will be to select a modern design that is capable of being produced on a mass scale so that it is possible not only to meet internal demand but also to export part of the production." It is part of what is contained in the statement. Therefore, there is a definite case of contempt of the House. You may not hold him for breach of privilege of the House, but the Government has been admonished four or five times. Let us not make it a farce. The Chair pulling up the Government has almost become a daily routine affair. Let us not make it a routine affair. They are used to it and they will go on doing it and again leak out to the press and ultimately you will have to accept that position. We do not want that position to come. Something more serious should be done so that the Government would not dare to do it in future.

SHRI LAL K. ADVANI: I do not want to repeat what my hon. colleague Shri Misra has said. He has pointed out that substantially whatever the Minister has said has appeared in the press. I will only mention two facts. Firstly, the hon. Minister has referred to the fact that the decision in principle had been taken in September last. I agree with him. This fact also has been mentioned in this press

report that in principle the Government was agreeable to have the scooter manufactured in the public sector and that this decision was taken earlier. But a technical committee was formed and the decision in respect of the technical committee's report was taken only yesterday. This is important. It is on the basis of that decision taken by the Union Cabinet yesterday that this report has appeared. This is what makes this leakage to the press a contempt of the House. The Minister has himself said that he has taken the earliest opportunity to apprise the House of this decision. May be the Cabinet met last evening and therefore he thought that the earliest opportunity was to get it published in today's early morning papers and be leaked it out to the press.

My second point is that the decision taken yesterday has no relevance to the September decision because this decision is to have foreign collaboration. This foreign collaboration issue is entirely new and this is a decision that the Cabinet took yesterday. Also, my humble submission is that it is not merely a question of policy decision. Of course, in this case, policy is also involved. But even if policy is not involved, this is an important decision taken by the Government and it ought to have been placed before the House first of all before it had gone to the press. Anyone who would read this report will come to the conclusion that this is not any casual kite-flying by journalists or an intelligent guess by any press correspondent. This is certainly briefing by the Ministry or the Minister concerned. It is for the Chair to find out. But I strongly hold that this is a case which certainly, if not technically, amounts to contempt of the House and therefore—this is happening for the fifth time—you should on your own *suo motu* refer it to the Privileges Committee. I hope that the Privileges Committee will be able to unearth much more information on this matter.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): I want to

reserve my judgment for tomorrow. Hon. Member can ask questions for clarification.

THE LEADER OF THE OPPOSITION (SHRI S. N. MISHRA): Kindly listen to the points of substance with regard to this issue so that you might be able to deal with it effectively tomorrow in your Chamber...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): They have already spoken....

SHRI S. N. MISHRA: I will not repeat any of the points made by other hon. Members here. My only point is this: If the decision had been taken earlier in the month of October, then was that decision announced to the House? I do not recollect. If the decision had been announced after it was taken in the month of October, then another point would arise. What are the points of departure from the statement made earlier? If any new grounds have been struck, have these new grounds been mentioned in the report this morning? If there is absolutely no newness about it, then there was no point in making this statement. If there is some newness in the announcement, then we should know about the points which are new. The two points which are mentioned in this connection are foreign collaboration...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): You need not repeat them.

SHRI S. N. MISHRA: I am saying this so that this point is not lost on you. You seem to be taking it lightly....

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Not lightly. I will consider it.

SHRI S. N. MISHRA: You will consider it. We are raising this matter for the fifth time during the current session. We are serious about it and we feel that this matter should be committed to the care of the Committee of Privileges. It may not be a matter constituting privilege exactly,

[Shri S. N. Mishra]

but even so those Members who constitute this Committee might be able to go into this matter a little more fully and carefully. My submission is that this matter should be committed to the Privileges Committee. This has happened for the fifth time and the Ministry concerned has been the main erring Ministry during the current session. I would like this matter to be committed to the Committee on Privileges. It will not be exactly technically a matter of privilege and yet, even the case of contempt could be gone into by this Committee. That is my suggestion.

SHRI BALACHANDRA MENON (Kerala) : Sir, I want to ask a question regarding the statement made by the hon. Minister. It is not on this issue. It is only on the question regarding the statement.

SHRI A. D. MANI (Madhya Pradesh) : Sir, I want to speak on this issue.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Some Members are very keen.

SHRI A. D. MANI : Sir if I may say so respectfully, I speak in two capacities—first, as a Member of this House and secondly, as a journalist of 40 years' standing in this country. After what Shri Mishra has pointed out, it is quite clear that there is a 'proven design.' It means that there has been a leakage somewhere. We, the newspaper people, depend on loquacious Ministers or their assistants—we are thankful to them for talking freely about decisions taken in the Cabinet; otherwise, we will not be in a position to produce newspapers. I would not go to the extent of my friend, Shri Mishra, of committing a newspaper to the Privileges Committee. What I think is that the purpose will be served if you pull up ...

SHRI LOKANATH MISRA : He never said that the paper should be committed.

SHRI A. D. MANI : The Minister has got to explain how identical words appeared in the report of "The Statesman". Unless the Minister has talked about it, no newspaper man can reproduce in a photographic way that "the Indian design is not suitable and we want something for the export market", which means divulging of a Cabinet decision. Sir, I feel this is a case where a broad friendly warning should be administered to the Minister which would meet the ends of justice.

SHRI S. N. MISHRA : For how many times ?

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Shri Kulkarni.

SHRI A. G. KULKARNI : I want to ask one question.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Shrimati Purabi Mukhopadhyay.

SHRIMATI PURABI MUKHOPADHYAY (West Bengal) : Mr. Vice-Chairman, Sir, there is a difference between a Press report and a policy statement made by a Minister in the course of a Press interview or through the Press. The question that has been raised here is this: If it is only a question of some items appearing in the Press as a report of the Press or a Press report, the Minister himself has not done anything which is contrary to the rules of privilege. But, if it is a question that the Minister has given a Press statement, where it is a policy matter, without first giving it before the House and placing that statement here, he would have done a breach of privilege. But, in this particular case, the question is that it is a Press report where the Minister has no responsibility and there is no question of breach of privilege of the House.

SHRI A. G. KULKARNI : Sir, My submission is that as the Minister has rightly stated, the decision to manufacture scooters was taken in October last when, I think, the Parliament was not in session and that was announced at that time as a Cabinet decision. Then,

Sir, it might be also that the decision was taken on a report submitted by some Committee— I learn that it is the Murthy Committee which has submitted a report to the Government of India on the feasibility of production of scooters. Then, Sir, my friends on the opposite are stating that there is a leakage in the Press. I do not understand whether there is any leakage in the Press because the decision was already taken one year back, in the last October. It is not the point that a new decision has been taken. What I think, Sir, is, as the statement would indicate, that the Cabinet has finally decided to manufacture scooters in the public sector and that also with foreign collaboration. Whether that foreign collaboration is required or not is another matter but I do not understand how the matter of privilege comes in because no such statement has been made by the Minister to the Press the Minister is not involved in this.

SHRI V. B. RAJU (Andhra Pradesh): I do not want to hold any brief for the Government but I wonder how this is becoming a matter of privilege. The Member himself admitted that it is leakage. It is not a statement made by the Minister to the Press ignoring the House. If the Minister has made a statement to the Press ignoring the actual right of the House to hear first, then the Minister could be hauled up.

(Interruptions)

SHRI S. N. MISHRA: You seem to be looking at us but you do not pull up the Member when it has been mentioned for the fifth time. It has been pointed out that the leakage is deliberate and therefore it constitutes a privilege. You have no right to look at us like that.

SHRI LOKANATH MISRA: He says that if somebody is making an irrelevant point, you should pull him up and ask him to sit down.

SHRI V. B. RAJU: No allegation has been made that the Minister has rushed to the Press cheating the rights

of the House. That is number one. Secondly, a leakage can never be deliberate, it is an accident. There are so many leakages and even before a Minister is sworn in or the Government makes an announcement, the news that so and so is going to be appointed as a Minister is there in the Press. Hundred and one things come in the Press and we must congratulate the Indian Press for its capacity to extract things from the Government and from Members. Therefore we are wasting the time of the House by actually deliberating on this matter and it is better that we drop this. We hope the Government will be more careful to see that such leakages will not be there in the future.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Now I close the discussion on this. I give you the opportunity to ask questions on the statement of the Minister if any clarification is needed.

SHRI BALACHANDRA MENON: I would like to know from the Minister whether there is not an indigenous product in India even though it is a small one and whether it cannot be encouraged. Last year when this question was taken up, Minister replied that there is some indigenous unit. Now the unemployed engineers have taken it up and they have formed a society and have taken up that work. Will the Government encourage that one instead of going in for foreign collaboration; even if it has not come up to the international standard, it can be helped to grow and in the course of one or two years it can be developed. I would like to know why the co-operative sector cannot be encouraged where the entire money has been collected by the workers themselves and by the engineers? They have taken up the factory and they are producing it. Why not we encourage it and even if it does not come up to the international standard, our people will be satisfied with the swadeshi product. Why not support that and make an attempt to have our own scooter? This is a question which I have asked several times.

[Shri Balachandra Menon]

The engineers have collected the money. The State Government has given the money and we want proper encouragement for that and let the 25,000 scooters which you will produce be on a co-operative basis, which will be acceptable to our people even if they are not up to the international standard.

SHRI G. A. APPAN : I have a very great regard for my friend, Shri Dinesh Singh, who is here. In spite of that I only felt sorry that he began to give the Government reply in Hindi in preference to English. I only want to ask for some clarifications. Is it not a fact that in 1929 or 1930 motor cycles of scooter type were being sold for Rs. 190 each. Is it not a fact that the cost of a scooter is in the range of three thousand rupees and more? And is it not a fact that many of the people, who are in need of scooters, are buying the scooters at a heavy premium paying some extra amount to the people who deliver the goods and to the people who buy the licence and permit for this and then transfer it to another? Is it also not a fact that we are not able to meet the full demand for scooters? How long is he going to take to make the country self-reliant in the production of scooters? Also the feels that by the policy of asking other people to produce the scooters in the private sector the price will become Rs. 300 to Rs. 400 less. Is it such a huge amount when compared to the Rs. 3,000 and Rs. 4,000 being charged as the price of a scooter? May I also ask the Government if it will agree to a small committee of engineers and Members of Parliament to produce the scooters—not only scooters, but also auto-rickshaws, motor cycles, jeeps, and so on—in one and the same factory by dismantling some existing plant and putting in some new plant in its place. When that Mr. G. D. Naidu, a small individual, could make in those days a motor cycle by his own efforts, is it not possible for this country to decide on a completely indigenous design and leave it to a competent body of engineers and Members of Parliament and

Cost Accountants to decide on its price and have it produced in this country to the extent required? To do this work in this manner will he give an assurance on the floor of this House?

श्री बालकृष्ण गुप्त (बिहार) : उपसभाध्यक्ष महोदय, प्रिविलेज के क्वेश्चन की तो बहुत बात हो चुकी है। मैं भी उसकी तारीफ करता हूँ। लेकिन मैं श्रीमन् उद्योग मंत्री से यह पूछना कि यह कौन "वर्दी" फारेन कोलोबरेटर है कि इतनी जल्दी, अक्टूबर में जिसके साथ बात हुई और आज अगस्त में यह अनाउन्स हो रहा है, यह फैमला हुआ और क्या वह खुद फारेन कोलोबरेटर्स के साथ मैनेज करेंगे या पब्लिक सेक्टर करेगा, क्योंकि तब तो स्कूटर 5,000 रु० में भी नहीं मिलेगा और लोगों को उपलब्ध भी नहीं होगा, और कब तक यह स्कूटर का कारखाना प्रोडक्शन में आयेगा और क्या उसके लाभ होंगे, कौन यह फारेन कोलोबरेटर है—ये सब चीजें मंत्री महोदय यहां साफ करें।

SHRI NAVAL KISHORE (Uttar Pradesh): Mr. Deputy Chairman, Sir, I would like to know from the hon. Minister as to what is the exact production of scooters at present in India. What is the demand for scooters today and how much of this demand has accumulated so far? And then, Sir, is it a fact that some of the units, that have been producing or manufacturing the scooters in India, have approached the Government for the expansion of their existing units on condition that if expansion of their existing units is sanctioned they would reduce the price of a scooter by Rs. 350? Lastly I would like to know as to what would be the price of the scooter that is going to be manufactured in the public sector?

SHRI A. G. KULKARNI: Sir, Government has now come up with a Statement wherein they have said that they are thinking of foreign collaboration. If I remember correctly, it was said by his predecessor here on the floor of this House—I remember so; I will have

to check it up again from the records—that the small-scale sector was prepared to manufacture scooters indigenously and that there were efforts being made to encourage such production in the small-scale sector. This is what I remember, Sir. So what was the compelling reason for the Government to manufacture scooters with foreign collaboration when so much technical know-how of a sophisticated nature is available?

Secondly, if the Government is quite alive to the necessity of giving employment, particularly to the unemployed engineers, I can say that the public sector is really a better proposition. For that also a plant in the public sector with our own technology will be a better proposal than having foreign collaboration.

Thirdly I want to know whether the Government has envisaged to utilise the unutilised capacity in the public sector plant which is already running and which has got no work, whether there is any such proposal in this Report of the Murti Committee or in the decision taken by the Government to utilise the manufacturing capacity and the machinery capacity available in the other public sector units.

श्री एस० ए० मिश्र : श्रीमान्, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि क्या यह बात सही है कि एक वर्किंग ग्रुप आफ ट्रान्सपोर्ट इक्विपमेंट ने यह रिपोर्ट दी है कि 1973-74 के अंत तक यानी चौथी पंचवर्षीय योजना के अंत तक सालाना आवश्यकता स्कूटरों की 2 लाख होगी और पांचवीं पंचवर्षीय योजना तक जो प्रोसपेक्टिव प्लान उन्होंने दिया है उसमें करीब-करीब साढ़े चार लाख स्कूटरों की आवश्यकता होगी। अगर यह बात सही है तो सरकार कैसे समझती है कि एक लाख स्कूटर पब्लिक सेक्टर में बनाने से आवश्यकता पूरी हो सकेगी जिसका आज से 7 वर्ष बाद प्रोडक्शन शुरू होगा क्योंकि अभी मंत्री महोदय ने अपने बयान में बतलाया कि 4 वर्ष के बाद प्रोडक्शन शुरू

होगा और सातवें वर्ष में जाकर इसका प्रोडक्शन एनुअली 1 लाख का आयेगा। प्राइवेट सेक्टर में जो स्थिति है वह केवल 60 और 65 हजार सालाना स्कूटरों का प्रोडक्शन होता है, लेकिन आप 7 वर्ष के बाद एक लाख का प्रोडक्शन का स्वप्न देख रहे हैं जबकि पांचवें प्लान के अंत तक उनके ही वर्किंग ग्रुप आफ ट्रान्सपोर्ट इक्विपमेंट ने कहा है कि साढ़े चार लाख स्कूटरों की आवश्यकता होगी। तो मैं यह जानना चाहता हूँ कि उनका इस संबंध में क्या प्लान है और क्या उन्होंने इसके बारे में सोचा है कि जो दो, तीन कंपनियों ने उन्हें आफर किया है, जिस आफर को वे दो सालों से लिये बैठे हैं, जिसमें उन्होंने कहा है कि हम इन्डिजीनैस मैटिरियल द्वारा दो वर्षों में शतप्रतिशत प्रोडक्शन बढ़ा सकते हैं उन्हें इजाजत देने वाले हैं या नहीं। कोई आप फैक्टरी खोलने वाले हैं, हम बारे में सोच रहे हैं जिससे देश में स्कूटरों की आवश्यकता को पूरी कर सकें। ये बातें मैं इस संबंध में जानना चाहता हूँ।

SHRI M. V. BHADRAM (Andhra Pradesh): Sir, will the Government assure this House that the indigenous technical know-how and also the material available in India will be fully utilised before they import material or technical know-how under this collaboration?

SHRI M. M. DHARIA (Maharashtra): Mr. Vice-Chairman, Sir, I have not been able to understand this craze for foreign collaborations in spite of the fact that technical know-how indigenously is available in this country. May I know from the hon. Minister the reasons why the Government intends to have this foreign collaboration.

Secondly, is it not a fact that it is possible to utilise the present capacity and also to expand the present private sector so that it can be exploited for the public purpose? Of course when I say this I am very clear. I have stated his on the floor of the House that there should be equity capital of the

[Shri M. M. Dharia]

Government itself in such expansions and the price control and quality control should be introduced and the Government should take care that price and quality are properly maintained. When there are hundreds of our Engineers who are prepared to undertake such sort of things—in Kerala they have already done it—why are they not being encouraged? I am not opposed to the public sector; the whole House knows my views but here I feel that the Government has not taken into consideration the resources already available in the country. There are people who are prepared to manufacture this. May I know from the Government whether he is going to expand the present production in the country and the present machinery that exists in the country to its fullest extent and may I know why it is not possible to encourage our young engineers and entrepreneurs of the country? Is it so much necessary to have this foreign collaboration? Is it not a fact that the private manufacturers here have extended all possible cooperation the Government and it is possible for the Government to have this done through them. In this background why the Government has taken this decision it is very difficult to understand at least for a common man like me. Will the Government throw light on this?

I would like to warn this Government. Today the Government should immediately stop this craze for foreign collaboration, if we want to see that our engineers here and our technicians here are employed. Instead of going in for foreign collaboration, all possible help should be made available to our engineers and the brains within India itself.

SHRI LOKANATH MISRA : While congratulating all the protagonists of the public sector on this particular issue for having a national approach rather than an ideological approach, I would like the hon. Minister to kindly tell me whether, because of the inefficiency of the public sector, he wants to make

up that inefficiency by going in for collaboration with a foreign party and whether it is not a fact that in the private sector even though no foreign collaboration is available and the private sector enterprises produce scooters and are prepared to produce motor cars, it is only on an ideological basis the Government does not want the private sector to get this licence. They want to invite foreign collaborators to come and displace our engineers who are already unemployed in India and create further confusion in the country and boost up the prices of both scooters and motor cars by the public sector entering the field for the production of these items.

SHRI A. D. MANI : The report in the *Statesman*, to which my hon. friend, Mr. Misra, referred, mentions also that the Government expects to bring down the price of scooters by Rs. 300 or Rs. 400/-. I would like the hon. Minister not to give an assurance on the subject, but to tell us candidly whether he frankly thinks that this is possible knowing what is the performance of the public sector in this country. I want to go on record saying this in the year 1970 that the scooters in the public sector will cost much more than the scooters in the private sector. I want this to go on record and in making this point I would like to ask him very candidly ...

SHRI LOKANATH MISRA : But this Minister would be Minister of Foreign Affairs probably by then.

SHRI A. D. MANI : I would like the Minister to tell us candidly in what way does he expect to bring down the price of scooters in the country. The second point that has been made by my hon. friend, Mr. Dharia, is this ...

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN) : Why do you repeat ?

SHRI A. D. MANI : I am on a new point. I am superimposing my point on his. A hundred thousand engineers are unemployed in this country. The hon. Minister spoke about

a proven design and he spoke about an export market. Have we exported one single Ambassador, one single Standard Herald, one single Fiat? Why should we talk of an export market when the internal production is not adequate to meet the internal demands? Where is he going to export all these scooters? Are we going in for high-speed motor cycles? We want a Motor cycle which will be serviceable, which will be economic, which will go at 40 km. or 50 km. speed. There are a number of engineers who can produce indigenous designs and I think it is an insult to our indigenous engineers....

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Please ask a clarification.

SHRI A. D. MANI: I am making a point which I think, you will appreciate. A number of engineers are unemployed. We want a modern up-to-date design. The other point is this, Has the Minister made up his mind not to allow expansion of the present private sector in scooters? I may not go to the extent of my hon. friend, Mr. Dharia. He said that there should be equity participation and so on. These are quite different matters.

But the present private sector is producing satisfactory scooters. Are you prepared to allow them to expand? Are you prepared to give them facilities?

These are the three points that I pose before the Minister for his consideration and answer.

श्री जगदीश प्रसाद माथुर (राजस्थान) :
माननीय मंत्री महोदय यह बताने की कृपा करें कि वे जो यह स्कूटर का कारखाना सरकारी क्षेत्र में खोलने जा रहे हैं फारेन कोलाबरेशन से या फारेन नो-हाऊ से उस में फारेन एक्सचेंज का क्वांटम कितना होगा। इसके साथ मैं यह भी वे बताने की कृपा करें कि आज जो इस्टेब्लिश्ड कारखाने हैं और उन्होंने जो आप से अपने एक्सपैशन की मांग की है उन को अगर आप एक्सपैशन

की इजाजत दे देते तो उस में फारेन एक्सचेंज का कितना क्वांटम होता, उन में कितना अंतर आने वाला है और यह भी बतलायें कि वर्तमान स्कूटर्स की कीमत, जो वेस्पा और लम्बरेटा है, और जो नया बनने वाला है उस की कीमत के बराबर होगी या कम होगी, जैसे छोटी कार के बारे में आश्वासन मिला है कि उस की कीमत कम होगी क्या उसी तरह से इस की कीमत के बारे में भी आप को कुछ कहना है ; ? और दूसरे देश में कई लोगो ने आवेदन दिये हैं ऐसा आप ने कहा है। तो मैं जानना चाहता हूं कि ऐसे कितने आवेदक हैं जिन्होंने देश के अपने साधनों से ही स्कूटर बनाने के आवेदन दिये हैं ? आप सरकारी क्षेत्र में कोई कारखाना खोलें इस में कोई आपत्ति नहीं, लेकिन जिन लोगो ने इस के लिए फारेन एक्सचेंज नहीं मांगा है, उन को भी आप परमीशन देंगे या नहीं, यह बतलाने की कृपा करें।

SHRI S. N. MISHRA: Sir, we had expected a more comprehensive statement from the Government on this subject. The statement is made in the context of certain problems that the country is facing in respect of scooters which are a means of transport for the middle class, but we have been sadly disappointed that the Government has not thought it fit to give us a full statement with regard to this problem. So far as I see, there are three or four problems which the country is facing. One is the lack of supply. If this project comes by way of meeting the demand of the public, then the demand would be fulfilled only after seven or eight years, as the hon. Minister has said. What do we do during this interval? There is a lot of pent-up demand, a lot of clamouring demand. How are we going to face this situation? On that the Minister has not told the House anything. There are some existing units and about them the question has legitimately been raised as to whether the capacities of those units are going to be augmented in order to fulfil this demand, which probably could be done

[Shri S. N. Misra]

much more easily and much more quickly during this interval. Therefore, we would like to be assured on this point whether the capacities are going to be augmented in the present units in order to fulfil this demand. If that is going to be done, then with what speed is that going to be done?

The second problem, Mr. Vice-Chairman, is with regard to the prices. How are the prices going to be brought down? So far as the new unit that has been conceived in the public sector is concerned, can the hon. Minister give us any idea about the price that would be charged for the scooter, and in what way would it compare with the prices prevailing just now? On that also we have not had any information.

Thirdly, there is the question of quality control. There are scooters which do not seem to be satisfying the public with regard to their quality. In what way the hon. Minister wants to meet the criticism of the people and provide a scooter of the right quality?

Lastly, the question is with regard to making the production completely indigenous. At the moment we have to depend upon foreign import, from foreign countries to the extent of 4 per cent or so. In addition to that, we have to import a lot of steel required for this purpose. So far as the equipment is concerned, how does the Minister propose to make it completely indigenous? Again, with regard to the quality of steel which we have to import from outside, what does he propose to do? That is another aspect of the same question.

One thing more. We would like to know what would be the investment dimension of the project that has been conceived in the public sector. On that also the hon. Minister has not told the House anything. And I may also add that we would like to know what is the proportion of the production that is proposed to be exported to foreign countries out of the one hundred thousand scooters that the unit is going

to produce after seven years. What is the stipulation with regard to the export that would be made out of it?

श्री नेकीराम (हरियाणा) : उपसभा-पति जी, मैं एक सवाल पूछना चाहता हूँ।

DR. (MRS.) MANGLADEVI TALWAR (Rajasthan) : I would like to have just one clarification. It is the accepted policy of the Government, in the field of the fertiliser industry and fertiliser plants, to give preference to our own people, at least to the private sector in preference to foreign collaboration, foreign capital, foreign know how and foreign people. Our know-how here is so much advanced and it can advance. I quite agree that price and quality must be controlled even in our indigenous efforts, that we should not encourage sub-standard production which will not be liked by our own people because Indians like quality products and not sub-standard products. My clarification is, why is not the same principle, the same philosophy, applied that we should, as far as possible, explore all possibilities because we are bound to give employment to the one hundred thousand unemployed engineers; we have to explore all the indigenous know-how by way of raw materials, by way of other technical points, in preference to the foreign collaboration that the Government is thinking of.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): Neki Ramji.

श्री नेकीराम : मेरा प्वाइंट इन्होंने पूछ लिया।

SHRI DINESH SINGH : Mr. Vice-Chairman, since some of the Members have asked similar questions and since various matters have been raised, if you will permit me, I shall deal with them subject-wise and not refer to them exactly in the order that they may have been put to me.

I am very glad that this question of foreign collaboration has been raised in its various aspects. May I firstly clarify to the House that foreign collaboration does not mean that there will

be all kinds of foreigners camping here and producing this thing and that we shall be mere spectators? The whole point is, it has been decided in October last year that we shall manufacture scooters in this country and that we should set up in the public sector a factory which would be capable of producing one hundred thousand scooters per year. Government desired to know whether it would be possible to find indigenous design and techniques of mass production to manufacture these purely within the resources and knowledge in this country or whether it would be necessary for us to import the design and also the technology that would be necessary to manufacture the scooters. This limited aspect had been considered by the Murty Committee and they had invited indigenous designers and others. Let us not confuse designers with engineers. Engineers manufacture, designers give the design of the article to be manufactured. Therefore they had invited applications from designers, even engineers and others to see whether we could get a design which would have been a 'proven' one. The hon. Shri Moni has taken very great objection to the word 'proven', and he found similarity between this and what appeared in the newspaper. So far as I recall, it was the exact word that we used when we made a statement about the motor car, 'proven'. It is not a new word that we have coined and that has appeared in the newspaper for the first time. But it is a known word which means a "design" which has been proved in use somewhere else. Therefore, the word that has been used in the newspapers is merely accidental.

Now, the question was whether we could find this here. This Committee, after hearing people and inviting their offers and others, came to the conclusion that there was no indigenous proved design which we could take into manufacture in the public sector, and the entire technique of mass production that goes in designing tools and the machines that will produce the tools, the entire technique of mass production for a hundred thousand scooters was not available. To my knowledge 38 people

here have said that they are in a position to manufacture scooters purely from indigenous design and I dare say they may be able to manufacture some scooters. But whether they would be able to manufacture a hundred thousand scooters in the most efficient manner is doubtful. It is the recommendation of the Committee that they would not be able to do so. This is the point that I would like the House to bear in mind that scientifically it is possible to design a scooter. It is possible also to add the frills and make it a goodlooking one but the entire technique of mass production is not possible here. This is the example in other countries also. The Soviet Union, for example, has been manufacturing cars for many years. They have the know-how to manufacture cars. The cars are good. But when they went into mass production of very large size, then even they had to go out and seek collaboration with foreign companies so that they would be able to manufacture half a million motor cars in the most economic way known to modern technology today. And it was this point that came before us also. Should we be satisfied with only old technology in this country or should we keep abreast with technology in all parts of the world, because we have to be competitive if we want the country to advance? Therefore, the import of technology to be able to produce something indigenously is not exactly the same as the idea that a foreign government will come and establish its manufacture here. What, if I may say so, we have been lacking is not so much a question of import of technology but to keep abreast of it. Even these two manufacturers in the private sector about which much has been said in the House that they are in a position to do this and that, are producing scooters ten or twelve years old. They also started with foreign collaboration, not that they used all these engineers and designers who have been available in this country. They imported technology from outside and they have not even cared to improve upon it. It would have been some credit to them if they had kept abreast in these ten years in regard to the models that the manufacturers with whom they

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collaborated are producing in other parts of the world. But if you import technology and stop at that stage and then say that others must borrow through these people who are producing because nothing else is available in the country, twelve-year model, surely, nobody outside is going to buy them. And even to our people, are we justified in forcing on them cars and scooters which are totally obsolete everywhere else? I do not know what experience my other hon'ble friends have in this House. Some of the motor-cars indigenously produced have the reputation of being the world's worst cars. Must we continue to manufacture them even in the public sector? Therefore, in taking this decision I can assure the House that every aspect of the national interest has been taken into account. The idea was that we must get the technique and the design which would be modern, the latest, that would find markets abroad.

I think it was honourable Shri Shyam Nandan Mishra who asked about the export capability. The feasibility report has not yet been produced. I am reporting to the House—and I am reporting to the House not because it was a policy issue as such but because I thought the House would be interested
6 P.M

in knowing that we had come to a certain decision—this limited question. I can assure the hon. Members that there is no question of any leakage from our side. I was going to announce it in this House to-day anyhow, and whatever publicity, so to say, one had sought, one would have got it tomorrow. One day earlier does not make any very great difference so far as we are concerned personally. But what we are trying to report to the House is that we are implementing a decision that has been taken earlier. As an indigenous design is not available, we have decided to go abroad to seek this technology and collaboration. Now a feasibility report would be made—what will be the cost, what will be the production, what will be the export, etc.

Now, with regard to export, in the last meeting of the tripartite Industrial Committee between the U.A.R., Yugoslavia and India, Yugoslavia showed some interest and they said to us that if we could manufacture a modern scooter—they even mentioned the kind of scooter they wanted—with a modern design in this country, they would be willing to buy in substantial numbers from us and may even consider giving up production in their country if we could produce in such large numbers.

SHRI A. D. MANI: I want to ask one question.

SHRI DINESH SINGH: Let me finish. Therefore, these are the expectations. When the feasibility is gone into, then the entire range of information will, I am sure, be provided, as we have been providing information to the House from time to time. Now on the question of indigenous manufacture, regarding those who have applied to us that they can manufacture on indigenous know-how and material, we shall certainly give them every possible assistance that is within the rules.

SHRI BALACHANDRA MENON: I will bring the scooter here; just see it.

SHRI DINESH SINGH: If they can build a scooter which is better than what we build, we shall be very happy and we shall certainly take that into account in any further expansion that we may go into in the public sector, because this is only the beginning; may be much more will be required. Now, I think there has been some misunderstanding between the two Mishrajis who are sitting on the other side, about our taking seven years to produce it. I was only saying that if we had tried to go into the production of the designs, technique and all that here itself, it would take at least seven years. But the idea was not to wait for seven years.

SHRI S. N. MISHRA: How many years?

SHRI DINESH SINGH: When the feasibility report is available, it will be

made known. (*Interruption*) If the hon. Member would have the patience to hear me, he will know what I am trying to say. The exact time-scale will be produced by the feasibility report. But the expectation is that we shall reach a production target of 100,000 in four years from the time collaboration is decided and the decision to go ahead is taken.

Now the other question raised was about the price. The hon. Member, Mr. Mani, had read something somewhere. All that you see in the newspapers is neither true nor brought to their notice by the Government. We have not yet been able to assess what the price will be and I cannot say whether it will be Rs. 200 or Rs. 300 or Rs. 400 or Rs. 1,000 cheaper. That is entirely to be assessed when the feasibility report is available and collaboration has been gone into. Now much interest was shown about increase in the production of the two large manufacturing concerns that are producing scooters. So, sir, there are two large factories producing roughly 40 to 45 per cent each of today's production and they have asked for expansion. We are seriously considering this aspect of their expansion. They are not asking, at least one of them who mentioned to me, for any foreign exchange because they feel that machinery and other things could be got here. We have to see how best we can handle this because these are dominant companies in the sense that their further increase would attract the Monopolies Act and other Acts. We have to see how best we can handle this case, how much expansion we can allow them. But may I say that we have not turned it down? We are considering this matter.

Then, the honourable Mr. Mohan Dharma raised the question whether we should get into equity participation with them. We can consider going into equity participation with them. I think what they are producing is something which is rather obsolete. I do not know whether it is worthwhile tying up Government's money in that. But certainly

it will come if expansion is sanctioned. It will come before the Financing Committee and other committees for assistance and to that extent Government control will be increased. I cannot say for certain whether we would consider it desirable to go into equity participation with them.

Then a question of demand has been raised and it is our information that the demand has been assessed at 200,000 by the working group of the Planning Commission till the end of the Fourth Plan....

SHRI S. N. MISHRA : What is the present demand ?

SHRI DINESH SINGH: Please let me come to the points one by one. The demand as assessed by the Automobile Development Council was 250,000 per year. This would include scooters, mopeds and motor-cycles. And we are planning to meet this demand by the creation of the capacity by 100,000 in the public sector. Now, it is rather difficult to assess the annual demand in that sense. But I would give you an idea of the production that exists. They are producing around 50,000....

SHRI S. N. MISHRA: That we know. It is 60,000.

SHRI DINESH SINGH:or 60,000, and there is a large waiting list. I gave the details to the House. I am sorry I do not have those details just now—the figures of the exact number of people on the waiting list. They are running into astronomical figures. That is why we are anxious to take an early decision so that people start getting scooters and we do not keep their money with us. May I also say that in the various questions that have been raised, there was a feeling that, may be, this will not provide employment to our engineers and others? But that is not true. The project in the public sector will employ Indian engineers and workers and others and there will be no question of the people being deprived of the job opportunities. In fact, the creation of employment capacity will offer more jobs.

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Then there is another question as to whether we are going to make use of the unutilised capacity in the public sector. We shall certainly do that. We shall make use of the unutilised capacity where it exists. That we shall certainly try to.

Then about spare parts and components to individual entrepreneurs as and where possible. This will be only to the small entrepreneurs and not the big enterprises because ours will be a big enterprise and there will be no advantage in passing on the production of the public sector units to the private sector on a large scale. In the small-scale industrial sector we would like to give parts and components to those who can manufacture and, therefore, in this totality this will benefit all the sections that the honourable Members have in mind. We are not denying that. May I just supplement that today the pent-up demand for scooters registered is around 2½ lakhs?

SHRI S. D. MISRA : Sir, one point is not answered. I gave a figure given by the Working Group on Transport Equipment. According to them, by

1977 the requirements of scooter will be 4,50,000. The Minister has contested my year. But it is not my year. I take it that the Minister's year and figure are correct. He said that within four years there will be one lakh scooters. The total requirement comes to 4,50,000 and this is the figure given by an official enquiry committee. How do you propose to fill in the gap?

SHRI DINESH SINGH: If the hon. Member goes through the statement he will see that the committee itself has recommended that there should be a built-in expansion possibility from the very beginning. Shri Menon is proposing to produce some scooters. There will be some other hon. Members who may like to produce scooters and we will gladly consider their applications.

THE VICE-CHAIRMAN (SHRI AKBAR ALI KHAN): The House stands adjourned till 11.00 A.M. on Wednesday.

The House then adjourned at eleven minutes past six of the clock till eleven of the clock on Wednesday, the 19th August, 1970