

Government had requested that a Naptha-based fertilizer plant, a tractor plant and an atomic power plant should be established in the State as Central public sector projects. More recently, in connection with the Fourth Five Year Plan projects, the State Government made a general request that a large share of the investment in Central industrial projects during the Fourth Plan should be allotted to that State; but no specific proposals were made for location of any particular scheme in the Central sector in that State.

#### JESSOP AND CO.

\*17. SHRI R. P. KHAITAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether the Arbitrator appointed to go into the case of Jessop and Co. has given the award ;

(b) if so, the details thereof ; and

(c) the total expenditure incurred on the arbitration ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) :

(a) Yes, Madam, the Arbitrator gave his award on 21st April, 1969.

(b) He has awarded a price of Rs. 50 per share.

(c) An expenditure of Rs. 21,32,489-83 has been incurred by the Government of India on the arbitration.

#### MANUFACTURE OF SMALL CAR BY JAM NAGAR FIRM

♦18. SHRI K. CHANDRASEKHARAN : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been drawn to a news report from Ahmedabad dated the 22nd May, published in the 'Times of India', Bombay Edition, dated the 23rd May, 1969 regarding the manufacture of a small car in 1971 at a cost of Rs. 14,000;

(b) whether it is a fact that the manufacturing units have already begun to manufacture the parts of the car and that no licence is necessary for these units ;

(c) what is the name of the Jam Nagar firm which is manufacturing the Car ; and

(d) whether the Government of India or any authority is concerned with the standard of manufacture of the parts and of the assembled car ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) : (a) Yes, Madam.

(b) It is not known whether the manufacturing units have already started manufacturing parts of the car. No industrial licence is necessary since the scheme is to be implemented in the small scale sector.

(c) M/s. Myco Auto Industries, Jamnagar.

(d) Government of India is concerned with the standard of manufacture of the parts and of the assembled car. Before the party undertakes commercial production of the car, they will be asked to have a few prototypes tested thoroughly by a suitable organisation.

#### छोटी कार, ट्रैक्टर और पावर टिलर का बनाया जाना

\*19. श्री जगदम्बी प्रसाद यादव :  
श्री मान सिंह वर्मा :

क्या औद्योगिक विकास, आन्तरिक व्यापार और समवाय कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) छोटी कार, ट्रैक्टर और पावर टिलर बनाने के जो कारखाने देश में स्थापित किये गये हैं, वे कब तक कार्य आरम्भ कर देंगे ; और

(ख) क्या सरकार ने इस बात का पता लगाने के लिये कोई सर्वेक्षण किया है कि उपरोक्त गाड़ियों की कितनी मांग है और उनकी पूर्ति में कौन बाधक है और इनको दूर करने के लिये क्या कदम उठाये जा रहे हैं ?

**t [MANUFACTURE OF SMALL CAR, TRACTOR  
AND POWER TILLER**

\*19. SHRI J. P. YADAV :

SHRI MAN SINGH VARMA :

Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the time by when the small car, tractor and power tiller manufacturing factories, which have been set up in the Country, would start working ; and

(b) whether Government have conducted a survey to find out the extent of demand and the factors which are hampering the supply of the said automobiles and what steps are being taken to remove these factors ?]

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) तथा (ख) सभा पटल पर एक विवरण रखा जाता है।

**विवरण**

(क) यात्री कारों तथा ट्रैक्टरों के बनाने के लिए लाइसेंस प्राप्त/स्वीकृति प्राप्त कुछ एककों द्वारा पहले ही उत्पादन किया जा रहा है। केवल एक एकक पावर टिलर बना रहा है। छोटी कार बनाने के लिए अभी तक किसी नये एकक को लाइसेंस नहीं दिया गया है। ट्रैक्टरों एवं पावर टिलरों के निर्माण के लिए हाल ही में कुछ नई योजनाओं को स्वीकृत किया गया है। उनमें कब से उत्पादन प्रारम्भ होगा, अभी यह बतलाना संभव नहीं है।

(ख) मशीनी उद्योग / कृषि मशीन उद्योग के योजना ग्रुप द्वारा 1973-1974 तक यात्री कारों, ट्रैक्टरों तथा पावर टिलर की वार्षिक मांग निम्नलिखित अनुमानित की गई है।

	1973-74 तक वार्षिक मांग
1. यात्री कारें .	75,000
2. ट्रैक्टर .	68,000
3. पावर टिलर .	80,000

विद्यमान उत्पादकों द्वारा कारों, ट्रैक्टरों तथा पावर टिलरों का उत्पादन मांग की पूर्ति करने के लिए पर्याप्त नहीं है। विद्यमान उत्पादकों को उनकी पूर्ण लाइसेंस प्राप्त / स्वीकृत क्षमता तक अपने उत्पादन को बढ़ाने के लिए प्रत्येक सुविधा दी जा रही है।

फरवरी, 1968 से ट्रैक्टर / पावर टिलर उद्योग में शीघ्र विकास करने की दृष्टि से, इस उद्योग को उद्योग (विकास एवं विनियमन) अधिनियम, 1951 के लाइसेंस देने सम्बन्धी उपबन्धों से मुक्त कर दिया गया है। निर्णयानुसार ट्रैक्टरों/पावर टिलरों के निर्माण के लिए कुछ नई योजनाओं को अनुमोदित किया गया है और कुछ विचाराधीन हैं। सरकार के विचाराधीन एक प्रस्ताव छोटी कारों के निर्माण के लिए आर्थिक दृष्टि से लाभप्रद एक नए एकक को स्थापित करने का है तथा दूसरा प्रस्ताव छोटे ट्रैक्टरों के उत्पादन के संबंध में है।

t[THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) t

(a) and (b) A statement is laid on the Table of the Sabha.

**STATEMENT**

(a) A number of units, licensed/approved for the manufacture of passenger cars and tractors are already in production. There is only one unit making power-tillers. No new unit for the manufacture of small car has been licensed so far. A number of new schemes for the manufacture of tractors and power tillers have recently been approved. It is not possible to indicate at this stage as to when each of them will go into production.

\*[ ] English translation.

(b) The annual demand for passenger cars, tractors and power tillers by 1973-74 has been estimated by the Planning Group for Machinery Industries; 'Agricultural Machinery as follows]—

	Annual Demand by 1973-74
1. Passenger cars	75,000 Nos.
2. Tractors	68,000 Nos.
3. Power Tillers	80,000 Nos.

The production of cars, tractors and power tillers by the existing manufacturers is not adequate to meet the demand. The existing manufacturers are being afforded every facility to increase their production upto their full licensed/approved capacities.

In order to foster rapid development of the tractor/power tiller industry, this industry has been exempted from the licensing provisions of the Industries (Development & Regulation) Act, 1951 since February, 1968. Following this decision, a number of schemes for the manufacture of tractors/power tillers have been approved and some more are under consideration. Government is also under consideration a proposal to establish a new unit of economic jity for the manufacture of small cars and another for the manufacture of small tractors.]

#### COST OF WATCHES MANUFACTURED BY H.M.T.

\*21. SHRI ABID ALI : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) the cost of each of the different types of watches manufactured by the Hindustan Machine Tools ;

(b) what percentage of the parts are imported;

(c) what is the equivalent (i) ex-factory, (ii) export and (iii) sale in Japan value of similar watches manufactured by the firm with which collaboration has been in force with HMT; and

(d) how much foreign exchange is spent for (i) the import of the components of these watches by the HMT; and (ii) payment of royalty etc. to the Japanese firm?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED) : (a)

It is not considered appropriate to divulge the cost of production of the watches manufactured by Hindustan Machine Tools Ltd. which is a public sector company operating on commercial basis.

(b) 16% by value.

(c) The Collaborators of Hindustan Machine Tools Limited have since discontinued manufacture of the types of watches being manufactured by the latter and as such, it is not possible to give the information.

(d) (i) Rs. 321,26,294 during 1968-69, for import of components ;

(ii) Rs. 2,05,675 during 1968-69, for payment of royalty.

“सुरी ट्रांसमिशन” से युक्त इंजनों का उत्पादन

\* 21. डा० भाई महावीर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि “सुरी ट्रांसमिशन” से युक्त रेलवे इंजन बनाने का ठेका पश्चिम जर्मनी की एक फर्म को दिया गया है ; और

(ख) यदि हां, तो उसके क्या कारण हैं ?

•[MANUFACTURE OF ENGINES FITTED WITH SURI TRANSMISSION SYSTEM

\*21. DR. BHAI MAHAVIR : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the contract for the manufacture of railway engines fitted with 'Suri Transmission System,' has been given to a West German firm; and

(b) if so, the reasons therefor?]

रेल मंत्री (डा० राम सुभग सिंह) : (क) जी हां ।

(ख) यह एक विकासात्मक आर्डर है । इसका उद्देश्य उच्च अश्व-शक्ति वाले रेल