

in the production of scooters, motor cycles, cars and trucks;

(b) whether any licences for the manufacture of scooters or motor cycles were issued during the year 1967; and

(c) if so, the names of licences and the dates from which they are likely to start production?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) There is no need to take any special steps to secure an increase in the production of trucks and motor cycles as the current production of these vehicles is adequate to meet the demand. So far as scooters and passenger cars are concerned, adequate assistance has been given to the existing manufacturers to increase production up to their installed capacity with the result that the production of these vehicles is going up as the following figures would indicate:—

Year	Production of Cars Nos.	Production of Scooters Nos.
1966	27,597	29,971
1967	33,339	37,296
1968	37,303	35,952

In addition, it has also been decided to license one new unit of a suitable economic capacity in the private sector for the manufacture of scooters. The question of creation of additional capacity for the manufacture of passenger cars is also under consideration.

(b) No, Sir.

(c) Does not arise.

STATEMENT MADE BY FORMER MANAGING DIRECTOR, ROURKELA STEEL PLANT ON PUBLIC SECTOR PROJECTS

1568. SARDAR RAM SINGH: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) whether Government's attention has been drawn to the reported

statement of the former Managing Director of Rourkela Steel Plant published in the 'Economic Times' dated the 24th January, 1969 to the effect that the public sector projects suffered from inordinate delay in preparing feasibility and project reports, gross negligence at construction stage, political interference in management, rigid approach of officials and conditional technical help from foreign collaborators;

(b) if so, what are Government's reactions to each of the points raised by the former steel plant official; and

(c) what steps have been taken to remedy the situation?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI K. C. PANT): (a) Yes, Sir.

(b) and (c) A number of deficiencies in the matter of preparation of project reports, cost of construction, etc. have been brought to the notice of Government by the various Parliamentary Committees and by the Administrative Reforms Commission. Suitable instructions/guidelines in these matters have already been issued by Government as indicated in the Memorandum on Public Sector Enterprises circulated to the Members as part of Budget documents on 28-2-1969.

#### CRISIS IN OKHLA INDUSTRIES

1569. SHRI S. A. KHAJA MOHI-DEEN: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether the engineering units of the Okhla industries in Delhi are struggling for survival as a result of last year's recession; and

(b) if so, what steps Government propose to take to remove the aftermath of recession?

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

and (b) Though no unit has closed down due to the recession, they are facing difficulty in the sale of their products. This is purely an economic phenomena. The Government is providing these units with liberal financial assistance, raw materials and other assistance which they may require to tide over this change from the sellers' market to the normal competitive market.

PRODUCTION OF RAILS AT THE BHILAI  
RAIL MILL

1570. DR. B. N. ANTANI: Will the Minister of STEEL AND HEAVY ENGINEERING be pleased to state:

(a) the planned capacity of the rail and structural mill at Bhilai and the actual production during 1966-67;

(b) whether it is a fact that the Bhilai rail mill is rolling 18 metre rails at present for which the mill was not originally designed and that the production is considerably lower than the rated capacity;

(c) the net revenue per day of the Hindustan Steel Limited in the production of the rails for (i) domestic use in 13 metre lengths and (ii) export in 18 metre lengths; and

(d) the net revenue per day by rolling of 80 mm. and 100 mm. billets at the said mill?

THE MINISTER OF STATE IN THE  
MINISTRY OF STEEL AND HEAVY  
ENGINEERING (SHRI K. C. PANT):

(a) The rated capacity of the Rail and Structural Mill at Bhilai is 5,00,000 tonnes of rails and 2,50,000 tonnes of structurals per annum. The actual production during 1966-67 is indicated below:

	(In '000 tonnes) 1966-67
Rails	219
Structurals	114
Billets (in Rail Mill)	172

(b) Since the demand for rails in the country is much less than the capa-

city of the Rail Mill at Bhilai, efforts are made to export rails. To meet the export demand, rails of 18 metres lengths have to be produced. The finishing facilities in the Rail Mill were originally designed for 13 metre rails required by Indian Railway. The production rate of 18 metre length rails is lower than production of 13 metre length.

(c) and (d) On the assumption that the information required relates to the revenue ex-works, the position is as follows:—

The revenue ex-works for 13 metre length rails is Rs. 644/- per tonne and for 18 metre length rails is Rs. 590/- per tonne plus subsidy at 5 per cent thereof. The revenue ex-works for billets is Rs. 439/- per tonne."

DEFECTIVE DOORS AND GLASSES OF CARS

1571. SHRI NAND KISHORE BHATT: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn towards the deteriorating quality of fittings of doors and glasses of cars particularly of the Ambassador and Fiat cars;

(b) if so, the action taken by Government in the matter; and

(c) whether the respective companies propose to change the front windscreen on Government's instructions?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI FAKHRUDDIN ALI AHMED): (a) to (c) Government had been receiving complaints about defects in the quality of cars, including ill-fitting of doors and defective glasses. Following these complaints, Government had set up a committee of experts to make a thorough investigation into the causes of the deterioration in the quality of cars and to suggest remedial measures. The recommendations of the committee have been