

to Questions

the notice if the Government that there are *dies* to the workers which have *not* been paid and is the Government going to take any action for prompt payment of these dues while the investigation is pending?

SHRI DINESH SINGH: Sir, I would beg of the hon. Member to show a little more patience. Let us *get* through at least *some* preliminary investigation of these papers and then we can discuss the issue.

SHRI A. G. KULKARNI: While appreciating the Government's efforts to be strong with such malpractices, may I plead with the Government that this has created a scare in the textile industry? Because, as you know, Sir, this is a raw material and in these rainy days it has to be brought over from very long distances, this two-month period itself is a little bit short. But even taking that for granted, the Government must give protection to the honest mills which want to run their mills and stock this raw material and also the officers who are running them and the House is not in such a position as to create a scare for an honest-running mill.

SHRI DINESH SINGH: If the hon. Member is referring to the scare being created to observe the law, I agree the scare has been created.

SHRI BANKA BEHARY DAS: May I know from the Minister whether Mr. Chandra Shekhar, a Member of this House has given any memorandum to the Minister or the Government about this cornering of stocks by Birla Mills? If it is so, what is that complaint and whether it is being verified?

SHRI DINESH SINGH: Yes, Sir. those complaints also are being looked into in connection with this.

SHRI M. V. BHADRAM: May I know, Sir, if any of the present Central Cabinet Ministers is connected with the Bhiwani Institute?

SHRI DINESH SINGH: I could not say off-hand' I shall have to look into it.

MR. CHAIRMAN: Next question. (*Shri Niren Ghosh stood up in the seat*).

MR. CHAIRMAN: I am trying to see that everybody gets a chance. But there are so many people. I hope you would not mind my passing on to the next question.

#### BOOKING OF CARS

\*94. SHRI CHITTA BASU: Will the Minister of INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS be pleased to state:

(a) the number of persons who have so far got their names registered for allotment of cars; and

(b) what is the amount of money so far deposited by them for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI K. V. RAGHUNATHA REDDY): (a) There were 1,24,586 bookings for cars pending with the various dealers all over the country as on the 31st March, 1967.

(b) The total amount deposited in the Post Offices in support of the bookings for cars pending on the 31st March, 1967 totalled Rs. 24,91,72,000.

SHRI CHITTA BASU: May I know the number of persons? I have forgotten it.

SHRI K. V. RAGHUNATHA REDDY: It is 1,24,586.

SHRI CHITTA BASU: In view of the large number of persons who have registered their names today and in view of the large amount of money being deposited with the Government what programme does the Government propose to take up to meet the demands of the people at the earliest in that regard?

SHRI K. V. RAGHUNATHA REDDY: Sir, it is no doubt true that a large number of people have deposited their money and in view of the capacity available in the various private-owned factories, as and when

cars are available they are being allotted cars; they are getting them. No doubt it is quite a big waiting list. Now we are told that the position is becoming a little easier.

SHRI CHITTA BASU: Sir, in view of the large number of persons waiting for a car and in view of the fact that a large amount of money is deposited with the Government, may I know, Sir, why the Government is hesitating to have a project in the public sector itself to meet the demand?

SHRI FAKHRUDDIN ALI AHMED: I have already indicated that the Government are taking all steps necessary to increase production of the cars, and as I said in a very long statement made before this House, we have issued questionnaires to those who have approached us for producing cheap and economic cars. We are waiting for their replies which are expected to be received by the 31st August. After that the Government will take decision.

SHRI CHITTA BASU: Why is the Government not making progress in the public sector?

SHRI K. V. RAGHUNATHA REDDY: The Government have not said that they will not take it up under -the public sector.

SHRI B. K. P. SINHA: May I know, Sir, the total indigenous production of cars, and on the basis of total yearly production how many years will it take to honour these bookings of 1,24,586? In view of -this, may I know, Sir, why Government are even now going on registering demands for cars and receiving money?

SHRI K. V. RAGHUNATHA REDDY: Sir, in the various States, the period of waiting that is necessary varies from place to place. In relation to the Ambassador cars the maximum period is 6 years and the minimum period is 2 years. And in relation to the Fiat cars the maximum

period is 29 years and the minimum period is about 6 years. But now the position is getting a little easier.

SHRI K. CHANDRASEKHARAN: And Standard Herald?

SHRI K. V. RAGHUNATHA REDDY: Maximum is 8 years and the minimum is one year.

SHRI B. K. P. SINHA: In view of the fact that some demand will take 29 years to be fulfilled, some 8 years and some 10 years, may I know, Sir, why the Government are so liberal in registering orders for cars?

SHRI K. V. RAGHUNATHA REDDY: Sir, it is not the Government that is registering orders. A person can go to the post office and deposit money in the name of any dealer and send the deposit receipt and the order thereof to any dealer in the area he resides.

DR. (MRS.) MANGLADEVI TALWAR: Considering the large number of bookings, may I know from the hon. Minister who are the people who are given priority, if any, in the allotment of cars?

SHRI FAKHRUDDIN ALI AHMED: This procedure of registration has been undertaken for the purpose of giving priority to those who get themselves registered and it is done State-wise. According to that, whosoever is registered first gets a priority in getting a car.

SHRI MULKA GOVINDA REDDY: May I know, Sir, from the Minister what is the annual production of cars by each one of these three private factories and in view of the fact that there is a large demand for small cars, may I know whether the Government is seriously considering the question of manufacturing small car and whether the Government is also considering the question of amalgamating all the three private concerns and take them over in the public sector?

SHRI K. V. RAGHUNATHA REDDY: As far as the production

of cars is concerned the Ambassador in 1966 came to 19,469 and in 1967 up to June 10,840. Similarly, Fiat in 1966 was 7,030 and up to June 1967 it was 4,671. Standing in 1966 was 1,098 and up to June 1967 it was 1,378.

As far as the second part of the question is concerned, the Government is anxious to explore all the possibilities of manufacturing a cheap car and, as it has been already stated on the floor of this House, it would be the endeavour of the Government to have it as far as possible in the public sector.

**SHRI MULKA GOVINDA REDDY:** He has not answered my third question. May I know whether the Government is seriously considering the question of amalgamating all these three concerns into one and taking them over in the public sector?

**SHRI K. V. RAGHUNATHA REDDY:** The hon. Member is aware, Sir, that most of the machinery which is meant for the production of these cars in the various automobile concerns is almost outdated and no useful purpose is likely to be served by amalgamation. Therefore, it is the endeavour of the Government to explore various other means. Further, Sir, manufacturers are also not agreeable to amalgamate them.

**SHRI BIREN ROY:** In view of the fact that even in pre-war days in Germany people subscribed in a similar manner for the production of a people's car or Volkswagen which was produced after the war. Would the Government consider circularising a letter to all concerned and immediately found a company from this Rs. 28 crores and produce 50,00 cars a year at a cheaper rate?

**AN HON. MEMBER:** No.

**SHRI BIREN ROY:** Why not? It is a very easy thing to do.

**SHRI K. V. RAGHUNATHA REDDY:** It is public money deposited by the various depositors. How-

ever, if it is a suggestion for consideration.

**SHRI SITARAM JAIPURIA:** Sir, the automobile manufacturing companies always complain that their capacity remains unutilised while, according to the Minister, the delivery of a car takes even 29 years. May I know, Sir, whether his Ministry has taken steps to find out from the factories the cause why they are not able to utilise their idle capacity, and what steps are they taking in that direction? If the excise duty is reduced substantially, will they not be able to manufacture cheaper cars?

**SHRI K. V. RAGHUNATHA REDDY:** Sir, as far as the automobile industry in India is concerned, there is no idle or unutilised capacity because the private manufacturers are producing more cars even beyond the licensed capacity. The licensed capacity is 10,000 for Ambassador cars and the installed capacity is 15,000. So they are producing more number of cars than that.

श्री गोड़े मुराहरी : मैं सरकार से यह जानना चाहूंगा कि प्राइवेट कार्स के मैन्यु-फैक्चर के बजाय क्या सरकार यह नीति बनाने जा रही है या नहीं कि अब कुछ सालों के लिये प्राइवेट कार्स का मैन्युफैक्चर बन्द रहेगा और जो भी कार या ट्रक प्रोड्यूस होगी, उसका पब्लिक ट्रांसपोर्ट के लिये ही इस्तेमाल होगा ?

**SHRI K. V. RAGHUNATHA REDDY:** Sir, as already stated" on the floor of the House, all these "possibilities are being explored—how far this manufacturing of cheap cars can be done and, from public sector industries, can be utilized.

**SHRI G. MURAHARI:** What I want to know is whether Government would consider stopping the manufacture of cars for private use and manufacturing cars and trucks only for public transport for a few years?

SHRI K. V. RAGHUNATHA REDDY: It is a very good suggestion. It may be considered.

SHRI M. RUTHNASWAMY: May I know whether there is any interest on the large amount of deposits made by applicants for cars and, if so, who earns that interest—the Government or the depositors?

SHRI K. V. RAGHUNATHA REDDY: The person who deposits the money in the Post Office bank gets the interest.

SHRI K. SUNDARAM: -Sir, the jeep manufacturing company has laid off thousands of workers very recently for lack of orders. Why cannot that particular company change over to the manufacture of these cars?

SHRI K. V. RAGHUNATHA REDDY: A separate question may be put on this.

SHRI NIREN GHOSH: I would like to know whether there is any 100 per cent indigenously manufactured car—everything produced and built in this country, without any imported component. If not, may I know if such a car would be produced in India within 2000 B. C? I would also like to know whether Government would consider putting a stop to the increase in the production of cars in the private sector and see that whatever is produced in future is produced in the public sector.

SHRI K. V. RAGHUNATHA REDDY: I do not know whether the hon. Member mentioned 2000 B.C. or A.D. Perhaps he meant 2000 A.D.

SHRI NIREN GHOSH: Yes, 2000 A.D.

SHRI K. V. RAGHUNATHA REDDY: There is no car in India which has got 100 per cent indigenous components.

It is the endeavour of the Government to see that we should be able to produce cars with 100 per cent indigenous components and make use of

all the public sector industries available for this purpose.

SHRI OM METHA: The hon. Minister said just now that production of cheap car is under the active consideration of the Government. I would like to know what the minimum period is during which it will be under the active consideration of the Government.

SHRI K. V. RAGHUNATHA REDDY: I think the period is going to be very short.

SHRI RAJENDRA PRATAP SINHA: It is our experience that the quality of these indigenously manufactured cars is going from bad to worse. And these manufacturers have a guarantee for the sale of their products for the next 29 years. Now, what is the Government doing to see that the quality of the cars does not deteriorate? Secondly, why does the Government not consider permitting expansion of the manufacturing capacities so that the general public may have more of these cars?

SHRI K. V. RAGHUNATHA REDDY: The same considerations which the hon. Member is pleased to mention prompted the Government to appoint a committee to go into the question of quality and other incidental matters which have been discussed. That committee has been appointed by the Government and when its report is received, the necessary steps that will have to be taken will certainly be considered by the Government.

SHRI BABUBHAI M. CHINAI: The idea of having a cheaper car has been conceived for nearly five or six years now and we have been hearing about it. We know at least this much that when a lady conceives, she delivers in nine months' time—whether it is a son or daughter, or in some cases, a miscarriage. But here, Sir the Government conceived this idea of a cheaper car for the last five or six

years. We do not know when this cheaper car is going to come or if there is any miscarriage. It is now high time that this cheaper car was supplied. When this car would be coming or whether they have dropped the idea itself must be told frankly to this House.

SHRI K. V. RAGHUNATHA REDDY: Sir, this question has already been raised and it has been answered by Government. The hon. Member is referring to the problem of post maturity. If necessary, we are prepared to undertake Caesarean operation.

SHRI S. S. MARISWAMY: Sir, it is not merely a question of availability or non-availability of cars and waiting for 29 years or till the doomsday. May I know whether the Minister is aware of the poor quality of cars? There is a lot of complaint all over the country that the quality of cars is very poor. Some hon. Member on the other side also said once that except the horn in the Ambassador car every other part of the car is making a big noise. Is he aware of the fact?

SHRI K. V. RAGHUNATHA REDDY: This question has also been raised and answered, Sir. A Committee has been appointed to go into this matter.

SHRI K. CHANDRASEKHARAN: May I know the total number of cars that have been sold last year out of turn on a priority basis and the percentage of that to the total number of cars produced in the country.

SHRI K. V. RAGHUNATHA REDDY: The hon. Member may kindly put a separate question.

SHRI P. K. KUMARAN: While replying to Mr. Ruthnaswamy, the hon. Minister said that the depositors get the interest on these deposits. May I know in whose name people deposit the money—in the name of the company or in the name of the Govern-

ment or in their own name—and how the depositors can get the interest?

SHRI FAKHRUDDIN ALI AHMED: Sir, the procedure has been changed and if a person wants to apply for registration of a particular car, what he has to do is to open an account in his own name in the savings bank of the Post Office on the condition that this will be a security against the order for that particular car. Thus, if the account is opened in his own name, the interest accruing will also go to him.

SHRI N. SRI RAMA REDDY: Ours is a planned economy. In the planned economy, certain priorities are fixed, I would like to know what position the car manufacture or the cheap car manufacture occupies in this scheme of priorities according to our Plan?

SHRI K. V. RAGHUNATHA REDDY: This small car naturally does not come under any priority, Sir.

SHRI A. D. MANI: Sir, may I draw his attention to the question that has been raised in the House in the past that most of these registrations are bogus registrations? Cars are available to-day. If the Minister wants a car to be produced, I can get a car by paying Rs. 3,000 more to somebody who is prepared to transfer the ownership to me. This black-marketing is going on. Has any attempt been made by Government to find out whether these registrations are genuine registrations or bogus registrations like the registrations of railway berths?

SHRI K. V. RAGHUNATHA REDDY: Sir, previously bank guarantees were quite sufficient for the purpose of registration. But since the Government came to know that there were a number of bogus deposits, this was changed. Government changed the rules to the effect that a person must deposit the money in hard cash in a Post Office Savings

Bank so that such cases may be reduced.

**श्री सुन्दर सिंह भंडारी :** यह जो आपने डिपॉजिट के बारे में बताया कि जो लेने वाला है वह अपने नाम पर डिपॉजिट कराये, यह योजना कब से लागू हुई है और इसके पहले जो डिपॉजिट्स हुये वे किन के नाम पर थे, उन अकाउन्ट्स को ट्रान्सफर करने का कोई इन्तजाम किया है क्या और अगर नहीं किया है तो उन अकाउन्ट्स पर जो व्याज आता है, वह व्याज किस के पास जाता है ?

**SHRI K. V. RAGHUNATHA REDDY:** Sir, in May 1965 this change in respect of bank guarantee was introduced. Also the customers can book their orders only in the area in which they reside. These are the two conditions placed in May 1965. As far as the second question is concerned, a separate question may be put—whether these bank deposits were transferred or not.

**श्री शुक्देव प्रसाद :** श्रीमन्, जैसा कि छोटी कारों के बारे में सदन में बहुत बार प्रश्न उठा, तो क्या मैं माननीय मंत्री जी से यह जानने की कोशिश करूँ कि छोटी कारों या सस्ती कारों की तरह से ही सस्ते किस्म के ट्रैक्टर बनाने की कोई योजना सरकार के विचाराधीन है ?

**SHRI K. V. RAGHUNATHA REDDY:** The Government are also exploring various possibilities of producing cheap and good tractors also for the agriculturists,

**MR. CHAIRMAN:** I shall stop here. Next question.

\*95. [Postponed to the 10th, August, 1967.]

#### RETRENCHMENT OF STAFF AND ABOLITION OF POSTS

\*96. **SHRI A. D. MANI:** Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of fall in revenue, economy measures are being taken by way of retrenchment of staff and abolition of posts in the Railways; and

(b) if so; the number of posts at the officers' level on the Indian Railways which are going to be abolished?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH):** (a) and (b) A review has been undertaken of the strength of officers and staff in various offices of Railways to explore the possibility of any reduction in the strength of those departments or offices, in view of the great need for economy. This review is still in progress.

**SHRI A. D. MANI:** May I ask whether a review has been made on the multiplication of staff on account of the creation of new zones particularly the zone at Hyderabad?

**SHRI C. M. POONACHA:** The South Central Railway Zone was constituted very recently and it is just coming to regular form. So it is too early for me to say what is the position there but I must say that the very fact of having created a new zone does itself imply that there would be certain additional top executives posts so far as that new zone is concerned. As far as that particular zone is concerned, detailed review has not been undertaken because it is just recently formed.

**SHRI A. D. MANI:** Is there any cell functioning in the Zonal Administration to find out at what level retrenchment can be effected without creating much discontent?

**SHRI C. M. POONACHA:** There is no specific cell as such but the General Managers are constantly reviewing the position through their Chief Personnel Officer and as such it is a regular exercise by the top Management of each Railway.