

liability of these Companies to the Government in regard to these sums. As a matter of fact, they threatened to go to court also because they felt that Government was claiming something which it was not entitled to under the 1958 agreement. With the help of Finance and other officers we carried on protracted negotiations with them for almost ten or twelve months and ultimately it was agreed that they would accept the liability from the time they went into one million tonnes additional production. From that date onwards all this interest has been calculated and it has been fully stated in the answer given by my colleague.

SHRI A. D. MANI: I do not think that the Government has made any statement about this agreement on the floor of the House, though the matter has been repeatedly raised. I would like to the Minister whether this amount has been paid within the time stipulated under this agreement or whether they have asked for extension of the time to pay the amount of Rs. 5 crores.

SHRI T. N. SINGH : They did not make the payment when the dispute arose. The matter might have gone to court, but it was settled through negotiation and this is what happened.

SHRI K. K. SHAH : Is it not a fact that originally these loans were intended to persuade them to go into expansion and were intended to be free of interest and subsequently, the actual payment was to be made out of the additional rise in price to be sanctioned by government? *[Interruption by Shri Bhupesh Gupta. To Shri Bhupesh Gupta.]* You must be fair to us. Here is the plighted word of the Government. They did not agree to the rise in price, but still Tatas agreed to pay it because of pressure from Government.

SHRI T. N. SINGH : I would avoid entering into the claims of various sides on the floor of the House, because God knows when it may become the subject-matter of a legal dispute.

(Some hon. Members stood up)

MR. CHAIRMAN : I have asked several Members . . .

SHRI ARJUN ARORA: Mr. Bhupesh Gupta has, I think, asked five questions and so we should also get some time.

MR. CHAIRMAN : Let me make a submission. I can easily demonstrate to the House that, if they do not listen to what I have been saying these last few days that we are taking too much time on one question, they can take the one full hour over one question, but I do not want to do that.

SHRI ARJUN ARORA : May I know, Sir . . .

MR. CHAIRMAN : This is your reaction to what I have said. Next question.

कारों तथा स्कूटरों की बुकिंग

*243. श्री विमलकुमार मन्नालालजी

चोरङ्गिया : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न राज्यों में वेस्पा, लम्ब्रेटा स्कूटरों तथा फिग्ट कारों के कितने-कितने आर्डर सम्बन्धित डीलर्स के पास बुक हुए हैं ; और

(ख) भाग (क) में से दो गई तीनों चीजों में से प्रत्येक का सबसे पुराना आर्डर किस राज्य में बुक किया गया था और वह आर्डर किस-किस वर्ष बुक किया गया था ?

t [BOOKING OF CARS AND SCOOTERS

*243. SHRI V. M. CHORDIA : Will the Minister of INDUSTRY be pleased to state :

(a) the number of orders for Vespa and Lambretta Scooters and Fiat Cars booked with the dealers concerned in the various States; and

(b) the name of the State where the oldest order for each of the three vehicles referred to in part (a) above was booked and the year in which the same was booked in each case?]

f[] English translation.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI BIBUDHENDRA MISRA) : (a) and (b) A statement is laid on the Table of the House.

STATEMENT

(a) The number of orders for Vespa, Lambretta and Fiat Cars pending with the dealers in various States as on 30th June, 1966 are as under:

	Nos.
(i) Fiat Cars	58,000 approximately
(ii) Lambretta scooters	70,297
(iii) Vespa scooters	94,703

(b) The name of the State where the oldest outstanding order for each of the

three vehicles was booked and the year in which it was booked are given below :

Name of the Vehicle	Name of the State where booked	Year of the oldest order
(i) Fiat Car .	Gujarat	April, 1960.
(ii) Lambretta scooter.	Madhya Pradesh	January, 1960.
(iii) Vespa scooter	Madhya Pradesh	March, 1963.

†[उद्योग मंत्रालय में राज्य मंत्री (श्री बिबुधेन्द्र मिश्र) : (क) और (ख) सदन की मेज पर एक विवरण रखा जाता है।

विवरण		
(क) वेस्पा, लैम्ब्रेटा और फिएट कारों के लिये 30 जून 1966 को विभिन्न राज्यों में विक्रेताओं के पास आर्डरों की संख्या निम्न प्रकार है :-		
	संख्या	
(1) फिएट कारें	58,000 लगभग	
(2) लैम्ब्रेटा स्कूटर	70,297	
(3) वेस्पा स्कूटर	94,703	
(ख) उपर्युक्त तीनों गाड़ियों में से प्रत्येक के लिये बुक कराये गये सबसे पुराने बकाया आर्डर किस राज्य के हैं तथा किस वर्ष में बुक कराये गये, यह नीचे बताया गया है		
गाड़ी का नाम	राज्य का नाम जहाँ बुक कराया गया	सबसे पुराने आर्डर का वर्ष
(1) फिएट कार	गुजरात	अप्रैल, 1960
(2) लैम्ब्रेटा स्कूटर	मध्य प्रदेश	जनवरी, 1960
(3) वेस्पा स्कूटर	मध्य प्रदेश	मार्च, 1963]

श्री विमलकुमार मन्नालाल जी चौरड़िया : क्या माननीय मंत्री महोदय बताने की कृपा करेंगे कि 1960 ई० के जो आर्डर बुक हैं उनको भी जब अभी तक कार्स या लम्ब्रेटा अबिलेविल नहीं हो सका तो फिर किस गति से हमारा काम चलेगा और उत्पादन में वृद्धि हो सके इसके लिये कोई विशेष कदम क्या सरकार उठा रही है ?

SHRI BIBUDHENDRA MISRA : That is the reason why the ban on the scooter production in the country has been lifted. Applications have been invited and they have been screened also. We are waiting for the Fourth Year Plan target to be fixed by the Planning Commission, after which we will proceed with licensing.

[] Hindi translation.

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान यह बतायेंगे कि कितने लोगों ने नई कारें बनाने के लिये और लैम्ब्रेटा या वेस्पा स्कूटर या अन्य स्कूटर—वेस्पा नहीं कोई भी नाम हो या नो स्कूटर वगैरह—बनाने के लिये एप्लीकेशन दी है। आपके विभाग द्वारा उनको स्वीकृत भी कर लिया गया लेकिन केवल पंचवर्षीय योजना के लिये समीक्षा की राह देख रहे हैं कि वह स्वीकृत कर दें तो वह इन चीजों का मैनु-फैक्चरिंग कर सकते हैं।

SHRI BIBUDHENDRA MISRA : There were about 192 applications in total—if I remember aright—and they have been screened. All of them have been considered, except 14 or 15, which will be considered on their merits, after the target of the Planning Commission has been fixed.

श्री विमलकुमार मन्नालालजी चौरड़िया : क्या श्रीमान यह बतायेंगे कि जो इन लोगों को इम्पोर्ट लाइसेंस दिया जाता है जो इसके अधिकारी हैं एक्सपोर्ट करने के कारण या किसी भी कारण से तो उस लाइसेंस को वे अपनी फैक्ट्रीज को एक्सपोर्ट करने की अपेक्षा नये कारखाने लगाने के लिये उपयोग में लाते हैं या दूसरे प्रकार से उपयोग में लाते हैं, तो क्या इसको कोई जांच की गई है ?

SHRI BIBUDHENDRA MISRA : So far as import allocation is concerned, for the period April to September, 1966, for six months, I am told that their requirements have been fully met.

SHRIMATI TARA RAMCHANDRA SATHE; May I know whether there is any special quota of scooter rickshaws reserved for goldsmiths in order to help them to rehabilitate themselves?

SHRI BIBUDHENDRA MISRA : There is no such scheme.

श्री रामकुमार भुवालका : क्या मंत्री जी बतायेंगे कि वेस्पा और लैम्ब्रेटा स्कूटर्स और फिएट कार को कितनी एप्लीकेशन खड़ी है, कितने आदमियों की एप्लीकेशन खड़ी है।

SHRI BIBUDHENDRA MISRA : It is there in the man answer.

श्री रामकुमार भुवालका : स्टेटमेंट से कैसे मान्य पड़ेगा, सब को स्टेटमेंट नहीं मिलता है।

SHRI I. K. GUJRAL : The hon. Minister, some six months ago gave us an assurance that production would increase. Now, some 192 industrialists have been given priorities for import licences. May I ask the hon. Minister if they have made up their mind as to by how much production will go up on the basis of the import licences now being issued in the course of the next one year?

SHRI BIBUDHENDRA MISRA : The installed capacity today is in the case of Vespa 12,000, Lambretta 12,000 and Enfields, Madras 6,000.

SHRI I. K. GUJRAL : Is it current production?

SHRI BIBUDHENDRA MISRA : I am talking of the capacity. As against this, the actual production has been low. As I have said, the allocation made for the purpose for the period April to September, 1966 will make it up. It would go up to the installed capacity.

SHRI M. M. DHARIA : There is considerable scarcity of cars and scooters in our country. Even though several manufacturers are prepared to manufacture cars and scooters at cheaper rates, is it not a fact that because of some industrialists it is not done ? The manufacturers today are having a strong hold over some through their vested interests and it is the reason why other manufacturers are not allowed to manufacture cars and scooters. Is that the reason why we have heard it said about the "Ambassador" and "Fiat", which are now being produced, that except for the horn every other part is giving sound ?

SHRI D. SANJIVAYYA : So far as passenger cars are concerned, there are now three firms which are licensed to produce cars. Now, the question is whether we should go in for production of passenger cars in the public sector. This question is under consideration at the highest level in the Government. The

other question is if the Government is not in a position to take up mis in the public sector, whether we should allow this in the private sector. All these matters can be finalised only when the Fourth Five Year Plan is given a final shape. That has to be done. Then coming to scooters, my colleague has already answered about some three firms which have been licensed and which have gone into production. We have invited applications. As many as 190 or so have been received. They have been scrutinised, and then again the final decision will have to wait for the target to be fixed by the Planning Commission.

SHRI SANTOKH SINGH : Lie control and the fixation of quotas by the Government are primarily meant to remove blackmarket. But keeping in view the blackmarket and the benami sales going on in the country as regards these scooters and Fiat cars and also keeping in view the difficulty being encountered by genuine purchasers, may I know if the Government is considering lifting his ban or control on the sale and purchase of these scooters and cars and quota fixation ?

SHRI D. SANJIVAYYA : So far as the new cars or scooters are concerned, ever since the order was promulgated there are no cases of blackmarketing which have come to our notice (*Inter-ruption*) Let me finish my answer. But after purchasing those cars some people who purchase them sell them thereafter. Here again there is a ban that within two years they cannot sell. If they sell, they are liable to certain punishment. Therefore, if any case is brought to our notice, we will certainly look into it.

SHRI SITARAM JAIPURIA : The hon. Minister a little while ago made a mention that the question of having a car project for passengers is under the consideration of Government and whether it would be in the private sector or public sector would depend on the finalisation of the Fourth Plan. For the last five years when questions were asked about the small car project, every time it was said that it was under consideration. Now the Government have said "no". May I know whether the

Government's decision of "no" stands or they are still considering to have it in the public sector?

SHRI D. SANJIVAYYA : Sir, when we formulate our plans, we take into consideration the priorities that have got to be fixed. For instance, agriculture today takes the highest priority and also industries which directly or indirectly help agricultural production. Therefore, in the scheme of things in the Planning Commission and in the Government the passenger car production takes a low priority.

श्री राजनारायण : क्या सरकार स्पष्ट करेगी कि वाराणसी से किशोरी रमण जी ने रूस से सम्बन्धित स्कूटर बनाने का एक कारखाना मुगलसराय में खोलने के लिए आवेदनपत्र दिया था और दो साल बीत गए और सरकार ने इसलिए कारखाना खोलने नहीं दिया क्योंकि वे रूस की सहायता से खोल रहे थे ?

SHRI D. SANJIVAYYA : I do not know about this particular applicant because there are 190 or so. But May 31st last year was the last date fixed for the application.

श्री राजनारायण : श्रीमन्, जब लोग खड़े हो जायेंगे तो हम सुन नहीं पायेंगे ।

श्री सभापति : आप फिर कहिए ।

SHRI D. SANJIVAYYA : I am answering the question. The hon. Member wanted to know from me whether so and so from Varanasi had put in an application for the manufacture of scooters in collaboration with Russia or Russian firms. I am not in a position to say whether that particular individual is one of those 190 or 191. It is a fact that we invited applications and the last date for the receipt of the applications was 31st May 1965. Applications were received. A Committee was appointed, as was stated by my colleague, called the Kamath Committee. They scrutinised all these applications and these applications after such scrutiny were placed

before the Licensing Committee. The Licensing Committee has taken the view that they should after all know the number or what target is fixed by the Planning Commission. If they know, then they will be able to decide as to how many should be licensed so that that target of production can be reached.

श्री राजनारायण : श्रीमान् एक सवाल पूछना चाहता हूँ। मंत्री जो को मैंने लिखा है, जानकारी बता दें।

श्री सभापति : अभी नहीं, फिर इजाजत दूंगा। जब मैं दूसरे आदमी से कहूँ उस वक़्त आप न बोलिए।

Stuu A. D. MANI: The hon. Minister made the astonishing statement that there is no blackmarketing in scooters or motor cars. Everybody knows that blackmarketing is carried on in these with impunity. Has any attempt been made by Government to verify through the Central Intelligence Department whether the names registered for scooters or motor cars are genuine names? Bogus names find their place in the register and the scooter is being sold in the blackmarket for Rs. 2000 or Rs. 3,000. May I know whether the Government has taken action to verify these?

SHRI D. SANJIVAYYA: I never said that there was no blackmarket. I said that there was no blackmarketing so far as new cars and new scooters were concerned. So far the Government is not aware of any new car or new scooter having been sold in the Blackmarket. But cases of second-hand cars and scooters having been sold in the black-market have come to our notice, that too within two years. They are not supposed to sell them within two years. Some individuals have sold them and those cases have been investigated by the Central Intelligence.

श्री राजनारायण : क्या सरकार अपनी याददाश्त को ताज़ा करेगी? दो महीने पूर्व जब मैं मैं जेल में था तो मेरा प्रश्न यहाँ आया था और उसका लिखित उत्तर

जेल के जरिए भेजा गया जो मुझ को मिला नहीं। सरकार को हमने स्वतः पत्र लिखा है और मंत्री महोदय ने पत्र का उत्तर दिया है और मुख्य कारण यही है कि चूंकि रूस के सहयोग से वह कारखाना खुलने वाला है, इसलिये सरकार ने उसको खुलने नहीं दिया। अगर नहीं तो मैं इस पर फुल फ्लैज्ड डिबेट चाहूंगा।

SHRI D. SANJIVAYYA : The whole House is aware, and probably the entire world is aware, that the Government of India has gone into collaboration with Russian firms and the Russian Government in many cases.

श्री राजनारायण : सरकार के कहने और करने में बड़ा फर्क है। क्या सरकार इसको समझेगी?

श्री सभापति : कुछ और फरमाना चाहें तो वह भी कहिए। तीन बार आपने इन्टरफियर किया है।

SHRI NIREN GHOSH : May I know whether it is a fact that the Renault Corporation of France submitted a project for the manufacture of a small car at a very very cheap price and whether it was turned down because the automobile industry magnates brought pressure upon the Government and also manipulated foreign countries to bring pressure upon the Government with which they have collaboration agreements and they are selling the costliest cars in India? May I know whether as a result thereof this small car project is being repeatedly postponed or stayed and it is never being finalised and, if so, whether the Government would consider not submitting to the pressure of the big business in this respect?

SHRI D. SANJIVAYYA : We have never submitted and we will never submit, and so far as I am concerned I have not come across any attempt being made to bring pressure on me. As for the other question, namely, Renaults of France having shown interest, it is a fact.

SHRI BHUPESH GUPTA : I am a little surprised that in the reply given to an earlier supplementary . . .

شری شیر خان : مجھکو اجازت دیجئے -

श्री शेर खां : मुझ को इजाजत दीजिए ।

Mr. CHAIRMAN : Then I will go like this again.

شری شیر خان : ہم کو بھی اجازت دیجئے - میسرور سرکار کے پروپوزل کے بارے میں پوچھنا ہے۔

†[श्री शेर खां : हमको भी इजाजत दीजिए : मिस्र सरकार के प्रोपोजल के बारे में पूछना है ।]

†[श्री सभापति : आप पूछिए जरूर । जब मैं उस तरफ से गुजर रहा था, आप उठे नहीं ।]

It is very bad to be reminded that I am missing somebody. I am trying to accommodate everyone.

SHRI BHUPESH GUPTA : In reply to an earlier supplementary the hon. Minister said that the question of manufacture of the small car in the public sector or private sector was under consideration, that it would be considered during the Fourth Five Year Plan. In this House Mr. Subramaniam and other Ministers gave repeated assurances that if at all the small car was manufactured, that would be only in the public sector. This was a categorical assurance repeated several times. Now do I understand that the Government has thrown away that principle in this matter, and is it not a fact that these car monopolists in the country, Hindustan and so on are making it clear that they are opposed to the manufacture of the small car in the public sector and at the same time alternatively they are putting pressure

on the Government that in case the Government decided to produce small cars in the country, that should be given to them to be produced in the private sector ? I mention this thing because we here feel that there is a change in the policy. Government said that they would not do that. That assurance has been repeatedly given in the two Houses. May I know whether that assurance stands or is that also like many other things in the melting put ?

SHRI D. SANJIVAYYA : I always like that things should be done in the public sector, even more so with regard to the production of motor cars. But suppose the Government is not able to go ahead with the project, suppose the resources do not permit, suppose in the scheme of priorities it stands at a low priority. It is not possible for us to produce a small car during the period of the Fourth Five Year Plan, and we would like the private sector to go on when we are unable to do it.

SHRI BHUPESH GUPTA : No

SHRI LOKANATH MISRA : We are told that there are about half a million applicants already who have deposited advances with the dealers of motor cars. Now, the resources available for the Fourth Five Year Plan would not permit us to have the project in the public sector nor would the priority permit it. Therefore, since there is already a suggestion from one of the State Governments, why should you not finalise the matter in favour of the State Government at last ? Do you intend producing motor cars here on ideology alone as suggested by my friend, Shri Bhupesh Gupta ?

SHRI BHUPESH GUPTA : Not ideology.

SHRI LOKANATH MISRA : If you are prepared to produce motor cars, give it to anybody who can come tip in the country to produce motor cars,

SHRI D. SANJIVAYYA : I do not agree with the hon. Member when he says 'give it to anybody'. We are not prepared to give it to anybody. We will first examine whether we can do it or the

State Government can do it. If that is not possible, we will find out as to who can really do it in the private sector.

SHRI S. S. MARISWAMY : Has it been brought to the notice of the hon. Minister that an automobile engineer in Trivandrum in his small factory has produced a car which is really good, which can compare favourably with Mercedes-Benz and other foreign cars, that he is prepared to sell it for Rs. 8,500 provided Government gives certain facilities and that the Kerala Governor has seen it and appreciated it? Has it been brought to the notice of the hon. Minister?

SHRI D. SANJIVAYYA : It has been brought to the notice of the Government and to my notice also. It is quite easy to take parts of various cars, engine from one car, door from another car, something else from some other car and then assemble them. Probably an automobile engineering graduate can very well do it by collecting them. But to produce a car it takes two or three years. It has to be tried on the road and so many difficulties are involved. I do not think it is possible for one individual without capital, etc. to produce a car.

SHRI S. S. MARISWAMY : The hon. Minister said that what the particular engineer had said could not be taken as it is. That is the inference that I draw. But he gave me the assurance that he would produce 90 per cent of the indigenous parts in his factory provided some facilities are given. He also assured me that he would not import any of the important items that involved any great expenditure of foreign exchange.

SHRI D. SANJIVAYYA : Everybody who wants to produce a car will say, "I will not go in for foreign components or parts. But I require at least 10 per cent." Even this 10 per cent means foreign exchange.

DR. D. R. GADGIL : May I know from the hon. Minister whether the implication of his reply to Shri Bhupesh Gupta is that the investment priorities in the Plan are to be different in respect

of the public sector from those of the private sector?

SHRI D. SANJIVAYYA : Yes that also is a question. In fact, while fixing the priorities, they will take the industries such as the automobile industry which is before us and then other things and then they will fix the priority. "Whether they are to be in the public sector or the private sector", is not correct. We have to find money for this thing.

DR. D. R. GADGIL : The question is whether the total Plan priorities are national or are they different as regard to the public sector and the private sector?

SHRI D. SANJIVAYYA : I said, **Sir**, that it is national. The private sector and the public sector are taken together and that becomes a comprehensive Plan.

SHRI K. K. SHAH : May I know whether Government have set up any machinery, to scrutinise from year to year the registers in which different people have entered their claims for cars or they entirely depend upon the manufacturers so far as the registration of claims for cars is concerned? Secondly, do they realise that they have wasted eight years over this scrutiny whether it is to be in the private sector or in the public sector and have allowed those manufacturers a monopoly to make money in this country?

SHRI D. SANJIVAYYA : Well, it is not that we have allowed them a monopoly or we have allowed them to make money. When we are not in a position to do it, that fact has to be faced.

With regard to the other question about registration, anybody could register anywhere. For instance one single individual could register in Madras, could register in Calcutta and could register in Bombay. Now a restriction has been imposed, namely, that an individual can register only at the place of his usual residence.

SHRI G. M. MIR : I want to **know** how many applications from Members of Parliament for the supply of Fiat can

and scooters have been pending with the Government and for how long these applications are pending.

SHRI D. SANJIVAYYA : I do not think many are pending, maybe 15 or 20 and all of them will get within a fortnight or so.

شری شیر خان : میسور گورنمنٹ
کی طرف سے کار بنانے کے لائسنس کے
لئے آپ کے پاس جو اپلائی کیا گیا
ہے اسکے بارے میں کیا آپ بتائیں گے
کہ کیا ہوا ۔

[شری سرورڈا : میسور گورنمنٹ کی طرف
سے کار بنانے کے لائسنس کے لئے آپ کے
پہلے جو ایپلائی کیا گیا ہے اسکے بارے میں
کہا آپ بتاواؤ گے کہ کیا ہوا ؟]

SHRI D. SANJIVAYYA : Yes, the Mysore Chief Minister has written to me and the Industrial Development Corporation also has applied for a licence and it is under consideration along with others.

SHRI D. L. SEN GUPTA : May I know whether the attention of the hon. Minister has been drawn to a news item published in the Calcutta Press that one particular Government officer was given permission to sell his Fiat car within two years, that he was authorised to sell his car and that he secured a blackmarket price of more than Rs. 23,000 for that car ? Is that correct ? May I know whether the Government of India has given any extraordinary permission to that particular Government officer for selling his car at a blackmarket price within two years ?

SHRI D. SANJIVAYYA : Anybody who wishes to sell a car that he has purchased before the expiry of a period of two years has to take permission from the Government. If somebody sells the car before the expiry of that period without permission, we will cer-

[]English translation.
L67RS/66-2

tainly look into the case. But so far as - this (-particular case is, concerned, I take the" information from the hon. Member and I proceed further.

SHRI G. MURAHARI: I would like to know from the Government whether the Government has any proposal to ban the production of cars altogether and limit production to cars which can be used as taxis "and public utility vehicles like buses and trucks ?

SHRI D. SANJIVAYYA : There is also production of commercial vehicles, that is those which can be used as buses or trucks. I do not think it is practicable to ban the production of passenger cars.

SHRI G. MURAHARI : You want economy.

MR. CHAIRMAN : You can put another question. There is still one minute more.

We have taken only 24 minutes over this question. Any other question ?

Next question.

POWER TO CONTROL PRICES BY U.P. GOVERNMENT

*244. SHRI A. D. MANI: Will the Minister of COMMERCE be pleased to state :

(a) whether the Government of Uttar Pradesh have approached the Government of India for vesting it with power under the Essential Commodities Act to control prices; and

(b) if so, what are the Government of India's reactions thereto:

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH) : (a) Yes, Sir.

(b) The Central Government power under the Essential Commodities Act for controlling the price at which any essential commodity may be bought or sold has been delegated to the Governments of States and Union Territories including the U.P. State in the Order dated the 30th July, 1966, published in the *Gazette of India Extraordinary* of the same date.