

design has now been started, whereas the scheme has been under consideration* for a number of years. May I ask him what were the reasons why detailed designs were not prepared much earlier and who was responsible for this delay?

SHRI SHAM NATH: Sir, this question was first taken up in 1958. Since that time three or four meetings were held in which representatives of different Ministries, the Delhi Administration and local bodies took part. Several proposals were made and ultimately it was decided to have an under-bridge. As soon as the decision was taken the Railways prepared an estimate and asked the NDMC to deposit their share of the cost, due to the additional width of the road.

SHRI SANTOKH SINGH: Ever since my colleague has been raising this question of an under-bridge opposite Safdarjung aerodrome in Delhi for the last one year I have been taking the liberty of asking the hon. Minister regarding the over-bridge at the railway station at Patel Nagar. May I take the opportunity this time also?

MR. CHAIRMAN: I do not think over-bridge comes out of under-bridge.

SHRI I. K. GUJRAL: I am sorry, Sir, I am asking an additional supplementary outside my right, because the hon. Minister's last reply was extremely vague. He has given the history from 1958 onwards, that it has taken him seven years even to undertake the preparation of designs. Firstly, will he institute an enquiry as to why so much delay was caused and secondly will he now assure us that no further delay will be caused and that the estimate he is making now is the final one.

SHRI SHAM NATH: I agree that there has been inordinate delay in the finalisation of this scheme, but I do not think that the Railways alone are responsible for that. I could as-

sure the hon. Member that we would do our best to expedite it.

SHRI ARJUN ARORA: May I know how much time did the New Delhi Municipal Committee take for depositing the money? What is the date on which the NDMC actually deposited the money?

SHRI SHAM NATH: I find from information furnished to me that—I do not know exactly how much time they took—after protracted correspondence the NDMC deposited Rs. 6 lakhs and odd with the Railways on 31st March, 1965. So, I suppose they took a fairly long time.

MANUFACTURE OF SMALL CAR

SHRI M. P. BHARGAVA: *97. ^ SHRI V. C. KESAVA RAO: t [PANDIT S. S. N. TANKHA:

Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether any decision has since been taken regarding the manufacture of small car after setting up of the plant for that purpose; and

(b) if so, whether any site has been selected for its location?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISRA): (a) No, Sir.

(b) Does not arise.

SHRI V. C. KESAVA RAO: May I know, Sir, whether it is a fact that some foreign countries are coming forward to take up this project?

SHRI BIBUDHENDRA MISRA: As a matter of fact, negotiations are going on with a number of countries and the terms and other things have to be finalised. So far, there are about five to six proposals.

The question was actually asked on the floor of the House by Shri V. C. Kesava Rao.

श्री भगवत नारायण भार्गव : क्या मैं यह जान सकता हूँ कि किसी भारतीय फर्म ने भी इस छोटी कार के बनाने के लिए कोई आफर दिए हैं और अगर दिए ह तो उनके नाम क्या हैं और उन्होंने कितने रुपए में बनाने की अपनी अनुमति दी है ?

SHRI BIBUDHENDRA MISHRA: The Telcos have given a proposal for manufacturing a small car, but their final report about their requirements and other things is expected by the end of this month.

श्री भगवत नारायण भार्गव : मैंने पूछा था कि क्या किसी भारतीय फर्म ने कोई टेंडर दिया है ?

श्री टी० एन० सिंह : टेलको एक भारतीय फर्म ही है। वह टाटा की है।

PANDIT S. S. N. TANKHA: Is it not a fact that the hon. Minister gave a statement somewhere, either in an interview with the Press or elsewhere, that it had been decided that a small car would be manufactured and that negotiations were going on? At the same time, he gave an idea that the price of the car to be manufactured would go up now from Rs. 8,000 to Rs. 10,000. May I know whether this is at all correct?

SHRI T. N. SINGH: I have stated that it is our intention to have a project like this. In regard to the price some rough indications have been given from time to time, but it is in regard to the sale price. It is not the ex-factory price. The amount of Rs. 8,000 to Rs. 10,000 is the retail price at the purchaser's end and not the ex-factory price.

SHRI I. K. GUJRAL: Is the hon. Minister aware of the common belief that the idea of a small car is ever elusive and that a small car would never be manufactured? Is the hon. Minister now in a position to assure

us that he is really interested in getting a small car manufactured and that it will be manufactured?

SHRI T. N. SINGH: I do not know how many times one has to make one's mind clear about it.

PANDIT S. S. N. TANKHA: Is it not a fact that at the time the proposal was originally initiated, it was contemplated that the car would cost from Rs. 5,000 to Rs. 6,000? Later on, the amount was raised from Rs. 6,000 to Rs. 8,000. And it is now being said that the car will cost from Rs. 8,000 to Rs. 10,000. May I know whether raising the price from Rs. 5,000 to Rs. 10,000 would at all be consistent with the idea of having a small car for people of medium incomes?

SHRI T. N. SINGH: The price of Rs. 5,000 to Rs. 6,000 was the ex-factory price, without the sales tax, without transport cost and excise duty and, therefore, the quotations are not high. We have to add the taxes to the ex-factory price of the car.

SHRI OM MEHTA: I would like to know why there is such an inordinate delay in taking a decision about the small car and how much more time will the Government take in finalising its decision.

SHRI BIBUDHENDRA MISHRA: The matter has been taken up with the Planning Commission and if at all it comes up, it will be a Fourth Plan project. The Planning Commission and the Ministry of Finance are now examining the foreign exchange part of it and other things also.

SHRI C. D. PANDE: The idea of a small car is before the country for a long time. This House has been consistently demanding it. The idea was to have a cheap car and not one small in size only. The car will cost about Rs. 10,000. When the idea was mooted about six years ago, it was given out by the Finance Minister or the Industry Minister—at that time Mr.

Manubhai Shah—that it would cost about Rs. 5,000. Now, even after six years the car has not been manufactured, but probably its price is estimated at Rs. 10,000 now. I doubt by the time they manufacture it it will not cost Rs. 12,000. In case the Government is serious about this car, it must be a cheap car, within Rs. 5,000 to Rs. 6,000. (*Interruption*). I will give you one suggestion. The items are so much taxed that price goes up. In this particular case it is for the convenience of the poorer classes in the country . . .

MR. CHAIRMAN: These are your suggestions. You are not putting a question.

SHRI C. D. PANDE: There should be exemption from such taxes. If the ex-factory price is Rs. 5,000 then after adding the taxes it should not exceed Rs. 7,000 and not Rs. 10,000.

SHRI ARJUN ARORA: Sir, he has made a very good speech. May I ask a question?

MR. CHAIRMAN: Mr. Pande, I did not find any question.

SHRI C. D. PANDE: The question is whether the Government will try to make it a cheap car and to keep the price at Rs. 7,000.

SHRI T. N. SINGH: It is the intention of the Government to produce a cheap car. This misunderstanding should be cleared. The Renault car which was first quoted by the Pandey Committee was to be manufactured at the price of Rs. 6,100 ex-factory. That does not include the taxes. What is being stated is the ultimate cost.

SHRI ARJUN ARORA: In 1961 there were certain proposals, a French proposal, a Japanese proposal and an indigenous proposal emanating from the Ministry of Defence which had reached a fairly advanced stage. May

I know if the present Ministry has begun where the matter was left in 1961 or it has started de novo?

SHRI T. N. SINGH: As for the stage at which the matter was left by the Committee, it was in the stage of report. Certainly we are not asking for any report by a Committee.

SHRI BABUBHAI M. CHINAI: The hon. Minister said that the TELCO had come with a proposal to the Government. What is the indication of the cost of the car involved in the proposal of TELCO?

SHRI BIBUDHENDRA MISRA: They will give the indication by the end of this month.

SHRIMATI TARA RAMCHANDRA SATHE: The Minister said that the ex-factory price would be Rs. 6,000. Do we understand that Rs. 4,000 are the taxes? What are those taxes?

SHRI T. N. SINGH: The estimate is Rs. 8,000 to Rs. 10,000. We cannot say that exactly now.

श्री शेरखा : इस हाउस में एक तो वनस्पति घी को रंग देने के बारे में और दूसरे स्माल कार के बारे में तकरीबन नहीं मालूम कितनी दफा बहस हो चुकी है । आम तौर पर यह कहा जाता है . . .

MR. CHAIRMAN: Please put the question.

श्री शेरखा : क्वेश्चन की तरफ ही आ रहा हूँ । क्या यह सही है कि आम तौर पर हम सुनते हैं कि वनस्पति के कारखानेदारों का और मोटर के कारखानेदारों का आज इस वक्त गवर्नमेंट पर इतना असर है कि महज टालने के खातिर ऐसे जवाब दिये जाते हैं ?

श्री टी० एन० सिंह : मैं इसका जोर-दार खंडन करता हूँ । ऐसी कोई बात नहीं है ।

SHRIMATI SHAKUNTALA PARANJ-PYE: Sir, my supplementary may be a little premature, but I would like to know if the hon. Minister is also giving thought to the parking arrangements if a small car is to come into existence, because we know how difficult it is in Western countries to park a car.

SHRI T. N. SINGH: That is a question which has got to be taken up with the Transport Ministry.

SHRI G. RAMACHANDRAN: In view of the fact that car making is a very well established industry in many industrialised countries in the world, what in the name of sanity prevents this big country from producing a small car? What are the reasons standing in the way?

SHRI T. N. SINGH: That is what we are attempting to do.

(Some Members stood up.)

MR. CHAIRMAN: I think we should not spend more time on this. That would delay the thing further.

गैर-सरकारी एजेंसियों के अधीन नैरो गेज रेलवे लाइनें

*98. श्री भगवत नारायण भार्गव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि कितनी नैरो गेज रेलवे लाइनें, जो गैर सरकारी एजेंसियों के अधीन थी, वर्ष 1964 में सरकार ने अपने अधीन कीं और वर्ष 1965 में कितनी ऐसी लाइनें अपने अधीन करने का विचार है ?

t [NARROW GAUGE RAILWAY LINES UNDER NON-GOVERNMENT AGENCIES

*98. SHRI B. N. BHARGAVA: Will the Minister of RAILWAYS be pleased to state the number of narrow gauge railway lines under the control of non-Government agencies, which were

taken over by Government during the year 1964 and the number of such railway lines proposed to be taken over during the year 1965?]

रेल मंत्रालय में उपमंत्री (श्री शाम नाथ) : 1964 में सरकार ने छोटी लाइन की ऐसी कोई रेलवे नहीं खरीदी जिस पर गैर-सरकारी एजेंसियों का नियंत्रण था, और न ही 1965 में इस तरह की किसी रेलवे को अपने अधीन लेने का विचार है ।

लेकिन पहली 1 अप्रैल 1964 से सरकार ने नंजुगुड-चामराजनगर रेलवे (मीटर लाइन) को अपने अधीन ले लिया । यह भी फैसला किया जा चुका है कि पहली 1 अप्रैल, 1966 से बर्दवान-कटवा (छोटी लाइन) और तेनाली-रिपाली (बड़ी लाइन) को खरीद लिया जाय ।

t[TKE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): No narrow gauge, railway under the control of non-Government agencies, was purchased by the Government during the year 1964, nor is any such railway proposed to be taken over during 1965.

The Government, however, took over the Nanjungud Chamrajnagar Railway (Metre Gauge) with effect from 1st April 1964. A decision has also been taken to purchase the Burdwan-Kutwa (Narrow Gauge) and Tenali-Repalle (Broad Gauge) Railways with effect from 1st April, 1966.]

श्री भगवत नारायण भार्गव : क्या मैं यह जान सकता हूँ कि इस समय कुल ऐसी कितनी लाइन्स हैं जो गैर-सरकारी एजेंसी के अधीन हैं ?

श्री शाम नाथ : इस वक्त कुल ऐसी 13 रेलवे लाइन्स हैं ।