

INTEGRATION OF AUTOMOBILE MANUFACTURING UNITS

227. SHRI R. K. BHUWALKA: Will the Minister of INDUSTRY AND SUPPLY be pleased to state:

(a) whether there is any proposal under Government's consideration to integrate the four automobile units in the country with a view to realising the economics of large-scale production; and

(b) if so, the details of the proposal; and

(c) what other steps Government contemplate so as to bring down the prices of Indian cars?

THE MINISTER OF HEAVY ENGINEERING IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI T. N. SINGH): (a) to (c) With a view to rationalise production, calculated to secure economies, the three manufacturers of passenger cars were asked to consider the following alternatives: —

(i) The existing car manufacturing facilities may be integrated into a common unit, to produce one or at the most, two makes of cars, making rational use of existing facilities and undertaking expansion in the most economic manner.

(ii) One of the existing manufacturers may be selected for substantial expansion, the selection being made on competitive basis, with reference mainly to requirements and arrangements for foreign exchange and assurance in regard to price reduction. Concentration in a single enterprise will have to be balanced by participation of Government therein.

The proposals of the manufacturers, made in this connection, are under examination.

CONTRACT BY S.T.C. FOR SUPPLY OF INDONESIAN LONGCLOTH

228. SHRI RAM SINGH: Will the Minister of COMMERCE be pleased to state:

(a) whether it is true that the State Trading Corporation during the months of September/November, 1963, entered into a contract with a Delhi firm, who were till then not even established exporters, for supply of 1,20,00,000 yards of Indonesian Longcloth @ 84 nP per yard F.O.B., whereas a Bombay firm had offered to supply the same material @ 82 nP per yard F.O.B.; and

(b) if so, whether it is a fact that this firm with whom the order was placed was not able to meet the commitments for supplying any quantity before the scheduled delivery period, i.e., 31st March?

THE MINISTER OF COMMERCE (SHRI MANUBHAI SHAH): (a) Within the framework of the Agreement dated the 5th September, 1963 signed between the Government of India and the Government of Indonesia, the State Trading Corporation entered into a commercial contract for the export of 11-86 million yards of cotton cambrics to Indonesia. The supplies to be made at 88 nP per year f.o.b. were arranged by the State Trading Corporation through their associates M's M. Ramnarain Private Ltd., Bombay. The S.T.C. have exported cotton yarn and textiles to Indonesia and other countries through this firm in the past also.

After the contract for supply of cotton cambrics to Indonesia had been entered into, another Bombay firm offered to supply 4 million yards of cotton cambric at 82 nP f.o.b. per yard. Since the supplies had already been arranged, the S.T.C. could not accept their offer.

(b) The supplies could not be completed by March, 1964 because the cotton required could not be imported

in time and, there were shipping and other difficulties.

बंगल से चीनी के बोरो का लापता हो जाना

२२६. पंडित भुवानी प्रसाद तिवारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १६ जुलाई, १९६४ को या उसके लगभग काकीनाडा से रवाना हुई मालगाड़ी में चीनी की जो एक बैगनी लगी थी उसमें चीनी के ६० बोरे कम पाये गये ; और

(ख) यदि हां, तो क्या इस मामले की जांच की गई ?

t [SUGAR BAGS MISSING FROM WAGON

229. Pt. BHAWANIPRASAD TIWARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that ninety bags of sugar were found short from a wagon of sugar attached to a goods train that left Kakinada on or about the 19th July, 1964; and

(b) if so, whether investigation was made in the matter?]

रेल मंत्रालय में राज्य मंत्री (श्री राम सुभग सिंह) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

t[THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) No.

(b) Does not arise.]

RECOGNITION OF UNIONS

230. SHRI JAGAT NARAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the conditions for the recognition of railway unions;

t[] English translation.

(b) whether it is obligatory that the unions should affiliate with some federation; and

(c) whether these federations can interfere in the internal affairs of the unions as per the terms of recognition?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM SUBHAG SINGH): (a) Broadly, the following are some of the more important conditions subject to which the General Managers of Zonal Railways may grant recognition to a Union: —

(i) It must consist of a distinct class of railway employees and must not be formed on the basis of any caste, tribe or religious denomination or of any group within or section of such caste, tribe or religious denomination;

(ii) all railway employees of the same class must be eligible for membership;

(iii) it must be registered under Indian Trade Unions Act;

(iv) its membership should not be less than 15 per cent of the total number of non-gazetted staff employed on the Railway concerned;

(v) it should not be sectional. Unions composed either of one category or a limited category of workers should not be recognised; and

(vi) it should not be, in the opinion of the Railway Administration, likely to engage itself in subversive activities.

(b) No.

(c) There is no such provision in the rules.