

पायें और तरक्की करे तो यह ज्यादा अहम और जरूरी है बजाय इसके कि सालाना लाखों रुपया इस तरह रायगां चला जाय।

मिसाल के तौर पर हम यह देखते हैं कि मुल्क में और भी दूसरे बुजुर्गान के मन्दिर हैं और उनकी आमदनी से कौम की भलाई और तरक्की के प्रोग्राम चल रहे हैं। मसलन साउथ में श्री वेंकटेश्वर देवालय, तिरुपति, और जहां मैं रहता हूं वहां श्रवण देवालय, गुलबर्गा है, जिनके नाम से कालेज चलाये जाते हैं, जिनके नाम से यूनिवर्सिटियां चल रही हैं, उनके नाम की एक इंच जमीन भी नहीं है, महज नजर व नियाज और दान के बल-बूते पर कालेज चल रहे हैं और इतनी आमदनी वाली अजमेर शरीफ की दरगाह का कितना रुपया कौम की तरक्की और भलाई पर सर्फ होता है यह सब जानते हैं। सैंकड़ों साल से जो चल रहा है वह अब खमाना का लिहाज करते हुये और दूसरे इस्लामी मुमालिक में जैसा कि हो रहा है बर्दाश्त नहीं किया जा सकता। तो हुकूमत का इकदाम काबिले तहसीन है और काबिले मुबारकबाद है और एन मंशा हजरत ख्वाजा के तहत है। चन्द खुदाम को माहाना गुजारा और कोई दूसरे जरिये से मुतमइन किया जा सकता है। कौम को मुतमइन करना मुल्क के नौ-निहालों की और मुल्क की तरक्की में हाथ बटाना निहायत अहम और जरूरी है। खुदाम के लिये जरिया गुजर बसर पैदा किया जाय और उनके बच्चों की तालीम व तबियत का इन्तजाम किया जाय। उसके बाद जो मौजूदा बिल का मंशा है उसको सख्ती से चलाया जाय।

इन चन्द अलफाज के साथ मैं इस बिल की तार्हद करते हुये अपनी तकरीर खत्म करता हूं।

SHRI R. S. KHANDEKAR (Madhya Pradesh): Madam Deputy Chairman, It is a very small Bill, but at the same time it is a very important Bill. There

are no two opinions about the objects and reasons for this Bill and I do not think anybody in this House or in the other House will disagree with the motive of the Government in bringing forward this Bill before Parliament. I come from a place which is religious, which is important, which is ancient and which has also a shrine and I know the various sorts of things that take place in the name of God, in the name of religion and in the name of giving solace or giving heaven to the pilgrims by *pandas*, persons who sit on a platform either on the banks of a river or in the temple at such places. I come from Ujjain and it is also a holy place. There are so many things that happen there. There is need to control all these things. Poor people come from far and near, from all parts of the country, even from outside. They come with their religious feelings.

THE DEPUTY CHAIRMAN: It is one o'clock now. You may continue on another day. The House stands adjourned till 2.30 P.M.

The House then adjourned for lunch at one of the clock.

The House reassembled after lunch at half-past two of the clock, THE VICE-CHAIRMAN (SHRIMATI JAHANAHA JAIPAL SINGH) in the Chair.

MOTION *RE* REPORT OF THE DEVELOPMENT COUNCIL FOR AUTOMOBILES, AUTOMOBILE ANCILLARIES AND TRANSPORT VEHICLE INDUSTRIES.

SHRI KRISHNA CHANDRA (Uttar Pradesh): Madam, I beg to move the following motion:

"That the Annual Report of the Development Council for Automobiles, Automobile Ancillaries and Transport Vehicle Industries for the year ending the 31st March, 1962, laid on the Table of the Rajya Sabha on the 25th February, 1963, be taken into consideration."

[श्री कृष्ण चन्द्र]

उपसभाध्यक्ष महोदया, हमारी गवर्नमेंट ने अलग अलग उद्योगों के लिए अलग अलग डेवलपमेंट कौंसिल, विकास परिषद् बनाई हुई है और इन डेवलपमेंट कौंसिल्स का मुख्य उद्देश्य यही है कि वह उस उद्योग के बारे में, उसके ऊंच-नीच के बारे में देखे, उस उद्योग की दिक्कतों को देखे, उसको जो सहायित्व चाहिये जो सुविधायें चाहिये उनको देखे और फिर गवर्नमेंट से सिफारिशें करे ताकि वह उद्योग दिन पर दिन आगे तरक्की करता जाय और उसकी प्रगति होती जाय। मोटरगाड़ियों और मोटर-गाड़ियों के पुर्जों के लिए यह विकास परिषद् है जिसकी चर्चा का विषय आज इस सदन के सामने प्रस्तुत है।

इसकी रिपोर्ट को देखने से पता चलता है कि यह रिपोर्ट साइक्लो-स्टाइल्ड है और बहुत ही संक्षिप्त है, ब्रीफ है। १० टाइम्स पेजेज से ज्यादा की पूरी वाल्यूम नहीं है और १० टाइम्स पेजेज में सारी की सारी रिपोर्ट आ गई है। ऐसी संक्षिप्त रिपोर्ट को पढ़ने से ऐसे उद्योग के सम्बन्ध में जो कि एक पेचीदा और नया उद्योग इस देश के लिए है, उसकी प्रगति के सम्बन्ध में, उसकी क्या क्या दिक्कतें हैं इसके सम्बन्ध में और उसको क्या क्या सहायित्व दी जानी चाहिये उसके सम्बन्ध में क्या कोई जानकारी प्राप्त कर सकता है यह सहज में ही समझ में आ सकता है। इस रिपोर्ट को पढ़ने से काफी हैरत होती है, काफी आश्चर्य होता है और यह कहना पड़ता है कि रिपोर्ट में कोई चीज ऐसी नहीं है कि कोई आदमी मोटर इंडस्ट्री के बारे में कोई जानकारी प्राप्त कर सके या उसकी दिक्कतों को समझ सके। इस कौंसिल ने कुछ सब-कमेटियां बनाई हैं। उन सब-कमेटियों के नाम अगर मैं सदन के सामने रखूँ तो उनके नामों से ऐसा पता चलता है कि यह जो डेवलपमेंट कौंसिल है वह आटो-

मोबाइल इंडस्ट्री के सम्बन्ध में बहुत ही गहरा विचार करना चाहती है। उन सब-कमेटियों के नाम ये हैं :—

Sub-committee on 'Study of the Cost of different vehicles and makes under production indigenously*.

Sub-committee on 'Research, Testing and Quality Control'.

Sub-committee on 'Standardization and Assessing of Demand of Raw Materials'.

Sub-committee on 'Collection of Statistics on Import, Production, etc. of the different automobile components both in the organised and small scale sectors*.

Sub-committee on *Requirement of Technical Personnel'.

सब कमेटी के नामों से तो पता चलता है कि इस कौंसिल ने मोटर इंडस्ट्री के बारे में काफी छानबीन की है लेकिन आगे जो रिपोर्ट पढ़ते हैं तो ऐसा मालूम पड़ता है कि नाम बड़े दर्शन थोड़े जैसा किस्सा है, नाम तो बहुत बड़े बड़े रख दिये जैसे कि वाकई खूब अच्छा काम करना चाहते हैं और गहरा विचार करना चाहते हैं लेकिन देखने से मालूम होता है कि किसी सब-कमेटी ने कोई भी काम आगे नहीं बढ़ाया है।

मोटर का उद्योग इस देश के लिये ही नहीं सारे देशों के लिए, संसार के लिए, एक बहुत महत्वशील उद्योग है। आज देश का बहुत कुछ ट्रांसपोर्ट मोटर के ऊपर चलता है और संसार में भी, दूसरे बहुत से देशों में जो कि उन्नतिशील हैं और जहाँ रेलवे के द्वारा यातायात होता है वहाँ भी व्यक्तियों का और माल का मोटर गाड़ियों

द्वारा रेलवे से यदि ज्यादा नहीं तो उसके बराबर यातायात अवश्य होता है। माल ढोने के लिए, माल को इधर से उधर ले जाने के लिये आज हिन्दुस्तान में मोटर-गाड़ियों का काफ़ी प्रयोग होने लगा है। ये व्यापारियों को बहुत सहुलियत देते हैं और इसमें खर्चा भी कम आता है। रेल डालने में बहुत बड़ा खर्चा आता है और वह एक बहुत बड़ी सैटलाइज्ड इंडस्ट्री है लेकिन मोटर ट्रांसपोर्ट किसी घर के पास से या किसी की दुकान पर से भी माल उठा लेते हैं और माल पहुंचा देते हैं। आज हम हिन्दुस्तान में देखते हैं कि माल को ढोने के लिये मोटर ट्रांसपोर्ट बहुत काफ़ी बढ़ गया है। पंजाब से लेकर बम्बई तक और पंजाब से लेकर कलकत्ता तक आज मोटर के ट्रक हमारा माल इधर से उधर और उधर से इधर ले जा रहे हैं। यह और भी बढ़ सकता है यदि जो उनके सामने दिक्कतें हैं वह दूर हो जायें।

सब माननीय सदस्य जानते हैं कि किसी देश के विकास के लिए ट्रांसपोर्ट एक बहुत महत्वशील स्थान रखता है। आज हमारे यहां ट्रांसपोर्ट की कमी हो जाय और कोयला न मिले तो हमारी सारी इंडस्ट्रीज ठप्प हो जाती है और चारों तरफ से जोरदार चिल्लाहट आने लगती है। कच्चा माल न मिले तो इंडस्ट्री खत्म हो जाती है। तो किसी उद्योग को बढ़ाने के लिए किसी उद्योग के विकास के लिए ट्रांसपोर्ट एक महत्वशील स्थान रखता है। दूसरे, मोटर का उपयोग सुरक्षा के कामों में, डिफेंस के कामों में बहुत होता है। आज फौजें मोटर-ट्रांसपोर्ट का ही प्रयोग करती हैं क्योंकि अब वह पुराना जमाना नहीं रहा जब कि घोड़ों पर, खच्चरों पर, ऊंटों पर खोग जाते थे। आज तो मोटर और मोटर टैंक वगैरह चलते हैं। इस वास्ते मोटर-इंडस्ट्री देश के लिए बहुत जरूरी इंडस्ट्री है लेकिन अभी तक इस देश में इसकी गति

काफ़ी नहीं हो पाई है। इस प्रगति के रास्ते में रुकावटें हो सकती हैं लेकिन उन रुकावटों को दूर करने की कोई विशेष कोशिश अभी तक नहीं की गई है।

मैं कुछ आंकड़े देता हूँ जिनसे कि यह मालूम हो जायेगा कि हमारे यहां मोटर-उद्योग प्रगति नहीं कर रहा है। १९५२ में हमारे यहां प्रति मास औसतन १२७४ मोटर कारें बनी थीं और इसी तरह १९५३ में ११६०, १९५४ में १२०५, १९५५ में १६२४, १९५६ में २६७८, १९५७ में ३६६१, १९५८ में ३२३३, १९५९ में ३०३६, १९६० में ४३४८, १९६१ में ४५२६, १९६२ में ४८१६ और १९६३ में ४३६४। इस से आगे हम प्रगति नहीं कर पाए हैं।

कामशियल व्हीकल्स और ट्रक्स का भी यही हाल है। १९५५ में हमारे यहां पेट्रोल से चलने वाली ट्रकों का औसतन मासिक उत्पादन था ३६६ और डीजल का १६६। और आज १९६२ में १३८ है पेट्रोल का और १५०४ है डीजल का। अब यह १५०० के करीब कई साल से बराबर चला आ रहा है।

श्री सी० डी० पांडे (उत्तर प्रदेश): यह फिगर्स कुछ सही नहीं मालूम पड़ते हैं। मेरा खयाल है कि बहुत कम हिसाब लगा रहे हैं ट्रक्स का।

श्री कृष्ण चन्द्र: ट्रक्स के बारे में मैंने पेट्रोल का अलग और डीजल का अलग बताया है।

श्री सी० डी० पांडे: मेरा आपको डिस्टर्ब करने का इरादा नहीं था। मेरा कहना था कि कुछ कम लग रहे हैं आपके फिगर्स।

श्री कृष्ण चन्द्र: मैं ने थोड़े से फिगर्स दिये जिस से यह पता चले कि यह मोटर उद्योग हमारा कुछ बढ़ नहीं रहा है। उद्योग नहीं बढ़ रहा है, उत्पादन नहीं बढ़ रहा है, उसके साथ साथ कीमतें बराबर बढ़ती जाती हैं।

[श्री कृष्ण चन्द्र]

कीमतों को कम करने के लिये जितनी कोशिश की जाती है उतनी ही वे बराबर बढ़ ही रही हैं। आज तो यह हालत हो गई है कि कीमतों पर गवर्नमेंट ने कन्ट्रोल लगाया और गवर्नमेंट की कन्ट्रोल प्राइस पर आज मोटर कार हर एक को आसानी से प्राप्त नहीं है बल्कि उसके लिये महीनों इंतजार करना पड़ता है, कभी कभी तो वर्षों इंतजार करना पड़ता है।

इसके ऊपर टैरिफ कमीशन ने दो बार विचार किया — १९५२ में विचार किया, १९५६ में विचार किया। उसके बाद टैरिफ कमीशन ने कीमतों के बारे में शायद कोई विचार नहीं किया। टैरिफ कमीशन की १९५६ की रिपोर्ट के मुताबिक हिन्दुस्तान मोटर्स की गाड़ी "लैन्डमास्टर" की कीमत आती थी ६०१३ रु० और "फिएट" की कीमत ८,३८० रु०। उसके बाद १९६० में हमारी गवर्नमेंट ने एक एडहाक कमेटी मुकर्रर की आटोमोबाइल इन्डस्ट्री के ऊपर विचार करने के लिये। मकसद उसका यह था कि कोई ऐसी गाड़ी बनाई जाय, जो सस्ती हो, ऐसी सस्ती मोटर कार बनाई जाय जो आम आदमी इस्तेमाल कर सके, बहुत मंहगी उसको न पड़े। लेकिन उस कमेटी ने भी सब बातों पर विचार किया और उसको राय थी कि अगर कोशिश की जाय और जो बहुत अच्छा मुनाफा हो रहा है उसको कम कर दिया जाय तो "एम्बेसेडर" की कीमत ११,०५४ रु० हो जायेगी, "फिएट ११००" की कीमत ६,२८३ रु० हो जायेगी और "स्टैन्डर्ड टेन" की कीमत ६,५१० रु० हो जायेगी। लेकिन आज हम देखते हैं कि आज हमारी कीमतें बहुत बढ़ी चढ़ी हैं। आज की कीमतों के बारे में आज ही एक सवाल के जवाब में बताया गया है कि "हिन्दुस्तान एम्बेसेडर" की १२,१८१ रु० है, "फिएट ११००" की १०,१३६ रु० है और "स्टैन्डर्ड हैराल्ड" की १०,६८० रु०। इन कीमतों को देखने से पता चलता है कि ये कीमतें बराबर बढ़ती ही आ रही हैं।

एडहाक कमेटी जिस के चेयरमैन मिस्टर एल० के० झा थे, आई० सी० एस० उन्होंने एक बड़ी लम्बी चौड़ी रिपोर्ट दी, सारी मोटर इन्डस्ट्री के बारे में विचार किया, उसकी तह में गए, उसकी जड़ में गए और उन्होंने कोशिश यह की कि किसी तरह से मोटर कारों की कीमत कम हो जाय। उसके बाद एक छोटी गाड़ी की उन्होंने सिफारिश की; प्राइवेट सेक्टर में बनाने की। उसके बाद एक और कमेटी हुई, जो पान्थे कमेटी कहलाती है। उस कमेटी ने एक बहुत निश्चित सिफारिश यह की कि पब्लिक सेक्टर में, सार्वजनिक क्षेत्र में, यह छोटी गाड़ी बनाई जाय ताकि हर आदमी जो चाहें वह उसको इस्तेमाल कर सके। इन दोनों कमेटियों में से पहली कमेटी की सिफारिश थी कि मोटर इन्डस्ट्री में जहां उसकी कास्ट कम हो सकती है वहां जो डीलर्स हैं उनका जो मुनाफा है वह बहुत कम किया जा सकता है क्योंकि आजकल उनको बहुत मुनाफा मिल रहा है। मैं इस संबंध में माननीय मंत्री महोदय से कहना चाहूंगा कि जब आज सेल्स मार्केट है बायर्स मार्केट नहीं तो आज इस जमाने में जब मोटरें प्राप्त ही नहीं हो रही हैं, उन के लिये वर्षों इंतजार करना पड़ता है तो ऐसी सूरत में उन मोटर बिक्रेताओं को ज्यादा इसका मुनाफा देने से क्या लाभ है? इतना जबर्दस्त प्राफिट जो उनको दिया जा रहा है कि आज मोटर बिक्रेता बढ़ते जा रहे हैं और मालामाल होते जा रहे हैं। हम मोटर की कास्ट को कम कर सकते हैं यदि उन के मुनाफे को कम कर दें। उनकी इस सिफारिश को कहां तक माना गया है यह मैं नहीं जानता हूं लेकिन जहां तक मुझ मालूम है, उनकी सिफारिश पर कोई अमल नहीं हुआ, उनका मुनाफा वैसा का वैसा कायम है।

दूसरे देशों में जो मोटर इन्डस्ट्री आज चल रही है, जैसे अमेरिका में, इंग्लैंड में और दूसरे देशों में चलती है, विशेष रूप से अमेरिका में जहां कि मोटर इन्डस्ट्री एक बड़ा उद्योग है वहां उसी के साथ साथ बहुत से छोटे छोटे

उद्योग पनपते हैं उसकी छत्रछाया में और वे मोटर गाड़ी के विभिन्न पुर्जों जो होते हैं, छोटे छोटे पार्ट्स होते हैं उनको सस्ते में बनाते हैं। इसके अलावा बहुत से आदर्शियों को रोजगार मिल जाता है और इतनी बड़ी कैपिटल की जरूरत नहीं पड़ती है। मोटर का उद्योग चलाने के लिये पुर्जें अलग से ही खरीद लिये तो इसके लिये ज्यादा रुपये की लागत की जरूरत नहीं होती। कोई पुर्जा कोई बना रहा है, कोई पुर्जा दूसरा बना रहा है। इस तरह से एन्सीलरी धंधा बराबर विकसित हो रहा है अमेरिका में और दूसरी जगहों में। यहां भी गवर्नमेंट की यह नीति है कि साथ साथ एन्सीलरी इन्डस्ट्रीज डेवलप की जानी चाहिये। जब शर्त लगाई कि जितने मोटर के कारखानेदार हैं, जो मोटर बनाते हैं, वे अपने अलग अलग किस्म के पुर्जें छोटे दस्तकारों से, दूसरे लोगों से खरीदेंगे ताकि उनकी भी इन्डस्ट्री पनपे और आगे बढ़े लेकिन हम क्या देखते हैं कि वह भी काम ज्यादा तरक्की पर नहीं है, उसकी भी प्रगति कुछ नहीं हुई। पहले तो दिक्कत यह है कि हमारे यहां स्टैंडर्डिजेशन नहीं है मोटर पार्ट्स का।

गवर्नमेंट ने एक काम बहुत अच्छा किया है कि उसने बहुत सी किस्म की जो गाड़ियां चलती थीं, छोटी और बड़ी, उन सब को बन्द करके तीन गाड़ियां कर दी हैं। अब तीन गाड़ियों में जो मोटर के पुर्जें लगते हैं अगर उनको स्टैंडर्डिज कर दिया जाय तो इसका नतीजा यह होगा कि एक गाड़ी के पुर्जें दूसरी गाड़ी में फिट हो जायेंगे और इस इन्डस्ट्री को डेवलप करने में बड़ी आसानी होगी। अगर हमने ऐसा कर दिया तो वह इन्डस्ट्री आगे बढ़ सकेगी और सारे मुल्क में पार्ट्स बन सकेंगे। गवर्नमेंट नमूने के डिजाइन तय कर दे कि इस नाप तौल के पुर्जें बनाये जाने चाहियें और फिर उसी डिजाइन और नापतौल के सारे देश में वे पुर्जें बनाये जायेंगे। अमरीका

में यह काम गवर्नमेंट ने किया है और उसने इसके लिए स्माल बिजनेस एडमिनिस्ट्रेशन एक्ट पास किया और सेन्ट्रल गवर्नमेंट की ओर से इस तरह के कई संस्थान सारे अमरीका में खोले गये और उनका जाल बिछा दिया गया। इन संस्थानों का यह काम है कि वे एन्सीलरीज इन्डस्ट्रीज को बढ़ावा दें, इस बात पर जोर दें कि कोई मोटर बनाने वाला, कारखाने वाला जितने भी छोटे पुर्जें खरीदे वे छोटे उद्योगों द्वारा ही बनाये पुर्जें खरीदे।

अमरीका में स्माल बिजनेस एडमिनिस्ट्रेशन की जितनी भी संस्थाएं हैं उनकी यही कोशिश रहती है कि सब पुर्जें एक ही तरह के बनाये जायें और इसका परिणाम यह हुआ है कि वहां पर जितनी भी एन्सीलरीज इन्डस्ट्रीज हैं वे काफी तरक्की कर गई हैं। हमारे यहां पर गवर्नमेंट ने इस तरह मोटर पुर्जों के सम्बन्ध में, एन्सीलरीज इन्डस्ट्रीज के सम्बन्ध में कोई कदम नहीं उठाया है जिससे यह उद्योग तरक्की कर सके। शायद सरकार के सामने दिक्कतें हों, लेकिन अगर एन्सीलरीज इन्डस्ट्रीज को डेवलप किये हम इस इन्डस्ट्रीज में तरक्की नहीं कर सकते हैं। जब तक हम एन्सीलरीज इन्डस्ट्रीज को बढ़ावा नहीं देंगे तब तक हमारा मोटर उद्योग तरक्की नहीं कर सकता है और न कीमत कम हो सकती है। एक दलील यह दी जाती है कि सस्ती कारें नहीं होनी चाहिये क्योंकि सुरक्षा के लिए पैसे की आवश्यकता है। आज बचत फण्ड में लोगों द्वारा रुपया जमा करना बहुत आवश्यक है क्योंकि उसके द्वारा सुरक्षा के कार्य किये जा सकते हैं। अगर छोटी कार निकाल दी गई तो छोटे लोग अपनी बचत की रकम इस कार को खरीदने में लगा देंगे।

दूसरी दलील यह दी जाती है कि हमारे देश में इस समय जो मोटर के कारखाने हैं उनके पास इतना काम नहीं है इसलिए नया मोटर कारखाना खोलने की जरूरत नहीं है। अगर कोई नया मोटर कारखाना खुला तो जो

[श्री कृष्ण चन्द्र]

कारखाने मौजूद हैं उन्हें नुकसान पहुंचेगा। यह बात सही है कि हमारे देश में मोटर के जो कारखाने हैं उन्हें नुकसान न पहुंचाया जाय। हमारे देश में जो मोटर उद्योग का काम हुआ है वह नष्ट न होने पावे। अगर वह नष्ट हुआ तो इससे देश को बहुत नुकसान पहुंचता है। यह जो दलील दी जाती है कि अगर एक नया उद्योग खुलेगा, नया कारखाना खुलेगा तो उससे सम्बन्धित उद्योग पर असर पड़ेगा। परन्तु हमने तो स्कूटर के बारे में यह देखा है कि जब लैम्ब्रेटा स्कूटर देश में काफी चल रहा था, अपना क्षेत्र बढ़ा लिया था, चाहे उसने कोई प्राफिट नहीं लिया था परन्तु वह सब अच्छी तरह से कायम हो गया था, तो सरकार ने इन सब बातों को दरगुजर करके वैस्पा स्कूटर बनाने का लाइसेंस और जारी कर दिया और एक कारखाना और खुल गया। आज देश में वैस्पा स्कूटर बन रहा है, लैम्ब्रेटा स्कूटर बन रहा है लेकिन दोनों की कीमत घट नहीं रही है बल्कि बढ़ती ही चली जा रही है।

THE VICE-CHAIRMAN (SHRIMATI JAHANARA JAIPAL SINGH): You have taken twenty-five minutes. Please wind up now.

SHRI KRISHNA CHANDRA: I shall just take five or ten minutes.

ला किमिशन ने अपनी रिपोर्ट में यह सिफारिश की थी कि जो लोग हायर परचेज बेसिस पर मोटर टक्स खरीदते हैं उनके सम्बन्ध में कानून बना दिया जाय। छोटे छोटे आदमी इस तरह की गाड़ियों को खरीदकर चलाते हैं और माल डोते हैं, उनके पास इतनी पूंजी नहीं होती कि वे हजारों रुपये के ट्रक को एकदम खरीद लें। आज देश में इसके लिए मोटर फाइनेंस बिजनेस चालू हो गया है। देश में ऐसी कंपनियां खड़ी हो गई हैं जो लोगों को हायर परचेज बेसिस पर गाड़ियां देती हैं। ये कंपनी वाले गरीब लोगों से कागज लिखा लेते हैं कि तुम्हें माहवारी इतनी किस्त देनी होगी, इतना सूद देना होगा और जब तक तुम मोटर का पूरा

हिसाब नहीं चुका दोगे तब तक मोटर की मिल्कियत तुम्हारे नाम नहीं की जायेगी। आज देश में इस तरह की चीज चल रही है और इसकी आड़ में बहुत सी बदमाशी भी चल रही है। इस तरह की देश में जो दुकानें हैं, कंपनियां हैं, वे अपने फायदे के लिए बहुत सी नई तरकीबें निकालती रहती हैं और नई नई चालबाजियां करती रहती हैं। इसके लिए लां कमिशन ने रिपोर्ट दी थी कि हायर परचेज सिस्टम के लिए एक कानून बना दिया जाना चाहिये ताकि उसके जरिये इस तरह के लोगों की चालबाजियों पर नियंत्रण हो सके और उन्हें इस तरह का मौका न मिल सके कि जिससे चाहे जितना सूद ले लें। आज देखने में आता है कि ये कंपनियां गरीब लोगों से जो ट्रक का धन्धा करके अपना जीवन गुजर बसर करते हैं उन्हें तरह तरह से परेशान करते हैं और उनसे ज्यादा से ज्यादा मुनाफा लेने की कोशिश करते हैं इन सब चीजों को खत्म करने के लिए लां कमिशन ने एक कानून बनाने के बारे में सिफारिश की थी लेकिन वह कानून अभी तक हमारे सामने नहीं आया है। गवर्नमेंट इस बारे में क्या करने जा रही है यह भी पता नहीं चल सका।

हमारी जो डेवलपमेंट कौंसिल है, जिस का मैं ने जिक्र किया और जिस की रिपोर्ट की आज सदन में इस समय चर्चा है, उस डेवलपमेंट कौंसिल ने इन दो बातों पर भी विचार किया। इस डेवलपमेंट कौंसिल को यदि आप देखें तो उस में आप को ज्यादातर वही लोग मिलेंगे जो मोटर इन्डस्ट्रीज को चलाते हैं, मोटर विक्रेता हैं या कुछ टैक्निकल जानकार हैं। ज्यादातर तादाद, दो-तिहाई से भी ज्यादा मेम्बर इस कौंसिल के वे लोग हैं जो मोटर इन्डस्ट्रीज का संचालन करते हैं, मोटर इन्डस्ट्रीज के मालिक हैं। उन्होंने अपनी रिपोर्ट में स्माल कार का जिक्र किया, लां कमिशन ने हायर परचेज स्कीम के बारे में जो कुछ कहा है, उसका जिक्र किया। डेवलपमेंट कौंसिल ने अपनी सिफारिश में

यह कहा है कि जो छोटी कार है वह बन नहीं सकती है और उसके रास्ते में बहुत सी रुकावटें आयेंगी। यह एक ऐसी स्कीम है जो कि कारामद होने वाली नहीं है, यह व्यावहारिक स्कीम नहीं है और चल नहीं सकती है। उन्होंने इस कार के खिलाफ बहुत जोर दिया है। लॉ कमिशन ने हायर परचेज स्कीम के बारे में जो सिफारिश की है उस के बारे में भी डेवलपमेंट कौंसिल ने यह कहा है कि ऐसी चीज नहीं होनी चाहिये। उनकी राय है कि इस स्कीम के जरिये देश में इस समय जो काम चल रहा है, गरीब लोग जिन टूकों के द्वारा अपना धन्धा चला रहे हैं, वह सब काम ठप्प हो जायेगा। मेरा मकसद यह है कि डेवलपमेंट कौंसिल ने बजाय इसके कि मोटर की इन्डस्ट्री को कैसे आगे बढ़ाये, उस को कैसे डेवलप करें, उन्होंने ऐसी कोशिश की है कि उसके सदस्यों का जो यह अपना धन्धा है, उनकी जो यह इन्डस्ट्री है, उसमें आगे किसी तरह से आंच न आने पावे। छोटी कार और हायर परचेज से उन के धन्धे में आंच आती और उन्होंने इन दोनों की ही मुखालिफत की।

डेवलपमेंट कौंसिल की योजना अच्छी बात है कि हर एक उद्योग को समझने वाले, उनके जानकार लोगों को उद्योग के सम्बन्ध में जानकारी हासिल करनी चाहिये और उसकी जांच पड़ताल करनी चाहिये कि उक्त उद्योग के सम्बन्ध में क्या क्या दिक्कतें हैं, क्या क्या उस को सहूलियतें मिलनी चाहिये और आगे कैसे प्रगति की जानी चाहिये। उस के लिये अपने सुझाव कौंसिल को गवर्नमेंट के सामने रखने चाहियें। अगर यह बात ऐसे ही चले तो देश को बहुत फायदा होगा। हर एक उद्योग से सम्बन्ध रखने वाले जानकार लोग यदि उस उद्योग के बारे में अच्छी तरह से जांच पड़ताल करेंगे और गवर्नमेंट के सामने सुझाव रखेंगे कि वह उद्योग किस तरह से बिकसित हो सकता है, उस को कैसे बढ़ावा दिया जा सकता है, उस की कैसे

प्रगति हो सकती है, अगर इन सब बातों के बारे में वे सिफारिश देंगे तो इस से उस उद्योग की तरक्की हो सकती है और देश तेजी के साथ आगे बढ़ सकता है। डेवलपमेंट कौंसिल का जो यह उद्देश्य है उस उद्देश्य को यह कौंसिल पूरा नहीं कर पाई है।

3 P.M.

बाइसिकिल इंडस्ट्री के बारे में मैं ज़रा सा कहना चाहूंगा। गवर्नमेंट ने यह सोचा कि बाइसिकिल की एन्सीलरी इंडस्ट्री को बढ़ावा दे, साइकिल के पार्ट्स हैं वे छोटे उद्योग धंधों में तैयार होने चाहिये। स्माल स्केल इंडस्ट्रीज़ के जो डेवलपमेंट कमिशनर हैं उन को गवर्नमेंट ने यह काम सुपुर्द किया। पहले उन्होंने स्टैंडर्डाइज़ किया और फिर कहा कि जो साइकिल के पार्ट्स बनाना चाहें वे बना सकते हैं। फिर छोटे धंधे वालों ने थोड़ा पैसा लगा करके, दस हजार, बीस हजार रुपये की पूंजी लगा कर के साइकिल के पार्ट्स बनाना शुरू कर दिया। उसके लिये डेवलपमेंट कमिशनर तमाम सहूलियतें देते हैं, टेक्निकल जानकारी देते हैं, कच्चा माल जो चाहिये वह देते हैं, मशीनें देते हैं। इस तरह से बाइसिकिल के बारे में जो एन्सीलरी का डेवलपमेंट हुआ है वह काफी ज्यादा हुआ है। इसी तरह से अगर मोटर इंडस्ट्री के सम्बन्ध में एन्सीलरी इंडस्ट्री डेवलप करने में गवर्नमेंट इतना ही प्रयास करती, इतनी ही कोशिश करती, तो उसकी भी हालत आज ज्यादा अच्छी होती। इन शब्दों के साथ मैं आप को धन्यवाद देता हूँ।

The question teas proposed.

SHRI DAHYABHAI V. PATEL (Gujarat): Madam, the House would be grateful to the mover of the motion for taking the initiative and bringing forward this very important subject for discussion before the House. You will excuse me, Madam, if I stray a little from the object of the motion, the report of the Development Council, because the mover of the motion

[Shri Dahyabhai V. Patel.] has moved the motion in such a way that he has gone far beyond the scope of this report alone. So, if I make a few remarks on those lines, I hope you will be indulgent to me. However, I shall try to stick to the time limit and try to be relevant as far as possible on this subject.

The Council appointed by the Government, to my mind, has done very useful work. The twelve thousand odd rupees that the Council spent at least did one thing. They dispelled the Krishna Menon notion of the small car. The economy invited by the Government of India to this country, called the "Moonshine madness", has been dinned into experts and the Government have finally accepted this proposal. At least that one object has been served. Simultaneously I should like to draw the attention of this House and the country to what that has cost us.

The automobile industry is a very necessary thing for any progressive country. We know, Madam, in the West there has been tremendous progress by certain countries, countries that build up their automobile industry first. Take the case of the United States or Germany. These countries did not have a vast empire that the British had. The British also had an automobile industry and their protected markets and the empire that enabled them to build up a large industry. In fact, I would say that in free competition in quality what the Americans and the Germans gave us was decidedly superior. What America gives to us in the matter of automobile industry, I would submit, is more suited to this country because of a few things that are very similar, namely, a vast country, vast distances and dimensions also. The importance of automobile industry for a country which has to build up its agriculture can be imagined. Agriculture, if it is supported by a properly built auto- | mobile industry, can increase. I do not believe that the type of agriculture that we want or the progress and high production in agriculture that we

want is going to come by distributing an acre or 1½ acre to every peasant or every soul in this country. Agriculture is going to give us more production if it is in the hands of the people who know agriculture, if it is in the hands of the people who can produce more with the use of mechanical cultivation . . .

THE MINISTER OF STEEL, MINES AND HEAVY ENGINEERING (SHRI C. SUBHAMANIAM) : I suppose this *it* near relevancy.

SHRI DAHYABHAI V. PATEL: If the hon. Minister is a little patient, he will understand. I was completing the sentence and he would have understood. Mechanical cultivation depends on automobile industry. Any agricultural instrument which is to be propelled by a machine is something like automobile industry, and higher production in agriculture can come only if a machine-propelled instrument, plough or truck is used for the very simple reason that a bullock-plough can plough only a few inches into the soil while a plough that is driven or pulled by a machine can go 8", 10", 12" or 15". It will turn the soil over. The soil that is underneath will come up and the result will be much better.

Similar is the case with defence. Our defence depends very much on our automobile industry. We would have built up defensive or offensive machinery if we had built up an automobile industry. The tanks, the fast moving machines, the aeroplane* these are all offshoots of the automobile industry. We were lacking in this because we were tampering, we were playing with what was there and misusing it. We were producing bath tubs and coffee percolators.

SHRI M. P. BHARGAVA; (Uttw Pradesh): Old story.

SHRI DAHYABHAI V. PATEL: In our ordnance factories we were producing, rather supposed to be producing Shaktiman trucks, in our prototype machine tools factories. We in-

vested crores of rupees in factories which were supposed to give us prototype machine tools, machine tools that would enable this country to make rapid progress in the production of machines which would have been useful for building up small industries, ancillary industries all over. But we were fooling about with them. Some parts were manufactured near Bombay, Ambernath. Some were manufactured at Jabalpur, some at some other place and they were transported all this distance and assembled along with a very large component of imported parts into Shaktiman trucks. The economist who came and told us that the small car was "moonshine madness", if he had seen this, I am sure, he would have used a slightly stronger language in the case of these Shaktiman trucks.

We have gone wrong because our approach to the whole thing was wrong. The approach was that we have to produce everything. And who is going to produce? Government is going to produce. The whole approach is wrong. The idea of Government producing everything!—whether it is the small car or the Shaktiman truck, whether it is useful or not and without thinking as to what it is going to cost—is a very wrong idea. And we are paying for it today. We were caught unprepared when the Chinese came. I am glad the Government have sat up and started scratching their head but I do not think that, if proper advice had been taken, it would have been necessary for a report like this. Madam, I happened to be on this Committee for a short period representing the Western India Automobile Association of Bombay as a consumer and I have no complaints at all of the type that our friend, Mr. Krishna Chandra, made. He says that the composition of the Committee was of people who were interested in the manufacture of cars. Whom else did he think that this Committee will be made of? When you are discussing the question of the progress of the

automobile industry, the development of the automobile industry, whom did he expect to be on the Committee? Did he expect this Committee to be made up of peasants or barbers? Whom did he expect?

SHRI AKBAR ALI KHAN (Andhra Pradesh): Experts. *

SHRI DAHYABHAI V. PATEL: Who are the experts? I think those wfae have personal and practical knowledge are the experts and in this country where do we get them, except those people who are in the industry? Otherwise what do they eat? If they are not in the industry where are they employed? It is only when they took the advice of the people who are not in the industry and who gave advice to please Mr. Krishna Menon that we get these reports. After all Government officials are Government officials. If you have Mr. Morarji Desai as the Finance Minister you get the Budget that we got this year. If we get a practical man who understands the business, he will try to correct the mistakes. Perhaps if we have to start on a clean slate he would have to clean many of these things and the Government's Augean stables need to be cleaned very much not only in the matter of automobile industry but in the whole outlook on finance, the whole outlook on industry.

This Committee has pointed out in very clear words that the progress of the automobile industry is not taking place because of high taxation. Thirty per cent, of anything that you take goes as tax; not only the automobile, but the oil that you purchase, the tyre, in everything thirty per cent, is tax. How can this country progress when there is such oppressive taxation? How can you have any industry develop in this country without competition? Progress can come only with free enterprise. If you do not want completely free enterprise, I am not against regulation of industry. Up to an extent we should but it is only competition that is going to give you»

[Shri Dahyabhai V. Patel:] cheaper prices and the function of the Government should be to assist, not to restrict, industry. If you read any text-book on automobile industry the first thing you will learn is that a single unit producing not less than 50,000 cars annually can only function efficiently. A unit producing 50,000 cars annually can slash its prices by 15 to 30 per cent, if it is allowed to raise its capacity to one lakh. But here we are thinking in terms of 5,000 and 10,000. There is the whole market of Asia before us. If we had tackled the problem properly, if we had taken the bull by the horns as they say, and started to build an industry and push it further we could have made very good progress. When Mr. Krishnamachari was the Minister in-charge of industry in 1952 I happened to be the President of the Automobile Association in Bombay and he promised protection and support to the automobile industry and he said that in five years we shall have automobiles produced in this country, very nearly 100 per cent. Well, we have come to it after ten years, or near to it. ~ ~

SHRI C. D. PANDE: It is 80 per cent. now.

SHRI DAHYABHAI V. PATEL: But one of the producers of automobiles said that he would be able to slash the car price by Rs. 1,000 if the Government did not make so much difficulties for him for importing machinery. Just as the Government is following a policy of giving incentives to exporters in the matter of cloth, art silk and so many other things, why don't they give incentive to the producers of automobiles? Tell them, you will get this machinery if you want it but export so many cars and get it. The Government should assist them to do it—not merely tell them—as they are doing in the matter of cloth exporters and other exporters.

Cloth is sold in this country at a very high price. In some of the foreign markets we are selling it even

cheaper. Why? To keep the mills going. Besides they have not only well-organised industry but they have well-organised labour unions who have representatives right in the Cabinet of this country. That not being the case of the automobile industry I submit very humbly that the problem, is not understood properly. There was a strike in Bombay and the factory remained closed for three months. Would this have happened in the textile industry? If such a thing happens in the textile industry the Government immediately steps in and prevents this. That is why production goes down in this automobile industry.

SHRI S. CHANNA REDDY (Andhra Pradesh): Even in the textile industry it happens.

SHRI DAHYABHAI V. PATEL: May be in very small units but not in Bombay or Ahmedabad or in places where there are large units. One stray unit in a corner of the country does not matter compared to the overall picture of the industry. Well, we have heard that about one half of the automobiles manufactured in India—not only small cars but trucks also—goes to Government and if you please, to defence. The Committee, from what I know, has taken a lot of trouble but perhaps the Report could have been expedited. But when you have so many people from so many places all over the country and so many officials, if you please perhaps it was not possible to do the work quicker than what has been done. Besides it meant putting the policy of Government completely in a different direction. The Government seemed to be mad on that idea of the small car, cost what it may and they had to reverse that policy in spite of repeated statements of Government that they were going to go ahead and that they were going to do this and that whatever happened. It was very difficult to swallow that and say, no, we made a mistake. So they appointed this Council. Well, I am glad the mistake has been corrected and I hope more

■ Mistakes will be corrected in future so that the industry, a very vital industry, an industry which is very necessary to this country may progress.

There is a paragraph on the import of spare parts. I would very much like to see spare parts being made in this country in larger and larger numbers. I do not know whether Mr. Krishna Chandra, the mover of the motion, knows there are many factories, small-scale units, which have started making parts for automobiles. If he is using a car and if he tries to buy some parts he will know that there are so many parts which do not require a specialised team or specialised finishing and they are being manufactured and sold in these small garages by those people who repair the cars. We want that to be done on a larger scale.

SHRI A. M. TARIQ (Jammu and Kashmir): But does the hon. Member know the difference between the controlled price and the price at which they are being sold in the country? A part costing Re. 1-8-0 is not available even for Rs. 8.

SHRI DAHYABHAI V. PATEL: I agree with you. I am not quarrelling with that. But that happens when the economy is controlled in this manner. Prices will go down only if you have competition, if you encourage more and more production. Now, in the matter of these parts, I would like to draw the attention of the Government and of our much-travelled Ministers to one thing.

I had occasion to go to Germany once many years ago. I think it was in 1954. That was the time when Germany was building up. For that what did they use and how did they use? They used some of the villages which were enclosed gun encampments for making automobile parts. In many small settlements they were winding armatures for some of their best cars. Their "Mercedes Benz" cars have got parts made in some of

these small places, small villages. Have we used any of our refugee settlements for doing anything of this kind? I am sure our Ministers have gone there because they told me so. The representatives of the Government of Germany and the factory people told me, so many of your Ministers have come and we have showed them this. I can give you the name of one such place as an example, Espelcamp is the name of one of the villages or settlements that were built up and 30 per cent, of the people here were destitutes, refugees who had come from across the border. They were people coming from outside Germany and they built up a unit there and what was that unit doing? That unit was supplying important parts to the "Mercedes Benz." They were winding armatures. Have we ever thought in terms of rehabilitating our refugees by providing them an industry of this type and making their lives useful and useful to our country? We are thinking only in terms of doles and doles and if this country starts from the beginning to live on and to look for doles all the time, when are we going to stand up? It is that outlook that has made us look for doles from all over the world . . .

{Interruptions}

SHRI A. M. TARIQ: You did not allow Mr. Krishna Menon . . .

(Interruptions)

SHRI DAHYABHAI V. PATEL: On the question of automobile parts and imports, I would like to have a little more information from the Minister. I understand that there is a lot of argument in the Ministry, of late of persons of Indian origin who have settled down in some of the African countries, particularly in East Africa, who want to come back with all their moneys and some of them are people, who deal in automobiles and their parts. I believe some sort of negotiations are going on with them to which they are being allowed to bring

[Shri Dahyabhai V. Patel.]

these parts. I would like to have some more information as to the policy governing this. Will the Government allow them to bring all what they have, lock, stock and barrel—I think that is their demand—whereas most of them are being told that they would be allowed to get only a portion of it, what portion the Government considers useful and the rest they will not be able to get. If they are going to come to this country lock, stock and barrel, with all this and they are going to invest all this in industries in this country, how could they come away leaving out a substantial portion that they have got? Has the Government thought of this problem in this way or is it the attitude of the Government that we do not want to think of the troubles of these people of Indian origin as once the Prime Minister said in this House?

Two or three years ago I had asked when this trouble started, 'Is the Government of India aware of the difficulties of the people of Indian origin who are residing in East Africa and how uneasy they feel because of the trouble in some of these places, particularly in the Congo?' The Prime Minister got up before the Deputy Minister could say anything and just one word I got *No'. I hope the Government has reconsidered this situation and has taken, in a reasonable frame of mind, a little more compassionate attitude. When we think of the troubles of all people all over the world, will we not think a little of the people who are of Indian origin and when they want to come back to the mother country and want to bring with them what they have earned? Perhaps a little more sympathetic treatment to them is deemed proper.

SHRI C. SUBRAMANIAM: I am sorry to interrupt the hon. Member. There should be at least some remote relevancy to the subject which is being discussed.

SHRI DAHYABHAI V. PATEL: I was dealing with automobile parts.

THE VICE-CHAIRMAN (SHRIMATI JAHANARA JAIPAL SINGH): Please finish in the next five minutes.

SHRI DAHYABHAI V. PATEL: The recommendations have been summed up. Only perhaps the order that I would put is not there. Recommendation (viii) says that one of the yardsticks of a nation's progress is economic and efficient road transport. Perhaps I would put it first. Otherwise I am in agreement with the recommendations of the Council. I also welcome the suggestion for the formation of a Central Council. Only I hope the Government will give due representation to the two Houses of Parliament that represent public opinion in the country and will not pack it only by officials who are to adjust their views according to the views of the Minister or the principal Minister that holds sway in the Cabinet.

A very important point has been raised about the left-hand system of driving in India. If this country is to really change the mode of driving and fall in line with what is the practice all over the country, a beginning has to be made early and the earlier the better, otherwise it is going to involve us in a lot of expenditure. There is a mention also of the law of hire-purchase. Free enterprise progresses with a little freedom and if those countries where hire-purchase is allowed on a large scale have progressed, if industry has progressed faster in those countries, perhaps such a system is useful. I do not say that there may not be any safeguards. Safeguards are necessary.

There is a reference to garage equipment but I would say even before garage equipment a very necessary thing is good roads that we lack very much in this country. The progress of the automobile industry will be retarded if we do not have good roads. The use and maintenance of an automobile becomes more expen-

sive if there is lack of good roads, I would draw the attention to the condition of roads in a very small country at the foot of this big continent, Ceylon. Look at the roads there and look at what we call roads in this country. Thank you.

SHRI SURESH J. DESAI (Gujarat): Madam before I offer my remarks on the Report of the Development Council, I would like to say that this Report is rather an old one for the year ended on 31st March 1962 and the conditions have much changed during the last 1½ years since the Report was submitted. Especially after the emergency, the conditions in the automobile industry have changed to a very considerable extent but still, this being the first Report of this Development Council, we have to give sufficient importance because the problems underlying the industry still continue to a great extent to be the same.

[THE DEPUTY CHAIRMAN in the Chair]

This Development Council consists of people who are interested in the automobile industry and ancillary industries and the distributors and consumers and one illustrious Member of this House is also a Member of this Council, who spoke on this matter just now. So, this is not a standing committee but an advisory committee of a sort and the work which the Council has done during the short period of one year is quite commendable and I am very happy to note that the Council has really done good work in this period of one year. They met three times and they appointed various subcommittees also. The subcommittees are also very useful subcommittees, for instance, there is a subcommittee on "Study of the Cost of different vehicles and makes under production indigenously". There is a subcommittee on 'Standardisation and Assessing of Demand of Raw materials' which also met and there is a third committee which met once and it is the sub-committee on 'Collection of Statistics on Import, Production, etc. of the different automobile components both is the organised

and small scale sectors'. Two subcommittees did not meet but the Council appointed another sub-committee to study the 'Preliminary Report on Transport Policy and Co-ordination'. That sub-committee met three times.

On the whole, this Council has done very useful work and the recommendations also seem to be very reasonable and very sound ones. I would refer particularly to the first subcommittee on 'Study of the Cost of different vehicles and makes under production indigenously'. That is about the price of the vehicles manufactured in the country. I would submit Madam, that much ignorant comment is going round the country about the price of cars manufactured in this country. First of all the prices are fixed by the Government after proper cost accounting. Every pie is accounted for, every item is taken into consideration and then after due cost accounting, the costs are fixed by the Government. There are not the prices of the manufacturers but these are the prices fixed by the Government for each vehicle, whether it is "Ambassador" car or "Fiat" or "Standard and these prices have to be adhered to.

Secondly 70 per cent, of the materials and components are obtained by the manufacturers from the country from other dealers, whether they are tyres or radiators or other components. The prices of these components and materials are not regulated. These radiator dealers are free to sell the radiators at whatever price they like. So the prices of these components and of these materials are not regulated and the manufacturers have to pay whatever price is asked for. Certainly they go to increase the cost of the manufactured article. This question is very often posed: Our "Ambassador" cars cost so much, whereas the "Morris" or "Austin" cars manufactured in England cost so much less. Or they say that "Fiat" cars manufactured in India cost so much whereas those made in Italy cost much less. This I submit is an absolutely

[Shri Suresh J. Desai.]

ignorant question or comment. First of all, the total production of the automobile industry in India, the total number of automobiles made in India is only about 11,000. "Ambassador" cars, about 7,000 "Fiat" cars and about 4,000 or 5,000 "Standard" cars. It is not correct to compare these figures with half million "Fiats" made in Italy or an equal number of "Austins" or "Morris" cars made by the British motor car manufacturers in England.

My hon. friend, Shri Dahyabhai Patel mentioned something about this matter. I will extend this point. Two Oxford professors have gone into the development of the British automobile industry and they have written a book on the automobile industry there. It is available in the Parliament Library upstairs. These two professors have pointed out that if you increase the production from 10,000 to one lakh, there will be a saving of 30 per cent, in the cost. When you increase the production from 1 lakh to half a million, there will be a further saving in the cost of 15% and so on it goes increasing. But beyond 1 million the saving in cost tapers down. That is the economics of the automobile industry. So when we manufacture about 20,000 cars how can you compare the cost of our cars with the cost of cars in other countries where they make half a million cars?

To give you an illustration, the "Ford" people had got a factory in Detroit in America. From their Dagen-ham factory in England, they could not compete with the "Renault" cars in Paris, but from their Detroit factory in America they could compete with the "Renault" cars and sell their cars which were of the same model in Paris. Why was that? In Detroit, they were manufacturing half a million cars whereas in England only 40,000 cars were made in a year. So the whole economics of the industry is like that. The larger the production the greater is the saving in the cost. These factors are not often

borne in mind. Moreover, in the case of the British industry and also of the American industry, they have all their ancillary industries and all the raw materials available to them at home. They have the alloy steel, the special steel and all the raw materials and so on, they have at home and they do not have to import them from any other country. But we have to import them. And we have also to pay whatever prices are asked for by the ancillary industries. These prices are high because our ancillary industries are not yet developed. The whole industry is, if I may say so, rather immature and that is why the prices go high. The Government also fixes the price after proper cost accounting. It is not as if the price is fixed by the manufacturers. But on the whole question of the price of manufactured articles in this country so many ignorant comments are made. One feels that people do not know anything about these things and so they make rather amateurish comments. So when they ask: Why should a "Morris" car cost so less? I feel it is rather an infantile comment. The whole economics of the automobile industry should be studied before offering any comments on the prices of cars. That is what I have to humbly submit.

Now, let me say a word about the development of the ancillary industries. It is a good thing that the Councils had gone very deeply into this question and they have made four good suggestions. They have stated it in the Report:

"A member, who has been closely associated with the ancillary industry has been requested to prepare a note on those ancillary items where production is sufficient both in quality and quantity so that after due consideration, the Council could recommend to the Government to ban import of such items."

I hope this member has by now submitted his report

The second recommendation is:

"That the Established Quota for import of spares for older models of vehicles be reduced gradually and the users of such vehicles be made to obtain their requirements for such spares from local sources."

is also a very commendable recommendation. Then they have made the third and fourth recommendations. but I will not read them for they are already in this Report. They are also very commendable recommendations and as I said, it is good that the Council has gone so deeply into the question of ancillary industries.

In England and America these ancillary industries have developed and the big car manufacturers are able to depend to a large extent on those ancillary industries. But our ancillary industries have not yet developed in our country. They have to be developed and put on a proper footing and only after this is done, can the prices of cars be regulated and the quality of the cars also be regulated properly. Very often complaints are made about the quality of the cars made here. But it should be remembered that it is an immature industry yet, depending on so many factors, dependant on our ancillary industries which are still more immature. So the quality of our cars cannot be compared with the quality of cars made in America where the automobile industry is of 75 years standing or in England where also it is of equally long standing. We cannot compare the quality of our cars with those cars where they manufacture millions.

Next, I refer to the setting up of the special sub-committee to study the 'Preliminary Report' of the Committee on Transport Policy and Co-ordination—(The Neogy Committee). They have made some very good comments or recommendations. One is that: 750 RSD — 6.

"The level of taxation on Commercial Vehicles in India is the highest in the world."

Another is that:

"Excessive taxation is an inhibitory agent to adequate progress, expansion and development of the Road Transport Industry".

And the third one is that:

"Economic and efficient Road Transport is one of the yardsticks of a Nation's progress and development."

The Report also says that:

"Even after expansion of the Railways a gap of 15 million tons would be left to be carried by other agencies."

That will be the gap at the end of our Third Five Year Plan. And this a gigantic problem and certainly road transport must play its own part in its solution. For that our road transport must be developed and commercial vehicles should ply more and more and carry more and more goods for the country. I would also point out that the rates of taxation vary from State to State. In all the States the taxation is high and in certain States it is exceptionally high and in certain others it is moderately high. The rates vary from State to State. This is one difficulty.

Another difficulty faced by these vehicles is due to the conditions for the plying of inter-State commercial vehicles. Commercial vehicles cannot ply from one State to another State because so many restrictions come in the way and this again comes in the way of the inter-State carriage of goods by the commercial vehicles. Unless these restrictions are removed, this carriage of goods by commercial vehicles cannot be developed. But when developed so much burden would be lessened from our Railways.

[Shri Suresh J. Desai.]

Besides this, there is the restrictive policy on the Lssue of permits for the plying of commercial vehicles from State to State and this also, I hope this Committee will consider.

Lastly, I will refer to the recommendation of the sub-committee for the formation of a Central body on the lines of the Inter-State Commerce Commission of the United States of America. This is what the Report says:

"The Council felt that this matter could be more fruitfully pursued by the industry either with the aegis of the Transport Ministry or the Planning Commission".

This is a very useful suggestion and I hope that the hon. Minister will enlighten us as to the steps the Government propose to take in this direction.

The Development Council has further given a list of 135 items of ancillary industry which could be taken up by our small manufacturers, and also a list of 46 items which could be taken up by the Vehicle manufacturers. These are very useful lists and the Council should be congratulated for making out these lists, because these indicate to the smaller manufacturers the lines on which they can manufacture the ancillary products which can then be more useful to the bigger vehicle manufacturers as well.

With these words, Madam, I compliment the Development Council for >od work they have done, and I hope that in their second report which will now be submitted—another year has already passed—we will see that they have done still more useful work and that further progress has been made. Thank you, Madam.

SHRI BHUPESH GUPTA (West Bengal): Madam Deputy Chairman, I am afraid I cannot join in this chorus of praise for the Development Council. The reason is obvious. Because thi, Council is a packed body,

whose main job is to justify the present state of affairs in the automobile industry and to render whatever assistance it can in order to pamper it. The responsibility for this in the final analysis lies with the Government's policy in regard to the development and expansion of our automobile industry. In the first place, I should likes to point out here that this Council has come to the conclusion, obediently naturally, that there should be no project of the people's car in the public sector and this is what the-Council says in its Report:

"At this meeting the Council also* discussed the expansion programme of the automobile industry vis-a-vis the production programme of the economy car in the public sector during the Third Plan, It felt thai the introduction of a small car would adversely affect the existing manufacturers and it would serve better if the existing manufacturers were allowed to expand themselves to 'a reasonable extent to compete themselves in the market."

This is exactly what Messrs. Birla Brothers and others of that kind have been preaching all these years. When the question of the people's car up, following the offer from a French firm, these industrialists or rather Birla Brothers and so on came out with the suggestion that as far as the people's car or the small car or cheap car—whatever it was called—was concerned, first of all, there was no need to undertake this project end secondly, if and when it was to be undertaken that should be left to the private sector, that is to say, in their hands. Now, we find this highly praised by Mr. Dahyabhai Patel of the Swatantra Party and by my esteemed friend from the Congress Party, coming out with their first support. They say almost verbatim the same thing.

Therefore, that explains the outlook of this particular Council. What can you expect from a Council of this

kind? But then we must blame the Government) to begin with, because here we are more concerned with the Government. I think it is one of the greatest scandals that we have had when the scheme or rather project for the manufacture of a small car was given up, due to the pressure of the vested interests in the automobile industry.

Today there are three concerns which monopolise between themselves the entire car production in the country, motor vehicles, trucks and so on. Up till now we do not know why it was done, why this project was given up, except that we were told that since the Plan was in difficulty certain raw materials would not be available, or that Government should not go in for certain additional expenditure and for that reason the project would not be accepted. Well, I do not know to what extent the abandonment of this project has helped the Third Five Year Plan. It does not seem to be very much out of the wood and I doubt, when the Government said such things, if they really meant it. Actually this was a lame excuse that was given. We in this House, time and again, invited the attention of Parliament and the country that there were behind the scene moves on the part of Birlas and other concerns in order to have the people's car scheme sabotaged and shelved. Ultimately it came true. Actually the job was done even before Mr. Subramaniam came into his Ministry. When he came, he just celebrated the successful operation of Messrs. Birla Brothers. That is all. He made the formal announcement that the scheme had been given up. I think here of course. Mr. Dahyabhai Patel would totally disagree with us because somehow or other he thinks that the present arrangement is the best one.

SHRI DAHYABHAI V. PATEL: No

SHRI BHUPESH GUPTA: The private sector arrangement is good and the small car business in the public sector should be given up. The pub-

lic sector has become Mr. Patel's nightmare. I do not know why.

SHRI LOKANATH MISRA (Orissa): The private sector is your nightmare.

SHRI BHUPESH GUPTA: I do not know why. I think we should have reformulated our automobile manufacturing policy and this should have been done along the following lines. As far as cars are concerned, we should have put emphasis on small cars being manufactured, as far as possible, in the public sector. There should have been public sector enterprises to turn out small cars. Here two principles are involved. One is cutting the consumption or restricting the luxurious consumption on the part of those who use cars, that is to say, we should have compelled everyone, including Mr. G. D. Birla, to drive in the country in a small car. He should not be allowed to manufacture big cars on the one hand and on the other he should not be allowed to import all such big cars from abroad. Secondly, the manufacture of small cars would have been a saving to our country. In the long run it would have been a saving to our economy. Besides, these cars would have been available to a larger section of the people, that is to say, would have been brought within the reach of a wider range of users of motor cars and so on. Today there is nothing of this sort. We see that we are more or less sticking to the old policy that was formulated when we did not have a clear perspective as to how we should set about the development and expansion of this particular industry. Neither we had a clear social objective, nor we had a proper understanding of the relation of this industry to the other aspects of our economy.

As far as trucks and other commercial vehicles are concerned, we could have left these to be manufactured by Hindustan Motors and other concerns— not that the private sector should not have undertaken it, but I think that with a little change or expansion of

[Shri Bhupesh Gupta.] the existing plants it is possible to manufacture these in larger numbers or shall we say, we can' have a larger turnout of commercial vehicles. That is how the matter should have been arranged and I do not know why this was not done.

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 Now, coming to the Three Musketeers of the automobile industry who control the industry as a whole and to whom the Government is so beautifully obedient, I should like to say they are making enormous profits. It is pointless to tell us that the price is fixed by the Government. Of course, the price is fixed by the Government formally, just as the Government allows them to function and retain their monopolistic grip over this industry. But we have reasons to believe from the union sources and others who have some knowledge of the matter that the prices are exorbitantly fixed. Now, as far as the books are concerned, it is possible for them to manipulate Books of accounts in order to get the Government to accept their figures and not the figures which should have been otherwise acceptable if this industry were in the public sector.

Therefore, what is needed today is a searching enquiry into the cost structure of these three concerns, notably Hindustan Motors, and we should associate not industrialists but others, trade union representatives, economi-ists and other experts. If necessary, experts should be brought from countries where you do not have capi-ta'ists, in order to see whether the present cost structure is right. This is very, very important. If you ask me, how do you say' that, I am not in a position to give facts and figures. It requires technical knowledge, technical study and technical evaluation. But it is common knowledge today that the prices are fixed very highi Not onlv that. Recently, Hindustan Motors have been eiven a nnVf, rise. That, is a'so another complaint on our part. Therefore, I

think that in this respect they are made to make some extra profits. Now, if the monopoly is in their hands, the Government cannot but plead helplessness in the matter. Suppose today we say that the prices are to be brought down. Three of these gentlemen combined, three of these concerns combined would come with the suggestion, "No, we will not accept it, we shall stop production". The Government will have to submit to them unless of course you have the policy of nationalisation in this matter, unless you take over the industries under the Industries Development Act or some other suitable measure. Government will have to obey them. This is how they view at least this matter. Therefore, the price is the dictated price. This is what I say. Dictated price does not cease to be dictated price simply because Government is made to put its seal or stamp on it.

Madam Deputy Chairman, then we find that many new Hindustan "Ambassador" cars are found to be bad. Very fresh, new cars are sometimes not found to be in good condition. Our information is that proper trial is not given before they are sold in the market. It appears that among the same batch of cars that is turned out from the assembly lines, some are good and some are bad. If there is a kind of mass production that is taking place, why should it be so, that in the same batch of cars some are good and some bad? What is the mystery behind it has not yet been discovered, and it has to be found out. Generahv, we find in letters from various users of Hindustan Ambassador" cars and other cars that these cars give them a lot of trouble immediately after they have been bought. I do not know whether Government are receiving such things. At least in one or two cases the matter was referred to the Ministry, and I should like to know whether an investigation was made and what steps Governmesnt have taken.

Here I may inform this House that a number of skilled workers have left the Hind Motors. We should like to know the reason why they have left. On the one hand we talk about the quality of the car, and bemoan the fact that we started late in the day and therefore we suffer from a lag in the matter compared to other countries. On the other hand we allow the skilled workers to leave. The industrial labour relations are such that sometimes the skilled workers are forced to leave the Hind Motors. I should like to know about the management there in the Hind Motors, because it is run more or less with the same outlook and in the same spirit as some of the American concerns are run. But we are not given to that way of arranging our industrial affairs.

Now, with regard to the other aspect, 46 items which are to be ancillary items, they are to be manufactured by the vehicle manufacturers. This again is spreading the tentacles of monopoly. I should have thought that here there would be scope for others to come in and the operations of the monopolists would be restricted to the maximum possible extent; that is to say, the car manufacturers should not be made to go into this ancillary industry as far as possible and the matter should be left to others so that small-scale industries can develop and new people can get a chance even if you have the private sector industry as it is today in the automobile line. I do not know why this arrangement has been made.

With regard to production, that again is not very satisfactory. Huge quantities of foreign exchange are taken by the Government under the Third Five Year Plan. We should have liked to know how this foreign exchange has been utilised, and in the report Government should have told us how this can be related to the

advance in manufacture and production. We have reasons to believe that this foreign exchange which is sanctioned, Rs. 35 crores or so, under the Third Plan for the automobile industry is not always properly utilised, and sometimes even misuse of such foreign exchange allocations does take place. What percentage of the car today is indigenous and how much of it is foreign is not yet clearly defined. How long shall we take to be nearly self-sufficient in the matter of production of cars or automobiles in our country? I think the import bill is a heavy one and we are dependent much on imports. Therefore, it is essential to lay stress on the development of ancillary industries within our own country and give the necessary backing to those who may come up in starting such industries—assuming that Government will not start a public sector here—and then to see that the indigenous element in the car goes on rapidly increasing, so that within a very short time we can say that the car manufactured is one hundred per cent Indian, the components are one hundred per cent Indian. Here again we do not have a clear picture. It seems the progress in this matter has been extremely slow, and so long as this monopoly remains, I am afraid they will be in a position to lead the Government by the nose, and they have been doing it. Therefore, the main question that arises is one of policy.

Now, it is an interesting study you have got here. It is by no means a comprehensive or exhaustive study, but it has come to this conclusion:

"The Development Council endorses the views expressed above.

The Council was also not very sure whether it would be possible to produce the car at costs worked out by the Committee and even if the cost worked out at Rs. 7,000 ex-factory was accepted as feasible to this had to be added the Sales Tax, Excise Duty, Insurance etc. when

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the car would no longer be an economy car. It recommended that the Council be given an opportunity to discuss the Pandey Committee's Report and make recommendations thereon before a final decision is taken by the Government."

They want the Pandey Committee report to be placed in their hands so that they can polemicize against it and say how wrong it is. They do not accept even theoretically from whatever has been said by the experts going into the subject that the car prices can be reduced in the country or brought within the reach of the middle class people. They do not accept it. In fact this amounts to a categorical acceptance of the Birla thesis that the car price which has been fixed today is the minimum that one can think of and that the price can never be reduced in India. Are we to submit to such an assessment or to such prospects in the automobile industry? Are we to accept this kind of argument that no car can be produced at a price which is less than the price at which either the Hindustan "Ambassadors" or other makes are manufactured by the present industrialists? We do not accept it. This Committee which was appointed to go into the question of the small car or people's car, as it was called, pointed out that it was quite feasible, with assistance and technical know-how and initial equipment from France, to produce cars at a much cheaper cost. It was done, it was proven, it was gone through by the Defence Ministry, by this Ministry and by others, and all agreed that it was a feasible proposition. No one at that time challenged that the costing which was shown in the reports with regard to the people's car was an underestimation. Nobody said

it. This recommendation was 4 P.M. rejected on the ground that it was

should not involve foreign exchange for starting a public sector

undertaking for an industry of this kind. Today we find that this Development Council comes to the conclusion, without even studying the Pandey Committee's Report, that the cost of production cannot be reduced. What can I say with regard to a Report given by the so-called Development Council? I know that Shri Dahyabhai Patel is there. He is a very dynamic person. *(Interruption)* You are there.

SHRI DAHYABHAI V. PATEL: I was there for a short time.

SHRI BHUPESH GUPTA: I am glad that with your ideas you were there for a short time.

SHRI DAHYABHAI V. PATEL: Quite effective.

SHRI BHUPESH GUPTA: I should like you to be there with better ideas for a long time.

Here, I went through the list of these gentlemen who adorn this Hamboyant Development Council. Who are they? They are all men of big business except one or two. *(Interruption)*. But the Hindi Motor Union is not represented there. And some officers are there. Seeing the list of these people who are in this Development Council, am I to understand from these gentlemen of big industries that something more, something better, would come out easily? I would never expect it. Therefore, the very formation of this Council with such people sealed the fate of what should have come from an institution or a body of this kind. Now, I do not see as to why all these industrial people should be taken there.

THE DEPUTY CHAIRMAN: Mr. Gupta, there are three more Members to speak.

SHRI BHUPESH GUPTA: Therefore, I say that there are some people who are not connected with the industry in a very intimate manner,

although they have some touch with it. But this Council is dominated by the representatives of big business. And no wonder our friend, Shri Subramaniam, while he was writing a thesis about socialism said that Marxism had become outdated and included it in the initial draft statement. ; I

SHRI C. SUBRAMANIAM: I still hold to that view and it is not only my view but it is the view of all Congressmen.

SHRI BHUPESH GUPTA: I see. That is the view? But the trouble is that your original draft underwent changes and these words "Marxism had become outdated" were deleted by Congressmen, not by Communists. Again, the Congressmen deleted them. Therefore, I do not know, between addition and deletion, where we stand. But certainly the resolution does not contain the initial formulation that you did. This is only by the way. I only say this thing.

SHRI M. RUTHNASWAMY (Madras) : Do Communists still believe in Marxism?

SHRI BHUPESH GUPTA: Well, that answer, Madam Deputy Chairman, I shall ask when the Swatantra Party begins to know how to spell Marxism. Therefore, I say that here, your Committee is predominantly constituted of big business. Yet, you have a certain broad perspective and objective. I think this outlook should be implemented in every single policy. If you at all talk about socialism—whatever you mean by it, have your own meaning—if you at all talk about people, then you should really go in for your automobile industry, manufacturing cars and so on, which would be available to the people and which would be brought within the reach of larger sections of people, which will weaken the monopolistic sector and enable the State sector to grow in such an industry. It is there that you can mop up the savings of the com-

munity and allow the people to take advantage of the public sector and raise their standard of living.

I am Deputy Chairman, all I can say is, I have not the slightest faith in this kind of Development Council which has produced a command performance and which has not gone an iota beyond what Mr. G. D. Birla has said on the subject. If you read the reports of the directors of the Hindustan Motors or of other motor companies, you will find that the theme is essentially the same. Maybe there is some change in wording here and there.

Therefore, I say, what is the use of (a) talking about socialism and other things when you have such bodies with such people who have little faith in what you preach outside and who are also closely connected with big business? What is the use of talking about industrialisation with a socialistic and democratic outlook when you sabotage the scheme for public sector which would have yielded you profit and revenue on the one hand and given the country a cheap motor, available to a larger section of the people? Therefore, I am disappointed by the Report, and I shall continue to be disappointed so long as the policy of the Government remains what it is and is not radically altered.

THE DEPUTY CHAIRMAN: Mr. Arora. With you, there are three Members to speak.

SHRI ARJUN ARORA (Uttar Pradesh) : Madam, I will not take more time than other Members have done.

SHRI N. SRI RAMA REDDY (Mysore): That means half an hour.

SHRI ARJUN ARORA: There is a great deal of truth in the criticism that this Development Council, this particular one, is loaded with industrialists.

SHRI AKBAR ALI KHAN: But Shri Dahyabhai Patel says that they are the only experts.

SHRI ARJUN ABORA: Fifteen of them are described frankly as industrialists and ten as those having technical knowledge of the industry. The queer fact is that apart from the two or three Government servants, these are either employed by the motor car manufacturers or they are the agents or distributors of them. Then we have four persons representing the interests of the consumers. One of them is, of course, a distinguished Member of this House. So, the consumer who has to pay increasingly higher rates every year is very much unrepresented or under-represented on this Development Council. Labour, whose co-operation is necessary for the development of any industry, has only one representative on the Council. He represents not any all-India organisation but an automobile employees' union of Bombay. So, the truth is that this Council is loaded with industrialists or with those who think like them. That is why this Development Council did not apply its mind to the rising prices of automobiles in this country.

An hon. Member of this House while back mentioned the fact of costing. Now, I am a little familiar with costing and cost accountancy as practised in this country. The poor cost accountant has been reduced to a calculating machine by industry in this country. He does not have the right or the privilege to point out which aspect of expenditure is wrong, inflated or unnecessary. He is to calculate the cost of the various items on figures supplied by the manufacturers. The Government itself, I am told, some time back went into the cost structure of this industry. The details of that have not been available to this House or the country, and I do not know whether the cost accountants appointed by the Government to go into the cost structure of automobiles in this country were independent. I was very much surprised to find that some of the people whose integrity could not be doubted or whether they were people who in another

capacity and at another time were engaged by the industry itself. Unless that is known, I am afraid it is correct to say that cost accountants in this country are being reduced to calculating machines by the industry. The hon. Member of this House, who happens to be a member or happened to be a member of the Development Council, was today complaining against the high rate of taxation as a part of his general vendetta against controlled economy.

SHRI DAHYABHAI V. PATIL: Madam, I am being misrepresented. I was pointing out one of the recommendations of that Committee, one of the observations of that Committee. If he reads it he will find it.

SHRI ARJUN ABORA: That Committee was not expected to go into the taxation structure of the country—that is a taxation structure which has been evolved with the sanction of Parliament—and if as the hon. Mr. Dahyabhai Patel says this Development Council...

(Interruptions)

I am not yielding.

SHRI DAHYABHAI V. PATEL: It is in clause (iii) on page 6 of the Report, that the taxation on commercial vehicles in India is the highest in the world. That is very plain knowledge. That is what is stated in the Report of the Committee.

SHRI ARJUN ABORA: Now, if this Development Council went into the taxation structure of the country, it went beyond its purview, and I am not at all surprised, because 25 of its 31 members are directly connected with the industry, and of the 6 directly unconnected with the industry, one happens to be Mr. Dahyabhai Patel whose prejudices in the matter of private sector and public sector are very well known.

SRI DAHYABHAI V. PATEL: Tell us what is yours. Are you not also prejudiced?

SERI ARJUN ARORA: Those who grumble against taxation and controlled economy in this country should realise one thing, that it is controlled economy in this country

SHRI DAHYABHAI V. PATEL: Why don't you hold the mirror in front of your face?

SHRI ARJUN ARORA: It is the controlled economy in this country that gives the protection to the automobile industry to thrive and make profits. Now, if the protective tariffs are withdrawn, if import of cars is allowed, if instead of controlled economy we also have free economy at our ports, then the automobile industry run by Birlas, Premier Automotives and others—even Tatas—will disappear in no time. So these industries have thrived, have made profits, made more than legitimate and reasonable profits because of controlled economy, and my grouse is that the Government gives them protection and does not ask them to reduce the prices. When the present Finance Minister was not the Finance Minister, he said something about automobile prices and scooter prices, and I and many other Congressmen in the country felt that here was a Minister who was going to deal properly with the automobile industry. But more than a year has elapsed and nothing has been done. The fact remains that imported cars of the same size and the same horse power as are manufactured in this country are much more cheap, much more "hip" and much more efficient.

SHRI BAIRAGI DWIBEDY (Orissa): ; cheaper.

SHRI ARJUN ARORA: Ch first; cheaper, durable and efficient. Now, in spite of this Development Council and in spite of an illustrious Member of this House being a member of this Development Council for some time, the prices continue to rise. The defenders of the private sector say that prices are high because

the number of cars produced in this country is limited. But it is a queer fact that the same manufacturers, when they were producing a lesser number of cars ten or twelve years back, were selling them cheaper. Another queer fact is, just as the foreign-made components of the cars have been declining, the prices have been rising almost in the same proportion. Well, that is something alarming and that is something which does not do any credit to the industry or to the Development Council concerned with automobile and ancillary industries. Prices of the cars produced in the country have been increasing; still the prices have been rising, and I personally feel, Madam that the mistake was done when the Government licensed more than one type of car. Why should this country, which cannot produce cars in millions, and which has necessarily got to confine itself, in the year 1963, to the production of a few thousand cars, why should this country have three or four types of cars and three or four types of trucks?

SHRI C. D. PANDE: Mr. Bhupesh Gupta does not like monopoly and so . . .

SHRI ARJUN ARORA: Mr. Bhupesh not like monopoly; you probably do.

SHRI C. D. PANDE: No, I do not monopoly.

SHRI ARJUN ARORA: You do not like monopoly and that is very good; then you and I agree and Mr. Bhupesh Gupta should not matter.

SHRI BHUPESH GUPTA: It would be a dangerous thing if you and Mr. Pande agree.

SHRI ARJUN ARORA: In this country, when we can produce only a few million cars, why should we go in for variety types? The mistake, as I submit-

[Shri Arjun Arora.] ted, Madam, was made when a number of people were given the privilege, the proud privilege, of becoming car-producers and fleecers of the consumers' money. Even today it is not late; a harmony between the views of the hon. Mr. C. D. Pande and the hon. Mr. Bhupesh Gupta should be found. All the plants of the three or four car-manufacturers should be taken over by the Government and the Government should produce one type of car. In this country we cannot afford the luxury of a "Fiat", a "Ford" and a "Hindustan". We should have only one type of car. I am not enthusiastic about the small car. I do not know what will happen to our narrow roads if and when they are dotted with a number of small cars. I am an enthusiast of an efficient bus service, which is lacking in the country, which is lacking even in this capital city. I am in touch with the students, both boys and girls, in this city, and I find that, on an average, each student in this city has to spend two hours either waiting for a bus or standing in a bus before he or she can go to the college or come back home from the college. Even this capital city does not have an efficient bus service.

SHRI LOKANATH MISRA: It is because of nationalisation.

SHRI ARJUN ARORA: It is because there is very little nationalisation.

SHRI LOKANATH MISRA: No, no.

SHRI ARJUN ARORA: Also we have a number of truck-manufacturers. Now, why can't the capital resources of all of them be pooled together and they have one type of car, one type of truck, one type of scooter? That alone will enable us to increase production and cut down prices. Now, Development Council has not applied its mind to these problems, and I am therefore sorry that I cannot agree with the hon. Mr. Suresh Devisetti in praising the Development Council. The Development Council has engaged itself in a consideration

of irrelevant things, like the law of hire-purchase; they are very enthusiastic about it. The law of hire purchase is necessary in an economy where we have more production than purchasing power. We in this country do not have much per capita income; somehow the national wealth is so ill-distributed that on the one hand we have Dr. Ram Manohar Lohia complaining about three annas per capita income, and on the other hand there is such a long queue for "Fiat" cars that people in Delhi and Bombay are told that they can book their cars for their minor sons. They are told that it may take six or seven years for them to get a car.

SHRI BHUPESH GUPTA: But are they taking into account the Kamaraj Plan?

SHRI ARJUN ARORA: So, in a situation like this, when the people are prepared to deposit Rs. 2,000 with bankers/when the people are prepared to produce bank guarantees, when the people are going in for extremely undesirable type of blackmarketing in cars, for the Development Council to devote public time and public money in considering the desirability of having a law of hire-purchase was a sheer waste of time and energy.

Madam. I hope the hon. Minister who has shown tremendous courage and imagination in the matter of Bokaro, who has shown our American benefactors, the so-called benefactors, their place in the steel industry in this country, will also show some courage and imagination in the matter of automobile industry in this country. He may have scrapped the people's car. He may not have gone in for a fourth type of car, a smaller car or a bigger car, does not matter. But it is incumbent upon him to apply his mind to the desirability of nationalising the three or four automobile plants in the country so that a standard, durable and efficient car of one type alone is made available in this country at reasonable prices, which, I may assure him off-hand, will be certain-

ly much lower than the prices at which the Birlas fleece the consumers.

श्री विमल हुमार मन्नालालजी चौरङ्गिया :
 (मध्य प्रदेश) : उपसभापति महोदया, जो मोटर गाड़ियां तथा उससे सम्बन्धित उद्योगों के विकास के लिये परिषद् बनाई गई उसकी रिपोर्ट पर चर्चा हो रही है। जहां तक देश में आटोमोबाइल इंडस्ट्री का सवाल है सन् १९३५ में ही सर विश्वेश्वरैया ने प्रयत्न किया था। सन् १९३६ में बालचन्द्र हीराचन्द ने इस बात की कोशिश की थी बम्बई प्रान्त की गवर्नमेंट के साथ कि अपने यहां पर यह उद्योग प्रारम्भ हो जिसमें कि बम्बई प्रान्त की गवर्नमेंट ने सहयोग देना स्वीकार किया था। किन्तु उस समय की ब्रिटिश सरकार ने उनको उस समय सहयोग नहीं दिया। उन्होंने वह भी कहा कि लड़ाई छिड़ जाने के बाद आर्मी व्हीकिल्स बनाने दी जायें मगर वह भी उनको करने नहीं दिया गया। स्वतन्त्रता प्राप्ति के बाद ही हमारे यहां कुछ हो सका और उस दिशा में बहुत कुछ हुआ है ऐसा कहने में कोई आपत्ति है नहीं। अभी भी बहुत कुछ करने को है मगर काफी हुआ है इसके बारे में दो मत हो नहीं सकते।

अब जहां तक इसके प्रयत्नों का सम्बन्ध है हमारी सरकार ने भी बहुत प्रयत्न किया और कमेटीयां बैठाई और सब कुछ हुआ। ज्ञा कमेटी भी बैठी। हमारी सरकार ने टैरिफ् कमिशन की मार्फत भी रिपोर्ट मंगवाई और उसके परिणामस्वरूप हमारे यहां पर अब यह पांच छः मैन्युफैक्चरर्स हैं और उन्हीं के माध्यम से हमारे यहां पर कार्स का मोटर्स का और ट्रक्स का निर्माण होता है। अब मैं इनके निर्माण के सम्बन्ध में दो तीन बातों के बारे में मंत्री जी का ध्यान आकर्षित करना चाहता हूं। पहली बात तो यह है कि यह जो यहां पर उत्पादन होता है इनकी कीमतें विदेशी उसी प्रकार की मोटर के

मुकाबले बहुत ज्यादा है और इसके बारे में जो आपने एडवाक कमेटी बनाई थी उसने भी यही रिपोर्ट दी थी। मामूली सी ज्यादा हो २ परसेंट, ५ परसेंट, ७ परसेंट या १० परसेंट तक हो तो वह सहनीय हो सकता है मगर उस रिपोर्ट के अनुसार यह है :

"This means that if we eliminate the incidence of taxes in either case, the consumer price of the Hindustan Ambassador is 38 per cent higher than the consumer price in the U.K. of the Morris Oxford."

इतनी अधिक ३८ परसेंट कार की कीमत उत्पादन की ज्यादा हो और फिर भी हमारे बिड़ला साहब अपनी "एम्बेसेडर" कार- में घाटा बतायें तो लगता है कि कहीं न कहीं कुछ गड़बड़ है। वैसे हमारे टैरिफ कमिशन ने सुझाव भी दिया था कि कास्ट अकाउन्ट्स के आधार पर सारी व्यवस्था बनाई जाय कि कहां पर क्या हो सकता है। मगर ऐसा लगता है कि जो झरोड़ा साहब का आरोप है कि वे केवल कालकुलर्स हैं कास्ट अकाउन्ट्स नहीं हैं वह ठीक है और उसमें कुछ गड़बड़ है और उसको जब तक हम देखते नहीं बेरिफाई करते नहीं तब तक उसका कुछ लाभ हो सकेगा ऐसा मुझे लगता नहीं।

हमारे यहां पर पांडे कमेटी की रिपोर्ट भी आई और वह आई तो हमारे शासन के और मंत्रालय के दफ्तर में ही दाखिल हो करके रह गई और उसको बाहर के सूर्य की किरण लगने का मौका ही नहीं आया। समझ में नहीं आता कि हमारा शासन निर्माण भी करना चाहता है और बताना भी चाहता है कि हमने कमेटी का निर्माण किया और उसकी रिपोर्ट भी प्राप्त करता है तो फिर क्या कारण है कि उसकी रिपोर्ट को अभी तक प्रकाशित नहीं किया। आपने जो डेवलपमेंट कौंसिल बनाई है वह भी उसका अध्ययन करके कुछ

[श्री विमलकुमार मन्नालालजी चौरड़िया]
कह सके, अपनी राय दे सके और उसके आधार पर और आगे बढ़ करके काम कर सके, उसको भी आपने कुछ नहीं बताया, यह समझ में आने सरीखी बात नहीं है। इससे फिर वही अनुमान लगाना पड़ता है कि जो वेस्टेड इंटरेस्ट हैं इस व्यवसाय के वे इस चीज को दबवाना चाहते हैं और हमारा शासन उनके चक्कर में आ करके उस कमेटी की रिपोर्ट को प्रकाशित नहीं करना चाहता। उस कमेटी की रिपोर्ट के अनुसार जनता कार या छोटी कार बनाने का मुझाव था और हमारे शासन का भी मत था और सारी बातें थीं मगर उस जनता कार के लिये, उस छोटी कार के लिये हमारे शासन ने एक निर्णय ले लिया और मुझे ऐसा लगता है कि उसमें भी जैसा कि जनरल आरोप है कि वेस्टेड इंटरेस्ट के दबाव हैं वैसा हुआ। यह जो डेवलपमेंट कौंसिल की रिपोर्ट है इसमें भी वे लिखते हैं कि छोटी कार का निर्माण वर्तमान मैनुफैक्चरर्स के लिये नुकसानदायक हो जायेगा इसलिये बनाना आवश्यक नहीं। इसमें दो पक्ष हैं, एक उत्पादन का और एक उपभोक्ता का। अब हमारी यह कमेटी मैनुफैक्चरर्स के इंटरेस्ट को गार्ड करना चाहती है जो गिनती में छः से ज्यादा नहीं हैं या जो सैकड़ों और हजारों हमारे कंज्यूमर्स हैं उनके इंटरेस्ट को गार्ड करना चाहती है। तो ऐसी भनक इसके स्टेटमेंट से लगती है कि कुछ यह भी वेस्टेड इंटरेस्ट से ज्यादा सम्बन्धित है बजाय कंज्यूमर्स के।

यह बताया गया है कि जो हमारे यहां पर मामूली इनकम वाले आदमी हैं उनसे लिये छोटी कार का निर्माण करेंगे। छोटी कार या स्माल कार के लिये जो स्टेटमेंट दिया। उसमें बताया था कि फ्रांस वाली कम्पनी ५,१०० रुपये में एक्स फैक्ट्री रेट पर कार देने को तैयार है और डेवलपमेंट कौंसिल आगे बढ़ करके कहती है कि ५,१०० में और आंच की कीमतों में कोई विशेष फर्क नहीं है जबकि

“फिएट” की कीमत १०,१३६ रुपये है “स्टैडर्ड” की कीमत १०,६३० रुपये है और “एम्बेसेडर” की कीमत १२,१३१ रुपये है : उस कमेटी में बैठने वालों को संभवतः १० हजार और पांच हजार में विशेष फर्क नहीं मालूम पड़ता है। मगर मुझ जैसे छोटे आदमी के लिये ५ हजार का बहुत बड़ा फर्क होता है और मुझ जैसे अधिक लोग हिन्दुस्तान में हैं बल्कि मुझ से भी खराब हालत में हिन्दुस्तान में ज्यादा लोग हैं। ऐसी स्थिति में उन सब लोगों के दृष्टिकोण को ध्यान में रख करके हम यह प्रयत्न क्यों न करें कि ये जो एग्जिस्टिंग तीन चार यूनिट्स कार बनाने वाली हैं जीप को इनब्लूड करते हुए उन में से कोई ऐसी कार बनाये। अब “स्टैडर्ड” को ही ले लीजिये। उसकी हार्स पावर भी कम है और उसकी मैनुफैक्चरिंग कास्ट भी और कम की जा सकती है। उसकी जो फैक्शनेबिल बाड़ी बनती है उसको भी कम कीमत का किया जा सकता है और उसको जनता कार में टर्न करके पांच छः हजार रुपये तक की बनाया जा सकता है।

श्री सी० डी० पांडे : ६ हजार रुपये के ऊपर एक्साइज ड्यूटी पड़ती है। इसको आप भूल रहे हैं कि तीन चार हजार रुपये एक्साइज ड्यूटी पड़ती है। अगर वह तीन हजार रुपया काट दिया जाय तो “एम्बेसेडर” की कास्ट प्राइस १० हजार रुपये है और उसमें डिफेंस ५ हजार रुपये है।

श्री अर्जुन अरेड़ा : चौरड़िया जी कह रहे हैं कि पांच हजार भी काफी होता है।

श्री सी० डी० पांडे : अगर गवर्नमेंट एक्साइज ड्यूटी न लगाये तो ठीक है।

श्री विमलकुमार मन्नालालजी चौरड़िया : अगर पांडे जी के हिसाब से चलें और यह मान कर चलें कि “स्टैडर्ड” कार वाले छः हजार

में भी देने को तैयार हो जायेंगे तो मैं मंत्रालय से प्रार्थना करूंगा कि यह जो छः हजार वाली कार है इसको जनता के लिये सस्ते दामों में तैयार करने के लिये इस पर ड्यूटी कम की जाये । हमारे यहां भारत वर्ष में जो इयूटीज हैं वे सारी दुनिया में सब से अधिक हैं । वह टैक्सेशन पर-मोटर-वहिकल यु० एच० ए० में ५०० रुपये है तो इंडिया में २,८०० रुपये है और पर-मोटर-वहिकल्स की यह फिगर और सब जगह की लेना चाहें तो फ्रांस में ८०० रुपये है, आस्ट्रेलिया में ६५० रुपये है, नार्वे में, १,०५० रुपये है और हिन्दुस्तान में २,८०० रुपये पर-वहिकल टैक्सेशन है । एक और तो हम यह मत बनाते हैं कि हमारे यहां यातायात के लिए सारी व्यवस्था होनी चाहिये और दूसरी ओर इतना हैवी टैक्सेशन लगायें तो यह कोई पसन्द आने सरीखी बात नहीं है । कुछ लोग समझते हैं और हमारे अरोड़ा साहब भी समझते हैं कि ज्यादा से ज्यादा टैक्सेशन लगाना चाहिये मगर मैं इस मत का हूं कि अगर हम इस को आवश्यकता को मानते हैं और यह समझते हैं कि ट्रांसपोर्ट को जरूरत है तो इतना हैवी टैक्सेशन लगावे यह कुछ न्याय-संगत प्रतीत नहीं होता है ।

अब हमारे यहां जितनी कास बनती हैं — केवल जीप को छोड़ करके — कोई कार हमारे देश की रोड्स के काबिल नहीं है । हमारी सरकार को चाहिये कि वह या तो सारी रोड्स को “फिफ्ट”, “स्टैंडर्ड” और “अम्ब्रसेडर” के काबिल बनावे या फिर इन गाड़ियों को रोड्स के काबिल बनावे या कम से कम एक गाड़ी इन में से ऐसी बनावे जो कि क्रास-कंट्री-रोड्स पर भी चलाई जा सके । जीप तो है लेकिन वह बहुत मंहगी पड़ती है और आज भी क्रास-कंट्री के लोगों का आकर्षण पुरानी १९२८, १९२९, १९३०, १९३१, या १९३२ की फोर्ड और शिवरलेट के ऊपर है । तो उस टाइप का कोई माडल हो जाय जो कि क्रास-कंट्री के लिये भी लाभदायक हो सके । चुनाव के दिनों में आप

लोगों को भी और हम लोगों को भी यह अनुभव होता है कि १५, २० आदमी एक बार चढ़ कर चले तो जीप हार भी सकती है लेकिन यह फोर्ड और शिवरलेट नहीं हारती है । ऐसी स्थिति में हमारे यहां एक माडल ऐसा जरूर होना चाहिये जो कि साधारण लोगों के काम में आ सके और सस्ते दामों में मिल सके । इसके लिये प्रयत्न क्यों नहीं किया इसके बारे में भी विचार करने की अत्यंत आवश्यकता है ।

प्रतिबेदन में पेज ५ पर वह सुझाव दिया है कि स्पेयर पार्ट्स का इम्पोर्ट कम किया जाय, वह ठीक है परन्तु इस परिषद् ने जो ५ सब-कमेटीयां बनाईं उनमें से तीन या चार की बैठकें तो हुईं लेकिन एक सब-कमेटी जो “रिसर्च, टेस्टिंग एंड क्वालिटी कंट्रोल” के लिये बनाई गई थी उसकी कोई बैठक नहीं हुई । इस वक्त “क्वालिटी” की सब से अधिक आवश्यकता है क्योंकि थोड़े दिनों में “लैंड मास्टर” पुर्जें डीले होने के कारण आवाज करने लगती है और “बैंड मास्टर” का काम करने लग जाती है, उसके सारे अस्थि-पंजर डीले हो जाते हैं और उसके सारे बाडी के पुर्जें, रिंग और पिस्टन बगैरह सब ठीक ठाक कराने पड़ते हैं, रिंग भी बदलनी पड़ती है और सारी सामग्री बदलनी पड़ती है । तो ऐसी स्थिति में यह जो “रिसर्च, टेस्टिंग एंड क्वालिटी कंट्रोल” के लिये जो सब-कमेटी बड़ी कृपा करके बनाई थी उसकी एक भी मीटिंग का न होना ठीक नहीं है । हमारे यहां क्वालिटी कंट्रोल की व्यवस्था ठीक हो यह हमारी सब से प्रथम आवश्यकता है, तो इस दिशा में भी कुछ किया जाना चाहिये ।

माडल्स के बारे में हमारे अरोड़ा साहब ने कहा । मैं भी इसी मत का हूं कि हमारा देश बार बार माडल्स बदलने को एफोर्ड नहीं कर सकता मगर हमारा देश ऐसा है कि कहीं पहाड़ी इलाका है और कहीं मैदान है, कहीं ऊबड़ खाबड़ है तो कहीं साफ मैदान है इसलिये कम से कम एक माडल ऐसा फिक्स

[श्री विमलकुमार मन्नालालजी चौरडिया] कर दिया जाना चाहिये जो कि सब अलग अलग रोड्स के लिये, अलग अलग कामों के लिये ठीक हो। दो, तीन से अधिक माडल होना चाहिये मगर एक सरीखा ही तीन तीन माडल कर के रखना जो कि खराब सड़क पर चलना पसन्द नहीं करते ठीक नहीं है। एक बार मुझे बूढ़ इसका अनुभव हुआ है। मैं "अम्बैसेडर" ले कर चला और सड़क खराब होने की वजह से मोटर ने बम्प लिया, उसने जम्प लिया और उसका चैम्बर फूट गया। इधर उधर गांव भी नहीं था जब रात को १२ बजे तक कोई टुक नहीं आ गया तब तक हम लोग वहां से नहीं जा सके। तो रोड का बदलना तो असम्भव है इसलिये इस दिशा में मोटर का माडल बदलने में कुछ करेंगे तो अच्छा होगा।

कमिशन के बारे में भी शिकायत है, इसकी वजह से भी कीमत बढ़ती है। टैरिफ कमिशन ने भी अपनी रिपोर्ट में इस बात को कहा है। विक्रेताओं को साढ़े सत्तरह परसेंट का कमिशन दिया जाता है। मेरी समझ में नहीं आता है कि जब इतनी भारी डिमांड है कि हमेशा लेने वालों की क्यू लगी हुई है तो फिर साढ़े सत्तरह परसेंट का कमिशन क्यों रखा जाता है। मेरा खयाल है कि वह सिर्फ इस लिये है कि बिरला साहब तो खुद नुकसान उठाकर बेचने के लिये तैयार हैं मगर उनके एजेंट कहते हैं कि नहीं हम तो साढ़े सत्तरह परसेंट कमिशन से कम पर बेचने को तैयार नहीं हैं। फिर उसके लिये कितना ब्लैक होता है और क्या नहीं होता है यह श्रीमान से छिपा नहीं है। ऐसी स्थिति में इस दिशा में भी हमको कुछ न कुछ बिचार करके कार्रवाही करनी पड़ेगी जिससे कि यह कमिशन साढ़े सत्तरह प्रतिशत के बजाय ढाई प्रतिशत पर आ जाय क्योंकि छोटे छोटे आइटेम्स के लिये जिनमें कि सौ रुपया का माल होता है लोग पांच परसेंट कमिशन पर काम करने को तैयार हो जाते हैं तो फिर इसके लिये इतना बड़ा कमिशन कभी न्यायसंगत नहीं हो सकता है।

चूंकि समय कम है इन वजहों से मैं इन मुद्दों के साथ समाप्त करता हूं और यह निवेदन करूंगा कि कृपा करके कम से कम एक माडल ऐसा जरूर निश्चित कीजिये जो कि हमारे देश के ऊबड़ खाबड़ रास्तों पर चल सके, दूसरे हमारे यहां इनकी कीमतें कम हो सकें इसके लिये व्यवस्था करनी होगी, तीसरे, जो पांडे कमेटी की रिपोर्ट आपने दफ्तर दाखिल कर रखी है उसको भी अपने सामने रखने की कृपा करें और जो इतना अधिक कमिशन दिया जा रहा है उसको भी कम किया जाय। इसके अलावा जो बहुत ज्यादा टैक्सेशन लगा रखा है उसके सम्बन्ध में भी यदि संभव इसका विकास करना चाहते हैं तो इस दृष्टि से कुछ न कुछ कमी करना अति आवश्यक है।

SHRI LOKANATH MISRA: Does the hon. Member know that without the recommendation of somebody at the top no dealership or no agency for automobiles is being given? Does he know that?

श्री विमलकुमार मन्नालालजी चौरडिया : वह तो है ही, वह उनका काम करेंगे और मैं अपना काम करूंगा। मेरी प्रार्थना है कि इसको विकास की दृष्टि से जितना अधिक से अधिक व्यापक रूप दिया जा सके बीसा देने का कष्ट करें। धन्यवाद।

SHRI M. RUTHNASWAMY: Madam Deputy Chairman, if I take part in this debate it is because I am more interested in the ancillary industries rather than in the automobile industry itself because these ancillary industries belong to the category of small-scale industries which give rise to a widespread demand for technical craftsmanship and provide employment to hundreds of thousands of people.

I will be satisfied with just one word about the automobile industry. I am not at all impressed by the argument in the Report that a car produced at Rs. 7,000 will not be a cheap car.

Even if sales-tax and other duties are added, it will be cheaper than the cabs that are produced at the present moment in India and even if the price is the same as that of the present cars, it will add to the number of cabs available and help to break that queue to which Mr. Arora referred, when people have to wait for two or three years in order to get the car they want. In the Plans also we have reference to the importance of these ancillary industries.

The Third Plan Report says that at Bangalore a small ancillary industry has been established to serve the Hindustan Machine Tools Factory and it is proposed to encourage motor ancillary industries also. It is also said in that Report that automobile and diesel engine parts should be encouraged to be produced in the country. But what are the results of either the activities of this Development Council or of the suggestions made in the Third Plan Report? We would like to know how many tons of these various machine parts that had been listed here—it looks more like a trade catalogue of motor machine parts—have been produced. We would have liked to have some statistical information about the number of parts produced and the value of the total parts produced so far.

May I suggest that these ancillary industries should not be merely attached to these large-scale automobile industries but the Government should also take a hand in encouraging the promotion of these ancillary industries? They might make use of the Industrial Estates that are established in most of the chief cities of India and have a section devoted to the making of these engine and other motor car parts. In the rural industries sector also the Government might try to encourage the establishment of these ancillary motor car parts industries. In Taluk towns—not so much in villages because the villages are economically not viable—and at village union centres or at the sites of fairs and markets and *santhais* as they are

called in Tamil, these small ancillary industries could be established. Even if they start as mere repair shops round the petrol pumps scattered on the highways, they should start as a small-scale industry that would eventually develop.

I think the development of these ancillary industries should not be left mainly to the Development Council because, as has been pointed out, the Committee consists of mainly large-scale industrialists and they are interested only, if they are interested at all in the development of these ancillary industries, in so far as they are attached to their great workshops. What the Government should aim at is the spreading of these small ancillary industries or workshops all over the country so that they may form an important part of the small-scale industrial development with which the whole industrial prosperity of the country is bound.

श्री आर० के० भुवालका (पश्चिमी बंगाल) : उपसभापति महोदय, मुझे आपको अन्यावाद देते हुए खुशी होती है कि आपने मुझे बोलने का आदेश दिया ।

हिन्दुस्तान मोटर कम्पनी के बारे में थोड़ा मैं जानता हूँ । वहाँ मोटरों की भारी डिमाण्ड है । सितम्बर महीने में २,००० एप्लीकेशन्स आई हैं और अगस्त के महीने में बड़े हजार एप्लीकेशन्स आई थीं । मोटरों की इतनी डिमाण्ड होते हुए क्या कारण है कि मोटरें नहीं बनती । मैंने मोटर के कारखानेदारों से बात की तो उन्होंने कहा कि तीन महीने से मोटर कारखाना बन्द है इस लिये मोटर नहीं बनते और डिमाण्ड ज्यादा बढ़ गई है । चार पांच वर्ष पहले हमारे आनरेबल मिनिस्टर मेरे साथ जा रहे थे और उन्होंने कहा कि दो वर्ष में छोटी मोटर गाड़ी बना देंगे । मैंने कहा इस देश में छोटी गाड़ी बहुत जरूरी है और उसकी डिमाण्ड बहुत बढ़ेगी क्योंकि थोड़े पैसे वाले आदमी ज्यादा हैं और उनको सवारी के लिये बहुत दिक्कत है । उन्होंने

[श्री आर० के० भुवालका]

कहा हम आपको जरूर देंगे । वह हमारी बात गवर्नमेंट ने ड्राप कर दी, आगे नहीं बढ़ी । तो मैं ऐसा सोचता हूँ कि छोटी गाड़ी बनाने के लिये गवर्नमेंट को इजीली लिबरल हुकम देना चाहिये कि जिससे छोटी गाड़ियाँ बनें और लोगों को राहत मिले । अभी हाल में मुझको गाड़ी का यहाँ से परमिट मिला, मैंने कलकत्ता में बातचीत की तो वहाँ से उन्होंने कहा कि हम से ले लीजिये। अभी गाड़ी मुझे नहीं मिली, अब वह कलकत्ता से बाई रोड आयेगी और कुछ दिन लगेंगे । तो मैं ऐसा सोचता हूँ कि अगर भारत सरकार छोटी गाड़ी देने की चेष्टा करेगी तो मैं समझता हूँ यह देश के लिये बहुत जरूरी साबित होगा ।

दूसरी बात यह है—मैं आपसे कलकत्ता की बात करता हूँ और बैस्ट बंगाल में कलकत्ता बहुत बड़ी नगरी है—वहाँ मोटरों की इतनी डिमांड होती है जब कि वहाँ मोटर खड़ी करने की जगह नहीं मिलती, तो भी मोटरों की डिमांड इतनी ज्यादा है कि लोगों को मिलती नहीं । अभी थोड़े दिन पहले मैं कलकत्ता में था, मैंने देखा कि एक वर्ष की, दो वर्ष की गाड़ी १७,००० में लोग खरीद रहे थे । नए के दाम १५,००० और पुराने के १७,००० रुपये, क्योंकि गाड़ी नहीं है । २,००० टेक्सी गाड़ियों के लिये हमारी बैस्ट बंगाल गवर्नमेंट ने परमिट दिये लेकिन लोगों को गाड़ी नहीं मिली, फिर मालूम हुआ और भी ज्यादा दाम देने को तैयार हैं लेकिन गाड़ी नहीं मिलती । वहाँ ऐसी स्थिति है कि ४ बजे से ६ बजे तक शाम के वक्त न ट्राम मिलता है, न बस मिलती है, न मोटर या टैक्सी मिलती है, यह अवस्था कलकत्ते में है । तो मैं सरकार से निवेदन करूँगा कि जितनी जल्दी हो सके छोटी गाड़ी सरकार बनाये नहीं तो अगर सरकार को बनाने में बहुत देर होती है तो जो प्राइवेट सेक्टर में कार बनाने वाले हैं उनको आर्डर दें कि वे जल्दी से जल्दी कुछ समय के भीतर बनायें । मैं

समझता हूँ कि छोटी गाड़ी देश के लिये ज्यादा उपयोगी होगी ।

मैं आपका ज्यादा समय नहीं लेकर आये जो मुझको समय दिया उसके लिये धन्यवाद देता हूँ ।

SHRI C. SUBRAMANIAM: Madam Deputy Chairman, the debate on this Report covered a very wide ground. I do not think it would be possible for me to touch all the aspects which were put forward during this debate; particularly the hon. Member Shri Dahyabhai Patel from free enterprise onwards he went into the virtues of free enterprise and the dangers of public sector projects—and I have made a note of the various points he made—and then the taxation policy of the Government, the financial policy of the Government, the economic situation in the country, the labour policy, export policy, immigration policy, agricultural policy and of course he could not forget the ex-Defence Minister also and he brought him also, and I do not think when he touched these topics, he expected me to reply to all these things.

The main dissatisfaction expressed by various Members in this House with regard to the state of the automobile industry, particularly, with regard to the manufacture of automobile cars it shared by me also. But what we have got to consider now is, in the present circumstances, what should be the correct policy with regard to the development of the automobile industry. There has been considerable misunderstanding with regard to the scope of the Development Council. As a matter of fact, Development Councils have been formed for the various sectors of industry and automobile industry is one. These Councils are not there to lay down the policy for the Government. These are all intended to provide a technical forum where-in various matters relating to these industries would be discussed to improve the technical efficiency, to improve the economies of the various

industries and it is for that purpose that these Councils are constituted. Therefore, if the composition of the Council is of a particular pattern, it cannot be helped. We cannot put particularly people who are not conversant with these industries and the technicalities of these industries and call it a Development Council. Therefore, if some opinions have been expressed by this Council with regard to other policies also, it is an expression of opinion given by anybody in the country, but what is most important, in this context, is the technical contribution they make for the improvement of this industry.

With regard to the policy, since it was touches by almost all the Members, I think I would make it quite clear. As far as the Government are concerned, they have given first priority to the production of commercial vehicles, trucks and buses. As far as that is concerned, we wanted to have a production of 60,000 vehicles by the end of the Third Plan period. Our present licensed or sanctioned capacity is now to the extent of 71,900. If there had been no emergency, I have no doubt in my mind that we would have reached this target of 60,000 vehicles but as things stand, I think by the end of the Third Plan period we would be reaching only 45,000 . .

SHRI M. P. BHARGAVA: Per year?

SHRI C. SUBRAMANIAM: Yes, per year but it should be possible to reach the target of 60,000 very early in the Fourth Plan period. As far as cars are concerned, they get only the third priority. Next priority is to the scooters and motor-cycles. The Third Plan envisaged a production target of 50,000. As a matter of fact, the present licensed and sanctioned capacity is to the extent of 56,000 excluding mopeds.

SHRI ARJUN ARORA: What is the installed capacity?

SHRI C. SUBRAMANIAM: Installed capacity will not be as much. It

would be round about 40,000 but sanctions have been issued and they are further putting up their capacity and therefore, by the end of the Third Plan we may be somewhere near this installed capacity but certainly we would not be producing as much as 50,000 as contemplated. Perhaps 35,000 or 40,000 we would be producing.

As far as cars are concerned, which gets the last priority, the Third Plan target was 30,000 but our present licensed capacity which is the installed capacity also, is only 20,200 and it has not been possible for us to give any sanction for the expansion of the existing units. Therefore they stay where they are. That is the real difficulty, and in addition to that, the emergency came and the defence requirements had to be largely met. That defence requirement was of the category of trucks and other vehicles and jeeps and motor-cycles. And more than that, the existing resources had to be diverted specially to meet the defence requirements. Therefore, particularly car production was cut down to a considerable extent. That was the real difficulty which the car production had to face and the scarcity which we see in the country today is mainly because of this low production which again was due to the emergency and rightly we gave a low priority to the production of these cars during the emergency. Even what we were producing before, during 1961-62, we are not producing now. We are producing now less number of cars and, therefore, we find scarcity everywhere, and when there is scarcity there is an inflated demand also. Even a person who may not require a car immediately thinks to himself, why not I also register? And he thinks so particularly where there is the prospect of getting a premium for the car and he goes and registers his name in the off-chance of getting a car and making a profit out of it. But I do agree that there is unsatisfied demand as far as cars are concerned.

The main difficulty in the expansion of the production of cars is due

[Shri C. Subramaniam.] to the foreign exchange scarcity. In the present context of prioritisation it has not been possible to allocate any foreign exchange for the expansion programme of production of cars. But it should be possible for us to utilise the existing capacity. Even for the purpose of utilising the existing capacity a proportion of the components has to be imported from abroad and that requires foreign exchange which it has not been possible to allocate. It has not been possible to allocate foreign exchange to get all the components which would be required to produce up to the capacity.

SHRI AKBAR ALI KHAN: To what extent do we require these foreign components?

SHRI C. SUBRAMANIAM: I will certainly mention that. That is one of the important things which should be taken into consideration. That is why we attach great importance to the maximum attainment of the indigenous components in the car, and we have laid a target of 90 per cent, indigenous components before the end of 1964. But for the emergency we feel it would have been possible for us to reach this target of 90 per cent indigenous components by March 1964. But now that date has to be extended to the end of 1964. As a matter of fact, today I can give the attainment of the indigenous components by various vehicles. For "Tata Mercedes-Benz" it is 74 per cent., "Bedford" 60.9 per cent., "Dodge" 79.85 per cent., "Leyland" 76 per cent., "Jeeps" 79.3 per cent., "Ambassador" 76.91 per cent., "Herald" 60.18 per cent. As long as we have to go on importing the balance of the components, to that extent, in the context of the scarcity of foreign exchange, naturally the production will be of a lower order and therefore to that extent.

After HON. MEMBER: The percentage you give is to the cost, I think.

SHRI C. SUBRAMANIAM: Yes, the percentage is to the cost of the car. Therefore, I say to that extent we

want to push up the indigenous contents, for to that extent, the foreign exchange requirement will be less and therefore we will be able to produce more cars with less foreign exchange and that is what we are attempting to do. That is why we are giving foreign exchange for capital equipment to be imported for the production of these various indigenous components. We are giving sufficient foreign exchange and with the foreign exchange made available now, the programme of reaching the 90 per cent, target can be attained by the end of 1964. This is the main aspect which has to be kept in mind.

Another aspect which has to be kept in mind is that when we produce these components inside the country, unfortunately, the prices of these components are much higher than the prices of components imported. Therefore, the more indigenous components you have in the car, the greater is the cost of production of the car. That is the unfortunate condition in which we are situated. Therefore, when we say that we will reach the target of 90 per cent, indigenous components, to that extent, let us remember, the cost of production of the car is bound to go up. As for the selling price of cars, I shall come to it later. We are now encouraging the ancillary industries for the purpose of producing these components and Prof Ruthnaswamy has rightly emphasised the development of these ancillary industries. But then they cannot be developed as he envisages, as a village industry or as a cottage industry. It has got to be a specialised and efficient industry, because what is produced in any part of the country.

SHRI M. RUTHNASWAMY: I did not say "village industry". I said "rural industry".

SHRI C. SUBRAMANIAM: All right, let it be rural industry. But it cannot be done in that way, as a rural industry. As a matter of fact, the more you decentralise the production

of these various components in various parts of the country in different factories, the greater the efficiency should be and the quality also has got to be improved, because whatever part is produced has got to fit into the main machine, into the main car. Otherwise its production will be of no use. So, unless they maintain quality and they maintain efficiency, this will be of no use. When we talk of an ancillary industry being developed, we seem to think of a lower level of efficiency or a lower level of quality and that these will meet the requirements. On the other hand, the smaller industries will have to be more efficient and they have to be more quality-conscious also. That is the main thing.

In spite of all that we have made considerable progress in the development of our ancillary industries and today they contribute about 30 per cent, of a motor car, I mean the ancillary industries. I am not including items like tyres and so on, but the actual components going into a car. But by the end of the Second Plan period the annual value of ancillary production was only Rs. 12.5 crores. In 1962 it was Rs. 18 crores and in 1963 up to September they have produced goods to the value of Rs. 22 crores. Therefore, hon. Members may realise how fast these ancillary industries are being developed. But to that extent, as I have already stated, the cost of production is also bound to go up.

Then, Madam, a case was made out that the increase in the cost is due to the fact that there is a huge profit-margin to the capitalist producers particularly. I would like to disabuse the minds of hon. Members with regard to this.

I will take the case of the "Ambassador" car. In 1956 the prevailing price was—I mean the ex-factory price—Rs. 8,308. At that time there was no cost-accounting. No cost-accounting had been done with regard to the production cost of the car. Then, as hon. Members are aware, the

Tariff Commission was appointed and .. report was submitted in 1956-57. They went into the cost of production of the car and they fixed the cost at Rs. 9,224, I mean the cost of production. With regard to the dealer's margin also, there has been some misunderstanding that it is at the level of 171 Per cent, or 20 per cent, or whatever it was. As a matter of fact, only 10 per cent, margin is allowed and there have been representations in the recent past that this 10 per cent, is not sufficient in the present context, because they "have to store so much of spare parts and other things for servicing and they find it difficult to meet all these requirements out of this margin of 10 per cent.

SHRI V. M. CHORDIA: Since when was it made 10 per cent?

SHRI C. SUBRAMANIAM: From 1956 onwards, I think.

SHRI V. M. CHORDIA: I think in the Report for 1956 the percentage is given as 171 per cent.

SHRI C. SUBRAMANIAM: I know that now it is only 10 per cent. I can say then that we have reduced it by 71 per cent. After that, as far as the cost of production is concerned, it was increased only once, and that was in 1958-59. They demanded that because of the cost of the indigenous contents and other things, an increase of Rs. 1,200 per vehicle should be

given. But the actual increase 5 P.M. given was only Rs. 300. So.

from Rs. 9,224 in 1958-59 an increase of Rs. 300 was given. Since then no increase has been given in respect of the actual cost of production. Whatever increase has been given is in respect of excise duty, customs duty or the various other inevitable things which they could not meet. In respect of cost of production, in respect of increased purchases of indigenous components, no increase has been given. As a matter of fact, there has been a good deal of agitation that at the present rate they would be incur-

[Shri C. Subramaniam.] ring a loss instead of making any profit whatsoever. A cost accountant has gone into the cost of production now and that report is also available with us.

Meanwhile, there was the Jha Committee Report which wanted that the prices should be brought down. At that time it was envisaged that each producer would bring down the cost by at least Rs. 200. That was given effect to by the "Premiers" and "Standard" also I think, but Hindustan Motors did not give effect to this cut. They continued to have their original price without any cut whatsoever because they were pleading that they were entitled to an increase and they could not cut down further. Recently after examining the cost accountant's report, we have come to the conclusion that at least for the "Fiat" producers and the "Standard" producers we should restore the cut. In respect of the "Ambassador" they have not cut their price, but these people had cut their price. They should at least be allowed to restore their cut. That is the only increase we have recently given.

SHRI BHUPESH GUPTA: What prevents you from compelling the Birlas to accept the cut?

SHRI C. SUBRAMANIAM: This was a voluntary cut and we cannot enforce a cut like that. Then, naturally they will claim another Tariff Commission to go into their cost of production and it should be justified after all. And, therefore, it was not possible. In any event, what we have done now, is even though the cost of production as estimated by the cost accountant shows a little more, we have allowed only the restoration of the cut. Nothing more than that. All the increases which have taken place are due to the excise duties and the customs duties and nothing more than that. That is the cost structure available today. Therefore, to think that there has been an increase from month to month or from year to year

on the part of the producers is not correct picture.

Today if we make an actual assessment, even if there is any profit, the profit will only be marginal, as far as this industry is concerned. But as was pointed out by Mr. Arora, as long as we have three producers and three models for a production of 20,000 cars—that is what we are producing today—certainly by no stretch of imagination, whatever method we may adopt, it would be possible to cut down prices at all. As pointed out by the hon. Member, Shri Dahyabhai Patel, it is only at the level of 50,000 and 1,00,000 that we would be able to adopt the methods of mass production and thereby cut down costs. If we are to reach that level of production and if there are three producers then at least we should be able to produce 1,50,000 cars. Then alone all the three cars would reach that economic level of production. We are just at the level of 20,000. Therefore, if we are to reach 1,50,000, how long have we to wait? Particularly in the order of priorities we have given to automobile cars it might take another generation. I do not know. Therefore it becomes necessary now to find out a method. So that, whether nationalisation—I am all in favour of nationalisation if that is possible—is there or not, we have to find out some method or other to see that we do not have too many models in the country. Therefore, I can assure hon. Members that I am devoting some attention to this aspect and I hope it may be possible to find some solution to this very difficult problem.

SHRI R. K. BHUWALKA: What about the small car?

SHRI C. SUBRAMANIAM: I shall come to that. Therefore, unless we bring about this state of affairs whereby we will be able to produce one model—there may be two types in the same model, a small car and a medium-sized car that is a quite different thing—and increase produc-

tion at least to the level of 50,000, bringing down o¹ cost would be an impossibility. Therefore, we have to find methods for that.

SHRI N. M. LINGAM (Madras): What is the total demand for cars of all sizes today?

SHRI C. SUBRAMANIAM: It is anybody's guess. As a matter of fact, my own impression is that we can sell 50,000 cars provided we sell it at a moderate price. If you sell it at Rs. 12,000 and Rs. 14,000 certainly there may not be demand tor 50,000. But if you bring down the price to Rs. 7,000 or Rs. 8,000 or slightly more, I think it should be possible to sell at least 50,000.

SHRI BHUPESH GUPTA: How do you propose to bring it down?

SHRI C. SUBRAMANIAM: That is what I am saying. At one place we should be able to produce 50,000 cars. It is on that line I am thinking about it. I do not know the solution immediately. If that solution is found, I would naturally place it before the House. I only say that I am giving consideration to it and as soon as I come to some conclusion, certainly I will take the House into my confidence.

SHRI BHUPESH GUPTA: The Gov. ernment should undertake production.

SHRI DAHYABHAI V. PATEL: Then, the price would become double.

SHRI C. SUBRAMANIAM: I do not know what should be done, but I have not yet come to any conclusion. I know what Mr. Bhupesh Gupta would say and what Mr. Dahyabhai Patel would say. One would say, 'Take it over' and the other would say: 'No, leave it to some private enterprise'. As I said, what I want to tell hon. Members is that I have not yet come to any conclusion.

SHRI BHUPESH GUPTA: Madam Deputy Chairman, the hon. Minister

had made a commitment in this House that when the small car would be manufactured in the country that would be only in the public sector. Does he stand by it today or does he want to modify the stand he took in this very House?

SHRI DAHYABHAI V. PATEL: It was under the shadow of Mr. Krishna Menon.

SHRI C. SUBRAMANIAM: I can assure the hon. Member that we stand by the assurances given to this. House and we stand by our policies. We do not change our policies as often as the Communist Party does.

SHRI BHUPESH GUPTA: We want to know whether you stand by that particular thing, if small cars were to be manufactured in the country that would be in the public sector. That is what you said.

SHRI C. SUBRAMANIAM: I am coming to that, the small car aspect of it, and I shall deal with it when I particularly refer to that. Therefore, this is the problem confronting the production of automobile cars and of bringing down the price of cars. We have to find a solution to that.

In this context, reference was made to the production of small car or people's car, whatever the name might be, and somehow the Communist Party has an obsession that vested interests have got a hold on the Congress Party or on the Government and that we are influenced by the vested interests in the country. I do not know whether it is only a reflection of their own mind to the Congress Party and to the Congress Government. As a matter of fact, for taking the final decision, to the extent a Minister is responsible, I am responsible for taking the decision to give up the production of small car in the present circumstances. And I for one thought it out fully, the economics of it, the priority to be attach-

[Shri C. Subramaniam.]

ed to it, the availability of foreign exchange for that, etc.

Taking all these into consideration and having participated in the formulation of the First Plan, the Second Plan and the Third Plan and also having understood the priorities to be attached to the various lines of production, I came to the irresistible conclusion that the production of small cars and the investment on them will not be justified. It may be a wrong judgment. But to say that this was because some vested interests brought some pressure to bear is absolutely wrong and I want to assure Shri Bhupesh Gupta that as far as I am concerned there was absolutely no pressure. Nobody attempted it even. I exercised my independent judgement. It may be that my judgment is wrong. But to say that I was influenced by anybody is absolutely without any basis whatsoever. Therefore, I hope that the hon. Member would take this assurance and hereafter at least would give up harping on this that vested interests were responsible for dropping this project. It is not so.

Then, Madam, the point was made with regard to the price also by Shri Bhupesh Gupta, that there was monopoly condition prevailing and that it was a dictated price. That also I dealt with. I could very well understand criticism with regard to the methods of production, the efficiency of production, the economies of production, and with greater efficiency it should be possible to reduce the cost of production. But to say that there is monopoly condition prevailing in the automobile industry is absolutely wrong, because there are three producers there today, and as a matter of fact, if there had been only one, that would have given them economies of production, and in that monopoly condition, whether it is in the private sector or public sector, it should have been possible for them to bring down the price. If the price is

factor today is at the high level, it is mainly because there is no monopoly. It is not produced by one concern. It is being produced by three concerns at a very low level.

SHRI AKBAR ALI KHAN: If you bring in one or two more, there would be greater competition,

SHRI C. SUBRAMANIAM: Therefore, to say here also that this Government is being dictated to by Birlas or Tatas, whoever they may be, by vested interests, and that because of that this high level of prices is being maintained is another illusion of the Communist Party.

SHRI BHUPESH GUPTA: Just now you said that Mr. Biria would not accept a cut of Rs. 300.

SHRI C. SUBRAMANIAM: I also said that there was justification. That was because their production cost was much more than that of others. Therefore, it was not possible for them. In spite of the fact that the other two cut down the price, it was not possible for them to cut it down. You may say that there was inefficiency to that extent, I am prepared to accept that, but that is a different thing. Therefore, as far as the price is concerned, it is not a question of dictated price. The cost accountant of the Government goes into it. Of course it is always possible to say that the cost accountant is being influenced by the capitalists. Then we cannot live in this country at all because somebody or other will be influencing somebody else. Therefore, we have to take into account the existing state of affairs, and on that account we have made as far as possible an accurate costing of the production cost, and it is on that basis that we are trying to have the price.

As far as the trucks are concerned, it is not necessary to have 50,000 or 100,000 production. I am told that 24,000 would be an economic size particularly when we produce vehicles of

3 tons, 5 tons and above. Therefore, as far as that is concerned, I hope it would be possible for us to reach the level of production of 24,000 or 25,000 very soon. As a matter of fact, TELCO would be reaching that production very soon. There also the main difficulty with regard to the prices is the higher price of the indigenous components. As long as we have too many ancillary industries producing these and too few goods, there also we do not attain the economies of production.

While I do agree with Prof. Ruth-naswamy that these should be spread over everywhere in large numbers, once you have these large numbers, then whatever is available for production will have to be distributed among these large numbers. And once you distribute among these large numbers they would be producing at a very low level, and then the cost of production is bound to go up. Therefore, there also, as far as the ancillary industries are concerned, we are trying to achieve the economies of production by giving large-scale production to the existing ancillary units. If it is not possible for us to give fresh licences for the production of some of the components, it is mainly because of this consideration. If we go on licensing too many 'concerns for this purpose, then ultimately we would find that the cost of production would be going up higher and higher, and even when we reach the economies of production at the producer's level, because of these ancillary industries, it would not be possible for us to bring down the cost.

The second factor is the raw materials. As long as the raw material costs are much higher than the raw material costs in other countries, to that extent the higher cost of production will get reflected here also. But we are trying our best to produce all the raw materials within the country so that the foreign exchange scarcity will be got over. We are also trying to see that these raw materials are produced at a reasonable cost so

that all the machines, not only the automobiles but the various machines which would be using these raw materials, are produced at a reasonable cost. That is one aspect which we will have to keep in mind.

Then various suggestions were made with regard to roads and various other things. As a matter of fact it is quite outside the scope of my Ministry. They should be considered by the Transport Ministry. The various other suggestions made, I am sure, will be taken note of by the concerned Ministries, and I hope they would take steps to see that proper roads are made available.

With regard to taxes and all those things, I hope the Finance Minister will take note of these questions and have a tax structure which would fit into the economy of our country.

SHRI GOPIKRISHNA VIJAIVAR-GIYA (Madhya Pradesh): May I know whether the production of jeeps is increasing?

SHRI C. SUBRAMANIAM: As far as jeeps are concerned, we fixed a target of 10,000 for the Third Plan. We have already achieved the target particularly because of the emergency. But till recently, the entire production was being absorbed by the Defence Ministry. From this month onwards they are releasing some for civilian consumption, and I am told that in the months to come progressively more and more jeep vehicles will be released for civilian consumption.

SHRI GOPIKRISHNA VIJAIVAR-GIYA: The Japanese model is a much improved model. Are our people adopting some improved model?

SHRI C. SUBRAMANIAM: It should be possible for us to bring out whatever model is possible. I am glad the hon. Member mentioned about this. One aspect of this automobile industry today is that we are tied down to the models which we have got from

[Shri C. Subramaniam.] our collaborators. We do not do any research or development to bring out new designs. In Japan, while in the beginning, they got into collaboration with foreign producers, later on, because of their own research and development they were able to produce own designs which would suit their conditions with regard to road, with regard to climate, etc. But unfortunately, we are still tied down to foreign callaborators, and .I hope and trust that in this direction also we would be making progress in the near future so much so that cars of Indian design suited to Indian conditions would be produced here and in large numbers. It is my view—it is an anti-Marxist view—that individuals should own cars and that too in large numbers—and this has been advocated by Mr. Bhupesh Gupta proving the theory of Prof. Ruthnaswamy as to how far the Communist Party is pro-Marxist, how far they follow the Marxist principles, how far they believe in them. As a matter of fact they say that there should be more cars for

individual consumption. That itself shows that they are breaking away from the Marxist principles. *(Interruption)* ,I am not yielding.

I do not think there is any more point for me to mention. But I am grateful to the Members for highlighting the various points which the Government have got to take note of in developing this automobile industry. To the best of my ability I give this assurance, we shall see that there is greater efficiency, that these vehicles are produced at lesser cost, and that our people are benefited more and more by the development of this industry.

THE DEPUTY CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

The House then adjourned at twenty minutes past five of the clock till eleven of the clock on Friday, the 22nd November, 1963.