

بہت ہی امپورٹنٹ کتاب کی طرف  
دلانا چاہتا ہوں جو کہ ابھی ہندوستان  
میں آئی ہے -

†[श्री ए० एम० तारिक : मैं इस मिल-  
धिन में वजीर दाखिला की तबज्जो एक बहुत  
ही इंग्लैड किताब की तरफ दिलाना चाहता  
हूँ जो कि अनी हिन्दुस्तान में आई है ।]

Memoirs of His Holiness the Dalai Lama of Tibet" has a map showing part of India as Tibet. The book has been printed in English and published from Bombay. So I want to know what action is proposed to be taken by the Government on this, and further how the Customs Authorities when there are the rules, allow such books to *come* in before censoring them? It is printed in English, as I said.

SHRI LAL BAHADUR: I shall look into that book. Fortunately, Sir, I had got it only two days before and I propose to go through it on the advice of Mr. Tariq in the plane when I am going to Nepal.

श्री विमलकुमार मन्नालालजी चौर-  
झिया : क्या श्रीमान को यह ज्ञात है कि २३  
दिसम्बर के "संडे स्टैंडर्ड" में भी एक नक्शा  
प्रकाशित हुआ जिसमें काश्मीर को भारतवर्ष  
से अलग हिस्सा बना कर बताया है जैसे कि  
नेपाल वर्गरेड बना रहे हैं ?

श्री लाल बहादुर : "हिन्दुस्तान  
स्टैंडर्ड" ने अपना नक्शा निकाला है ?

श्री विमलकुमार मन्नालालजी चौर-  
झिया : "संडे स्टैंडर्ड" में चीन के द्वारा कहाँ  
कहाँ क्लेम है उसके बारे में नक्शा बनाया  
गया है और उसमें हिन्दुस्तान का नक्शा  
बनाया है और उसी में काश्मीर को  
अलग से बताया है जैसे कि नेपाल वर्गरेड को  
बनाया है । ऐसी स्थिति में ऐसे अखबार के  
खिलाफ क्या कार्यवाही की गई है ?

[ ] Hindi transliteration.

श्री लाल बहादुर : यह तो देखना पड़ेगा  
कि किस हालत में निकाला है, किस आधार  
पर है, उसको देखना होगा ।

PANDIT S. S. N. TANKHA: May I ask whether this edition of the "Oxford Atlas" has shown certain Indian territories as being outside the jurisdiction of India for the first time or whether it is a repetition of what was being shown by them in earlier maps?

SHRI LAL BAHADUR: I am sorry I cannot reply that question immediately.

\*150. [The questioner (Shri Krishna Chandra) was absent. For answer, vide cols. 1201—1203 infra.]

#### IMPORT OF COKING COAL

\*151. SHRI S. N. MISHRA: Will the Minister of STEEL AND HEAVY INDUSTRIES be pleased to state:

(a) whether there is any proposal under Government's consideration to import high quality coking coal with, the object of blending it with domestic supplies; and

(b) if so, what quantity is contemplated to be imported?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY INDUSTRIES (SHRI P. C. SETHI): (a) and (b) The possibility of importing coking coal from abroad is being considered in connection with certain Fourth Plan proposals and the manufacture of pig iron in blast furnaces. No final decision has, however, been taken in the matter.

SHRI S. N. MISHRA: What are the reasons for considering a proposal of this kind? Is it because of the high, inland freight or transport inadequacy in the country?

SHRI P. C. SETHI: It is because of both. It is because of transport difficulty and also there is shortage of metallurgical coal.

SHRI S. N. MISHRA: May I have the names of the countries from which coking coal is contemplated to be imported?

SHRI P. C. SETHI: From the U.S.A. and Australia offers have been received and they are being examined.

SHRI S. N. MISHRA: What will be the difference between the delivery costs of the foreign imported coal and the domestic coal at the places where the steel plants are sought to be established?

SHRI C. SUBRAMANIAM: That has not yet been worked out. First of all we should know the suitability of the coking coal that is obtained from foreign countries and for this some pilot undertakings are being worked in the fuel research station and after that we will be able to proceed further.

SHRI SONUSING DHANSING PATIL: What is the foreign exchange involved in the import of this coal?

SHRI C. SUBRAMANIAM: Well, now it is at the stage of consideration and so the stage of working out the foreign exchange involved has not yet been reached.

#### INDIGENOUS CONTENTS OF CARS AND TRUCKS

\*152. SHRI ARJUN ARORA: Will the Minister of STEEL AND HEAVY INDUSTRIES be pleased to state:

(a) the percentage of indigenous content of cars and trucks manufactured in the country;

(b) the percentage of indigenous content contributed by (i) the main

manufacturers and (ii) the ancillary industry in each case; and

(c) the steps taken to reduce the foreign exchange content of the cars and trucks manufactured in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY INDUSTRIES (SHRI P. C. SETHI): (a) to (c) A statement is laid on the Table of the Sabha.

#### STATEMENT

(a) the percentage of indigenous content in the cars and main models of trucks manufactured in the country is as follows: —

#### CARS

Hindustan Ambassadors . . .	74-49%
Fiat*noo* . . . . .	49.01%
Standard Herald . . . . .	43-81%

#### TRUCKS

Dodgi/Fargo (165" W.B.) . . .	76-24%
Tata-Mercedes-Benz (165" W.B.) . . .	70.00%
Bedford (167" W.B.) . . . . .	53-55%
Leyland'Comet'(176" W.B.) . . .	5 <sup>x</sup> -88%

(b) Precise information in respect of each vehicle is not readily available. The industry as a whole buys 30% of the components from the ancillary units, imports 30% from abroad and manufactures the remaining 40% of the components itself.

(c) The vehicle manufacturers have been released foreign exchange for the import of capital machinery and equipment to quicken the implementation of their phased manufacturing programmes. The ancillary industry is also being given all encouragement and impetus for development. The aim is to increase the indigenous content in the vehicles to 90% by early 1964. Meanwhile, import is being allowed only of those components which are neither being