

## MANUFACTURE OF CARS IN INDIA

\*86. MOULANA M. FARUQI: Will the Minister for COMMERCE AND INDUSTRY be pleased to state:

(a) the number of motor cars manufactured in India in the year 1953; and

(b) how many of these cars were—

(i) completely manufactured in India;

(ii) partly manufactured in India; and

(iii) assembled from parts imported from foreign countries?

THE MINISTER FOR COMMERCE (SHRI D. P. KARMARKAR): (a) and (b). The number of cars produced in the country in 1953 was 4,936. No cars are completely manufactured in India. All the approved manufacturers have schemes for the progressive manufacture of cars. Some of them have already commenced the manufacture of vital components, and one of the manufacturers have shown considerable progress in this direction. It is not possible to state with any precision the actual number of cars that are partly manufactured in India or those that are assembled purely from parts imported from foreign countries.

مولانا ایم۔ فاروقی: کیا گورنمنٹ

اس بات پر غور کرنے کے لئے تیار ہے کہ جو گاڑیاں باہر سے آتی ہیں ان پر اور زیادہ دیوتی بڑھا دی جائے جس سے ہندوستان میں جو گاڑیاں بنتی ہیں انکی قیمت کم ہو اور وہ لوگوں کو سستی پڑیں۔

†[MOULANA M. FARUQI: Is the Government prepared to consider an increase in duty on the import of cars from abroad so that the cars manufactured in India may be available to people at lesser price?]

SHRI D. P. KARMARKAR: Sir, the present price of Indian cars does compare favourably with the price of imported cars.

†English translation.

SHRIMATI VIOLET ALVA: May I know the number and the names of the firms that have been permitted to do this partial manufacture and assembly?

SHRI D. P. KARMARKAR: The firms which have been given permission for manufacturing the cars even in parts are three. They are: Hindustan Motors Ltd., Calcutta; Premier Automobiles Ltd., Bombay and the Standard Motor Products of India Ltd., Madras. There were two other firms about which there was the talk of merger and they are Messrs. Ashok Motors Ltd., and Automobile Products of India Ltd., but the merger did not materialise and it was decided not to give further time to the Automobile Products of India Ltd. to submit their scheme.

SHRIMATI VIOLET ALVA: Why were their claims turned down—I mean those of Ashok Motors and Automobile Products of India Ltd.?

SHRI D. P. KARMARKAR: No, Sir. I said nothing about Ashok Motors. I said about the Automobile Products of India. The case as presented by them did not justify any further extension of time for submitting their manufacturing schemes.

SHRI GOVINDA REDDY: May I know the percentage of motor parts that are manufactured in these firms in India, Sir?

SHRI D. P. KARMARKAR: About Hindustan Motors Ltd.,—I speak subject to a period of time—that was about three months back—they manufactured about 60 per cent. of the components of the vehicle and of them the important part was the engine and they are manufacturing the engine almost.

SHRI GOVINDA REDDY: Is it true that the assurances given by them to the Government that they would be able to manufacture a larger percentage of parts have not been fulfilled and that therefore Government have

appointed an officer to go into this question and report to the Government?

**SHRI D. P. KARMARKAR:** I am not aware of that, Sir. Periodically there is an inspection of the progress being made by indigenous manufacturers, but I have no reasons to feel that the progress already made is in any case disappointing. It may not be exactly within the scheduled time but it is promising.

**SHRI KISHEN CHAND:** Is the Government considering any other proposal to manufacture cars in India?

**SHRI D. P. KARMARKAR:** No, Sir, in so far as I could say off-hand.

**SHRI KISHEN CHAND:** Is the Government aware of the news in today's newspapers of the Government considering such a proposal?

**SHRI D. P. KARMARKAR:** Sir, I am not aware of today's newspaper report but I shall look into it.

**SHRIMATI VIOLET ALVA:** Has the Government any scheme to manufacture bigger types of cars and trucks?

**SHRI D. P. KARMARKAR:** Yes, Sir. We have received a scheme for the manufacture of 3½ ton trucks from the Tata Engineering and Locomotive Works Ltd. The scheme is under our active consideration. The other schemes for the manufacture of heavy duty vehicles have been received from Messrs. Ashok Motors Ltd. and Messrs. Seddon Motors, U. K.

**PROF. G. RANGA:** Can we have a little more information regarding Premier Automobiles? What is it that they asked for and why is it that you have declined them any further extension of time for submitting their proposals?

**SHRI D. P. KARMARKAR:** I said nothing about Premier Automobiles I said about Ashok Motors Ltd., and Automobile Products of India Ltd. They put to us a scheme of merger which if it had happened already would

have gone towards more efficient production. Now so far as Ashok Motors Ltd. are concerned they have been given permission to go ahead. So far as Automobile Products of India Ltd., are concerned we have not thought it practicable to give them any further extension of time because we did not consider it useful.

**PROF. G. RANGA:** Merging with whom?

**SHRI D. P. KARMARKAR:** Merging of Ashok Motor Ltd., and Automobile Products of India Ltd. The consideration of these two firms was held up because they put a proposal for merger. We waited and gave one extension up to 30th September and then later up to the end of November but it produced no practical results.

#### HIMALAYAN EXPEDITIONS UNDERTAKEN IN 1953

**\*87. MOULANA M. FARUQI:** Will the PRIME MINISTER be pleased to state the number of Himalayan expeditions undertaken in the year 1953?

**THE PARLIAMENTARY SECRETARY TO THE PRIME MINISTER (SHRIMATI LAKSHMI MENON):** Seven.

#### CAUSES FOR THE DELAY IN PRODUCTION IN THE HINDUSTAN CABLE FACTORY

**\*88. SHRIMATI SAVITRY NIGAM:** Will the Minister for PRODUCTION be pleased to state whether the Telephone Cable Factory has started production of cables; if not, what are the causes for the delay?

**THE MINISTER FOR PRODUCTION (SHRI K. C. REDDY):** Several of the shops have already been commissioned for production and it is expected that the production of unarmoured cables will be commenced by the end of March 1954. The production of armoured cables is likely to commence in May or June. Due to the slow delivery of Plant and machinery it has not been possible to achieve full commissioning earlier.