

alignments are under consideration in conjunction with the other interests concerned. A decision has yet to be taken on the alignment to be adopted and on the inclusion of the project in the Fourth Plan.

SHRI I. K. GUJRAL: Madam, This survey was completed about two years ago, and quite a few times the Minister has come before this House to say that the matter was under consideration. May I ask him with due respect, when does he think that this decision will be taken, and when the actual work will be taken in hand?

SHRI SHAM NATH: Madam, it is true that the Railways completed the surveys, for two alternative routes some time back. But as we had to consult the Defence Ministry as to which alignment would be better, some delay has taken place.

SHRI I. K. GUJRAL: As I said, the survey was completed two years ago, and these two alternative routes were suggested two years ago. Now may I ask him, with your permission, what steps have been taken in the course of the last two years in consulting the Defence Ministry and if any tentative replies have been received from the Defence Ministry?

SHRI SHAM NATH: As I have stated in the main reply, a decision has to be taken as to the alignment as well as whether this project should be included in the Fourth Five Year Plan. Therefore, as it was a question of the availability of resources also, I submit there has not been any inordinate delay in this project.

SHRI OM MEHTA: I would like to know why there is inordinate delay in the construction of this strategic line when we have been asking for this line for the last 15 years and only 17 miles have been completed during this period.

THE DEPUTY CHAIRMAN: The same question—about inordinate delay.

SHRI SHAM NATH: Madam, I do not agree that there has been any inordinate delay in providing rail link beyond Pathankat. We laid the line up to Madhopur some years back and now we are opening the line between Madhopur and Katlrua. This section will come into operation by the end of this year.

SHRI AKBAR ALI KHAN: With your permission, Madam, may I suggest that this matter may be taken up more seriously?

THE DEPUTY CHAIRMAN: Next question.

SUPPLY OF MOTOR CARS

ARJUN ARORA

Will the Minister of INDUSTRY AND SUPPLY be pleased to state the steps being taken by Government to improve the motor car supply position in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY AND SUPPLY (SHRI BIBUDHENDRA MISRA): A statement is laid on the Table of the House.

STATEMENT

Due to foreign exchange difficulties any significant increase in the output of motor cars which would improve their supply position, has not been possible. However, within the limitations imposed by the availability of foreign exchange, the industry is being given facilities for the import of components and raw materials having due regard to relative priorities of the different types of vehicles.

The question was actually asked on the floor of the House by Shri Arjun Arora.

The proposal of one of the car manufacturers to raise a loan from their collaborators for the import of components and raw materials has also been approved.

The industry has also been given facilities for the import of capital equipment to the extent possible. Simultaneously development of ancillary industries has been encouraged so as to reduce dependence upon imported components. These steps would enable the manufacturers to increase the indigenous content of their vehicles and thereby achieve the maximum production within the foreign exchange available for the import of components raw materials. The utmost emphasis is being laid on maximising indigenous content and accelerating phased programmes.

SHRI ARJUN ARORA: The Statement is a bald statement, if there was one.

AN HON. MEMBER: Bald in the front or in the back?

SHRI ARJUN ARORA: I will come to that.

THE DEPUTY CHAIRMAN: You have no question?

SHRI ARJUN ARORA: There is, Madam. But there was a question from the back bench here which I had to reply to.

Madam, this Statement merely repeats the often repeated shortage of foreign exchange and it says not a word about increases in the indigenous parts of motor cars and the decrease in their foreign contents. These three manufacturers were given licences and facilities on the understanding that they will continuously decrease the foreign exchange components of their products. May I know if those commitments have been honoured and whether there is a continuous decrease in the foreign exchange contents, and may I also know why the foreign exchange contents have not been reduced to zero?

SHRI T. N. SINGH: I would say that I am not satisfied with the pace of increase of the indigenous contents. But all the same there has been an increase in the indigenous contents from year to year, at least during the last four or five years. Now the position is that one of the firms is going up to about 70 to 75 per cent, and the others go up to about 60 per cent or so. They are also going up. I have been informed that very shortly they will be able to go further. They have many technical problems and it will be wrong on our part to insist on wholesale replacement by indigenous sources if that were to lead to road accidents. Therefore, there is a limit to which we can press them. But I can assure this House that we are constantly pressing the parties concerned to increase the indigenous contents and that pressure will continue and there will be no let-up.

श्री रामकुमार भुवालका : क्या मन्त्री जी बतावेंगे कि पार्ट्स के लिये कितने परसेंट अभी उनको बाहर से मंगाना पड़ता है। जितना परसेंट उनको बाहर से मंगाना पड़ता है। उसको यहां पर करने के लिये उनको क्यों नहीं कहते कि एक वर्ष, दो वर्ष तीन वर्ष में यहां करें। इसके लिये गवर्नमेंट क्या करती है।

श्री टी० एन० सिंह : असल में बात यह है कि कुछ एंसिलियरी इंडस्ट्रीज का भी ग्रोथ होना था, जितना होना चाहिये था नहीं हुआ, उसमें कुछ इलेक्ट्रिकल और कुछ ऐसी चीजें हैं जैसे कि स्टीयरिंग व्हील वगैरह, जिनका उत्पादन उस तरह से नहीं बढ़ा है जैसा कि बढ़ना चाहिये था। उनके टेक्निकल प्रोब्लम्स हैं और जहां तक मेरा ख्याल है अभी 30, या 35 परसेंट तक का माल हमें बाहर से मंगाना पड़ता है।

SHRI G. RAMACHANDRAN: Madam, I put this question on a previous occasion also. The motor car-industry is one of the oldest and best established industries in the world, and there is no mystery about motor

car making. Countries are making motor cars in places where freedom came and their independence came much later than in India. What is the difficulty, when all the time we are talking of tremendous industrialisation of the country, in our not being able to make even motor cars in this country? I would like to know that.

SHRI T. N. SINGH: I am at one with the hon. Member in expressing dissatisfaction at the slow pace of growth in this regard. But the difficulties that they have—at least that is what the manufacturers say, and Government is not manufacturing any of these cars—some difficulties of an intricate or technical nature. If the hon. Members want, I can even arrange a discussion about the technical aspects of this matter. But in this House and in answer to questions, Madam, it is very difficult to narrate all those technical problems.

SHRI ARJUN ARORA: The learned Minister has not told this House as to whether the manufacturers have carried out their commitment to continuously decrease the foreign exchange component. If they have, I want to know what is the year-to-year progress and whether there has been an annual progress, if not, why not.

SHRI T. N. SINGH: That is what I said, Madam, that in the last four or five years there has been an improvement in substituting indigenous components for those which were being imported in the past. If I am asked whether it has been according to what we want, I must say that it is not according to what we want. That I have made plain.

*301. [Transferred to the 26th November, 1965.]

BOKARO STEEL PLANT-

*302. SHRI D. THENGARI: Will the Minister of STEEL AND¹ MINES be pleased to state:

(a) the estimated cost of the site levelling work of the Bokaro Steel

Plant and the likely period required for completion of the work; and

(b) the proposed date for starting major formation works of the project and periods of their completion?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND MINES (SHRI P. C. SETHI): (a) and (b) The estimated cost of the site levelling work of the Bokaro Steel Plant is Rs. 93.59 million. This work was started on 1st October, 1965 and is expected to be completed within a period of about one year from the date of its commencement.

SHRI D. THENGARI: Is there any truth in the report that some novel or new device is to be used for expediting the work on this project? If so, what are the details?

SHRI P. C. SETHI: There is to be no novel device except that we will be using some foreign imported equipment for the site levelling and so on.

श्री बिलकुमार मन्नालाल जी खोर-

प्रिया : क्या यह बताने की कृपा करेंगे कि अखबार में इस तरह का प्रकाशन आया था कि अभी जितने प्लांट्स यहां पर लगे हैं उनके मुकाबिले में कोई विशेष तरह का यन्त्र हमारे यहां पर लगाया जायगा जिससे कि हमारे यहां स्टील वर्क्स के निर्माण में गति आ सकेगी। यह बात कहां तक सही है ?

श्री पी० सी सेठी : अभी तक पिछले प्लांट्स में सारा काम कंट्रैक्टर्स द्वारा कराते थे। यह कम्पनी इसलिये स्थापित की गई है कि भविष्य में स्टील वर्क्स के निर्माण में, इरेक्शन में जो सारा काम है वह इस कम्पनी के द्वारा किया जा सके और इसके लिये हमें एक एक्सपर्ट नालेज मिल सके।

नागालैंड में कागज के कारखाने की स्थापना

*303. श्री राम कुमार भुवालका : क्या उद्योग तथा सम्भरण मंत्री यह बताने की कृपा करेंगे कि :