

mend the decrease in the price of steel?

**Shri C. Subramaniam:** No, Sir. This Steering Group is for the purpose of fixing the targets of production during the Fourth Plan and with regard to the areas in which the production should take place.

**Shri Hari Vishnu Kamath:** With a view to help achieving the target for the Third Five Year Plan, has Government taken any final decision with regard to the setting up of coast-based steel plants and medium and small-sized plants throughout the country?

**Shri C. Subramaniam:** As far as coast-based steel plants are concerned, they would be Fourth Plan projects. As far as the medium sized plants are concerned, we are considering the question of the Neyveli project. Apart from that, pig iron manufacture has been licensed in the private sector for 8 or 9 parties.

श्री यशपाल सिंह : क्या यह सही है कि बर्द फाइव इयर प्लान के पहले साल में हम ने ४०,००० टन कम पैदावार की है, यदि हां, तो इस कमी को दूर करने का उपाय क्या है?

**Shri C. Subramaniam:** I could not follow the question. I should say it is a little more than 40,000 tons.

प्रप्यस महोदय : इस डेफीशिण्टी को दूर करने का क्या उपाय किया गया है ?

**Shri C. Subramaniam:** We have taken measures and now during the last three months we have reached almost full capacity, that is, the level of 6 million tons ingots per year.

**Shri P. Venkatasubbalah:** May I know whether the Government has taken decision to start the Fourth Steel Plant in Madras as stated some time back by the Industries Minister?

**Shri C. Subramaniam:** The fourth steel plant would refer to Bokaro. The decisions are awaited.

**Shri S. M. Banerjee:** I want to know whether the attention of the hon.

Minister has been drawn to a press news that US leaders are divided over the aid for Bokaro plant and, if so, what is the truth in it, and whether we are getting full aid from USA for the Bokaro plant.

**Shri C. Subramaniam:** I would request the hon. Member to wait and see. Just now, the report has been submitted and particularly in a country like America there are bound to be differences of opinion. But the final decision is important. I hope the hon. Members would contribute to taking a favourable decision instead of trying to mar it.

#### Aluminium Factory in Madhya Pradesh

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\*875. { Shri D. C. Sharma:  
      { Shri Subodh Hansda :  
      { Shri R. Barua: /

Will the Minister of Commerce and Industry be pleased to state:

(a) whether the proposal to set up the Aluminium Factory in the public sector in Madhya Pradesh has been finalised;

(b) if so, whether the site has been selected for this purpose; and

(c) the total estimated cost of the plant?

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** (a) to (c). No, Sir. The investigation relating to the setting up of the Aluminium Plant in Madhya Pradesh is still in progress.

The selection of the site and the cost estimates of the plant will be determined only after the completion of the investigation.

**Shri D. C. Sharma:** May I know what are the agencies that are carrying on this investigation? May I know whether it is done by our own Indian personnel or is it in collaboration with some foreigners?

**Shri Manubhai Shah:** The two agencies which are carrying on the

investigation are the Madhya Pradesh Electricity Board as far as the electrical power is concerned; the Indian Bureau of Mines as far as raw materials are concerned. Most of them are Indian personnel excepting at one stage we invited one or two Hungarian geologists.

**Shri D. C. Sharma:** May I know the reasons why this aluminium factory is going to be set up in Madhya Pradesh and whether they have any proposals for setting up aluminium factories in other States of India also.

**Shri Manubhai Shah:** From the broad indications of Geological survey, Madhya Pradesh has the richest concentrated deposits and also the coal. Therefore, Madhya Pradesh has been selected.

**डा० गोविन्द दास :** अभी मंत्री जी ने यह कहा कि यह मामला अभी भी विचाराधीन है : क्या मैं यह जान सकता हूँ कि यह मामला कितने दिनों से विचाराधीन है और कब तक उस पर कोई न कोई निर्णय हो जाने की आशा की जाती है ?

**श्री मनुभाई शाह :** यह हिन्दुस्तान का सबसे बड़ा एलुमिनियम प्रोजेक्ट होने वाला है, इस लिये उस में सारी तहकीकात करनी पड़ती है। पिछले दो साल से सारी इन्वेस्टिगेशन्स चालू हैं और हम आशा करते हैं कि चौथी पंच-वर्षीय योजना में उस को लागू कर दिया जायेगा।

**Shri Vidya Charan Shukla:** At what stage are the investigations at present as regards the setting up of this plant?

**Shri Manubhai Shah:** Physical estimates have already been brought about. When I go to Budapest in my next trip in the month of May, I propose to visit Hungary for 3 days and along with the trade agreement, discuss this project also.

**श्री शिव नारायण :** इस प्रोजेक्ट को बनाने में सरकार ने कितना खर्चा भ्रदा किया है ?

**श्री मनुभाई शाह :** अभी पैसे की बात ही कहाँ आती है ? जब प्रोजेक्ट पूरा हो जायेगा, फिर पैसा दिया जायेगा।

**Mr. Speaker:** Next Question; Shri Ram Ratan Gupta. The Member is not here. The question-hour is over.

#### WRITTEN ANSWERS TO QUESTIONS

##### Supply of Fiat Cars

\*546. **Shri Ram Ratan Gupta:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether the monthly quota of Fiat Cars in Delhi was given out of turn to "Priority" people before 28th February, 1963; and

(b) if so, what was left to the ordinary public?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):**

(a) and (b). The distribution of cars for sale in Delhi, as in other centres in the country, is governed by the Motor Cars (Distribution & Sale) Control Order, 1959. Under Clause 3(a) of the said Control Order, the Controller of Motor Cars has been vested with powers to fix quotas for meeting the requirements of Central and State Governments, or of any public authority or of any class of persons having regard to the nature of their work or duties, or of specified regions. Separate quotas have accordingly been fixed for the Central Government, the State Governments, Manufacturers, Life Insurance Corporation of India, and the Taxi Trade. After deducting these quotas from the current production, the balance of production is distributed by the manufacturers to their dealers all over the country, according to a set pattern, for sale to the general public against regular bookings. The sale to priority holders is made out of the cars reserved under different quotas