

not been taken, licences are revoked. For example, in 1962, I suppose, more than 420 licences have been revoked.

Shri A. P. Jain: From an unconfirmed report of the Mahalanobis Committee Report published in the papers, it appears that a certain number of industrialists, 10 or 20, who had 400 licences previously have now 600 or 700 licences. Does the Government confirm that that trend is correct? If so, how is this concentration of industries taking place if what he has stated is correct, namely, that all this is examined as to how many licences a person holds, what is the position, this and that?

Shri Kanungo: We have not received the report of the Mahalanobis Committee and we are not aware whether it has been submitted or not. As far as concentration of capacity is concerned, we are fairly satisfied that there is no monopolistic tendency. There is, for historical reasons, in some industries, like cement, large capacity in certain groups.

श्री बड़े : क्या यह बात सच है कि जो लाइसेंस रिजोक किये गये हैं या जिन्होंने अब तक इंडस्ट्री स्टार्ट नहीं की है उन्हें रेड टेविगम की वजह से बहुत तकलीफ होती है और उन्होंने लाइसेंस वापस दे दिये क्योंकि शासन को तरफ से जवाब देने में और फारेन एक्सचेंज के बारे में काफी विलम्ब होता है ?

श्री कानूनगो : दिखलत तो है फारेन एक्सचेंज की और दूसरी चीजों की। लेकिन जो लाइसेंस कॅसिल किये गये हैं वह इस सब को सोच विचार कर किये गये हैं। उन्होंने काफी एफर्ट्स नहीं किया।

श्री बेरबा कोडा : लाइसेंस देने के लिये गवर्नमेंट ने क्या कोई फीस भी रक्खी है ? यदि हां, तो कितनी ?

श्री कानूनगो : फीस नहीं है।

Shri Maheswar Naik: May I know whether before allowing a licence the

availability or otherwise of foreign exchange component is taken into consideration?

Shri Kanungo: It is done sometimes; but then the availability of foreign exchange is an uncertain factor quite often.

Shri Bhagwat Jha Asad: May I know whether Government have examined that this cry for more liberalisation is a cry of those selected persons who want to arrogate to themselves the majority of licences in this country?

Shri Kanungo: No, Sir; the representations usually are from federations and chambers of commerce.

Shri Kashi Ram Gupta: May I know whether priority is given to those industries which employ foreign collaboration and capital?

Shri Kanungo: No, Sir.

Shrimati Savitri Nigam: What are the procedural reforms which have been taken in order to eliminate the unnecessary delays and red tapism which cause great hardship to the people who take out these licences?

Shri Kanungo: I would not agree that there is an unconscionable hardship. But we are continually reviewing the processes and I believe we have come to a stage where it has been streamlined to the best of capacity. As I have said, normally it should not take more than four months.

Import of Trucks

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{ **Shri Surendra Pal Singh:**
*539. { **Shri Raghunath Singh:**
 { **Shri Subodh Mansda:**
 { **Shri S. C. Samanta:**

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether India is importing trucks from Japan and other countries at heavy costs; and

(b) if so, the number of trucks imported during 1962-63 and the number which is going to be imported in 1963-64?

The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi): (a) and (b). No import of trucks in built-up condition is allowed to approved indigenous manufacturers coming under the purview of the Ministry of Steel and Heavy Industries. The indigenous manufacturers are allowed to import components for trucks according to the phased manufacturing programme of each. No components are being imported by them from Japan.

Shri Surendra Pal Singh: The hon. Minister has just now stated that no import of trucks in built-up condition is allowed but there was a report in the papers some time back saying that 2,000 trucks are being imported from Japan. May I know if the statement in the press is correct?

Mr. Speaker: Would he rely more on the press than on the statement of the hon. Minister?

The Minister of Steel and Heavy Industries (Shri C. Subramaniam): The answer here is with regard to manufacturers coming under the purview of the Ministry of Steel and Heavy Industries. Evidently, the hon. Member is referring to the programme of import for defence purposes. That does not come under my Ministry.

Shri D. C. Sharma: The hon. Minister said just now that components are being imported from Japan and other countries. May I know the total amount of money spent on the import of these components and how long this import is going to continue?

Shri C. Subramaniam: I gave figures about that recently in answer to another question and, I am sorry, I do not have the figures just now.

Shri D. C. Sharma: What does the hon. Minister say, Sir?

Mr. Speaker: He gave those figures only recently, a few days back. The hon. Member is advised to consult those figures.

Shri D. C. Sharma: I would like to know the dates on which he gave the figures. I can't hunt the whole library for those figures.

Mr. Speaker: Those figures have been given only recently. It is for the hon. Member to find out.

श्री तुलसीदास जाधव : अपने देश में कितने ट्रैक्स तैयार होते हैं और कितने की जरूरत है ?

Shri C. Subramaniam: As far as trucks are concerned, there are four types of trucks which are being manufactured and during 1962 TELCO manufactured 12,196, Hindustan Motors 4,875, Premier Automobiles 2,835 and Ashok Leyland 5,286.

Mr. Speaker: What is the need?

Shri C. Subramaniam: Sir, I would not say this meets the requirements, particularly because of TELCO production being diverted to defence purposes. But for that, it would have fairly met the needs.

Shri Dinen Bhattacharya: May I know whether it is a fact that certain industries are facing serious difficulties to fully utilise the installed capacity because of the import difficulties?

Shri C. Subramaniam: In truck manufacturing?

Shri Dinen Bhattacharya: Yes; just as Hindustan Motors are complaining that they are not in a position to work to the full capacity, causing hardships to workers also.

Shri C. Subramaniam: Not with reference to truck manufacturers.

Shri Ramanathan Chettiar: In view of the fact that the policy of the Government of India in regard to automobile production has already been defined and the reply from the

hon. Minister for Steel and Heavy Industries is that he is not aware of any such import—even if it is so, it may be by the Defence Ministry—are we to understand that there is no coordination between the two Ministries?

Mr. Speaker: He can draw his conclusions.

Shri Ramanathan Chettiar: On a point of order, Sir. We always hear that there is co-ordination between one Ministry and the other Ministry. But here is a reply from one Minister saying that he is not aware of it.

Mr. Speaker: The particular supplementary question, under rule 43 can be asked from a Minister for which he is responsible.

श्री बृज बिहारी मेहरोत्रा : क्या मंत्री महोदय बतलाने की कृपा करेंगे कि प्रतिरक्षा के लिये जिस तरह के ट्रकों की जरूरत है वैसे ट्रक देश में मैनूफैक्चर होते हैं या नहीं ?

श्री प्र० चं० सेठी : ट्रेल्को ट्रक्स डिफेंस परपोजेज के लिये दिये गये हैं।

श्री रघुनाथ सिंह : मैं यह पूछना चाहता हूँ कि क्या हजारों ट्रक्स का आर्डर दिया गया था और वह ट्रक्स अभी कारखाने में ही पड़े हुए हैं ? क्या कारण है कि वह ट्रक्स डिफेंस विभाग ने अभी नहीं लिये ?

Shri A. P. Jain: Does or does not the Minister think that there are far too many types of trucks being manufactured in India and in too few numbers resulting in higher cost? Has he anything in mind to rationalise the truck manufacturing industry?

Shri C. Subramaniam: We always keep in mind the economic size in production. But as far as trucks are concerned, I am told about 20,000 to 25,000 trucks would be an economic unit and that limit is being reached by almost all the manufacturers, except Ashok Leyland, which manufactures heavier types of vehicles for which even 10,000 to 12,000 trucks would be an economic unit. These

have already been established. Therefore, we are trying to expand them to the limit where it would be economical to produce these things.

श्री रा० सि० पाण्डेय : मैं जानना चाहता हूँ कि ट्रक्स की बढ़ती हुई मांग को देखते हुए क्या सरकार यह सोचती है कि पब्लिक सेक्टर में कोई ट्रक फैक्ट्री बनाई जाये, और बहुत जल्दी बनाई जाये ?

Shri C. Subramaniam: Till now there is no proposal to have a public sector project for truck manufacturing.

श्री कृष्णराय : मैं जानना चाहता हूँ कि भारतवर्ष में कितने ट्रक चल रहे हैं और उनकी तुलना में कितना परमिट हैं, और कितने की और आवश्यकता है ?

अध्यक्ष महोदय : मैं दरखास्त करूंगा कि मेम्बर साहब सवाल को ज्यादा बोल देते हैं। मुझ उनको रोकने में शकस्तोस होता है लेकिन यह साबल बहुत वाइड है।

Export of Engineering and Machinery Products

*540. Dr. L. M. Singhvi: Will the Minister of Commerce and Industry be pleased to state:

(a) the value of export from India of machinery and engineering products during 1962 and 1963 so far;

(b) whether the export capacity of the country in this field has been assessed and is likely to expand in the current year; and

(c) if so, in what manner and to what countries and of what goods?

The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah): (a) Exports during 1962 were:

Machinery (non electrical)	Rs. 2.38 crores
Other engineering goods including electrical machinery	Rs. 8.62 crores
Total	Rs. 11.00 crores

This was about 20 per cent higher than the previous year.