

(c) whether any Indian Trade Delegation is likely to visit Poland for negotiating some trade agreements?

The Minister of International Trade (Shri Manubhai Shah): (a) Yes, Sir,

(b) A long-term Trade and Payments Protocol valid for 5 years commencing from 1st January, 1964 was signed in New Delhi on 18th December, 1963. A copy of this Agreement is available in the Parliament Library.

(c) At present no such proposal is under consideration.

श्री विश्राम प्रसाद : मैं यह जाना चाहता हूँ कि यह एग्रीमेंट कितने दिनों के लिये साइन हुआ है और उन में क्या क्या चीजें आती हैं?

श्री मनुभाई शाह : वह एग्रीमेंट पांच साल के लिये है अर्थात् सन् १९६४ से लेकर सन् १९६८ तक के लिये है। पहले टोटल ट्रेड बोथ वज़ ६ करोड़ की थी, पिछले साल १७ करोड़ की हो गयी और इस साल वह ३२ करोड़ की होने वाली है। उस के अंदर जूट गुड्स, ब्लैकपैपर, वैजीटेबल फ़ायर, टुबैको और रा गेट स्क्रिप्स आदि चीजों को एक्सपोर्ट किया जायगा।

श्री विश्राम प्रसाद : क्या इन के लिये लाइसेंस भी इश्य कर दिए गए हैं या अभी किए जा रहे हैं और अगर किए जा रहे हैं तो किन को देने का विचार है ?

श्री मनुभाई शाह : वह तो एक उस की पालिसी होती है और एक एजेंसी होती है जिसके कि माध्यम से यह सब लाइसेंस दिये जाते हैं।

श्री यशपाल सिंह : क्या यह सही है कि बोर्नो की सरकार प्राइवेट सेक्टर को भी इमदाद देने के लिये तैयार है ?

श्री मनुभाई शाह : जी हां।

Shri Daji: What is the total effect of the agreement? May I know whether it will be a well balanced trade agreement or we will be in the deficit?

Shri Manubhai Shah: All trade

agreements with East European countries are on a bilateral basis, and they are equal both ways.

Shri Basappa: May I know whether recently our trade with Poland has declined, and when our previous agreement with it ended?

Shri Manubhai Shah: It has not declined at all. There is actually some misimpression about it. Actually speaking it has risen continuously. In 1960 the total trade was of the order of Rs. 6 crores. It has come up to Rs. 18 crores in 1963 and it may go up to Rs. 32 crores this year.

Shri Hari Vishnu Kamath: Is it a fact that as a counterblast to the ECM the Soviet Union is trying to bring under its banner, within its fold, the East European countries under an organisation called COMCON . . .

Shri Manubhai Shah: How does it arise from this?

Shri Hari Vishnu Kamath: Poland is a part of Eastern Europe. Therefore, has Poland come under this organisation COMCON?

Mr. Speaker: That is a different thing.

Shri Sham Lal Saraf: Poland is supposed to be one of the countries manufacturing the best mining machinery. May I know whether it will find a place in our import of these machineries which will later develop into collaboration for the manufacture of the same machinery?

Shri Manubhai Shah: Yes, Sir.

Small Car Project

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{ Shri D. D. Puri:
Shri P. R. Chakraverti:
Shri M. L. Dwivedi:
*358. { Shri P. C. Borooah:
Shri D. C. Sharma:
Shri Himatsingka:

Will the Minister of Steel, Mines and Heavy Engineering be pleased to state:

(a) whether any steps have been taken to give concrete shape to pool

the automobile capacity and for production of a uniform type of small cars by the automobile industry in the country; and

(b) if so, the latest position in this regard?

The Deputy Minister in the Ministry of Steel, Mines and Heavy Engineering (Shri P. C. Sethi): (a) and (b). Expansion of capacity for the production of trucks and jeeps has been sanctioned and these are making progress. In the case of passenger cars, it has not been possible to sanction expansion of capacity so far due to foreign exchange and other difficulties. The question of increasing production so as to meet increasing requirements in the best possible way is engaging the attention of Government.

Shri D. D. Puri: That is not the answer to the question.

Shri A. P. Jain: It is not an answer to the question. The question relates to "pooling of the automobile capacity". The answer relates to expansion.

Mr. Speaker: He said about shortage of foreign exchange.

The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam): Pooling of the capacity is engaging the attention of the Government. That is one way of increasing the production. That is engaging the attention of the Government now.

Shri D. D. Puri: Have Government applied their minds as to how much saving can be made in the cost of a car if the production capacity were pooled?

Shri C. Subramaniam: Even after pooling it depends upon what will be the level of production. As I have already stated, unless we reach a level of production of 1,00,000 cars we may not be able to make considerable economies.

Shri D. D. Puri: Are Government convinced that this level of production of 1,00,000 cars, when they say

the cost will come down, is utterly and entirely beyond our purview?

Shri C. Subramaniam: I do not think so. At present there may not be a demand for 1,00,000, but when we have a programme of 1,00,000 it cannot be reached either next year or the year after next and it will be a phased programme for the next three or four years. I am sure with regard to the Fourth Plan it should be possible to reach at least 50,000 provided we lower the price.

Shri P. R. Chakraverti: May I know whether Government intends to take the initiative of sponsoring these big projects of manufacturing small cars or whether the collaboration of the private sector is also being envisaged?

Shri C. Subramaniam: If I may take the House into confidence, I am just now taking up this matter with the existing producers, and ultimately it would depend upon the outcome of these discussions whether it would be possible to pool them or whether we should have a separate public sector project or whether it would be possible for us to take one of the projects in the public sector and push up production.

Shri Himatsingka: Is the hon. Minister aware that the production of car is not coming up to the mark because of non-supply of foreign exchange required?

Shri C. Subramaniam: To a certain extent it is true, but even with the supply of foreign exchange the present level of production is 10,000 as far as Hindustan Motors is concerned, 7,200 of Premier Automobiles and 3,000 of Standard Motors. Therefore, on this level of production the cost of production is bound to be high.

Shri Maheswar Naik: May I know whether the scheme for manufacture of people's car either in the public sector or in the private sector has been completely shelved or it will be revived again?

Shri C. Subramaniam: As I already said, the production of small cheap

car is now engaging the attention of the Government. How to bring it about will depend upon the outcome of the discussions which I propose to have with the producers.

Dr. L. M. Singhvi: Is there a fresh re-consideration of the proposal to set up the small car project after the Prime Minister's observation to that effect? If that is so, on what lines is this fresh reconsideration separate from the earlier consideration which has been going on for a very long time?

Shri C. Subramaniam: Our difficulty is that already we have too many concerns producing too small numbers and no purpose would be served by adding one more to the existing units. That is why we should find out whether it should be possible to merge the existing units or take over one of the units and increase the production up to an economic level.

Shri A. P. Jain: The hon. Minister has stated in reply to a number of questions in this House that he thinks that the pooling of these car building capacities will be beneficial. He has also stated it publicly. Now what is it that is holding it up for such a long time? Is it the interests of the private manufacturers or the nation's interest?

Shri C. Subramaniam: After all, these are all private producers and they have to come to an agreement to pool them. That is why I said that currently I am taking up the matter with the producers. Let us see what is the outcome of these discussions.

Shri Ramanathan Chettiar: In view of the fact that some of the models of cars like Hindustan and Fiat 1100 are obsolete, what steps Government will take to ask the manufacturers to change the jigs in order to manufacture the latest models corresponding to Morris Oxford of England or Fiat 1200 of Italy?

Shri C. Subramaniam: That would mean allocation of further foreign exchange. That is why we should take a comprehensive decision and uti-

lise the existing available foreign exchange to the best advantage possible.

Shri Buta Singh: May I know whether Government will upgrade the priority for production of small cars after their immediate pre-occupation is over?

Shri C. Subramaniam: Ultimately, it depends upon the availability of foreign exchange. Therefore, I cannot immediately say whether I can give a higher priority without consulting the Finance Ministry about it. But, first of all, I should evolve a programme of action and then go to the Finance Ministry for the sanction.

Shri S. M. Banerjee: The hon. Minister has stated in this House that the manufacture of people's car was temporarily given up because of certain difficulties. In view of those difficulties experienced by Government in dealing with the private sector, may I know whether Government is considering a proposal to have a project of its own for the manufacture of people's car?

Shri C. Subramaniam: I gave the lines in which the Government are thinking just now.

Mr. Speaker: He has said that already.

Shri Dinen Bhattacharya: May I know whether it is a fact that due to the undue influence or pressure exercised by the private monopolists who are dealing with automobiles on the Government there is unnecessary delay in finalising the project for manufacturing people's car?

Mr. Speaker: Again and again, the same question is being repeated.

Shri C. Subramaniam: This insinuation has been made ever so many times, particularly from the Communist benches and I have repudiated it. I do not think I should do it every time.

Shri Harish Chandra Mathur: This idea of pooling the automobile capacity has been engaging the attention

of the Minister for a considerable length of time and he has given public expression to it. May I know whether he has already put it to the industrialists in the private sector and, if so, what is the reaction of each of them?

Shri C. Subramaniam: Till now it was being done in an informal way. Now I am putting it to them formally so that I may know their reaction and then take a positive decision.

Shri Harish Chandra Mathur: What has been their reaction so far?

Shri C. Subramaniam: Informally it has not been helpful so far.

हैवी इलेक्ट्रिकल्स लिमिटेड, भोपाल

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*३५६. { श्री रा० स० तिवारी :
श्री श्रीकार लाल बेरवा :
श्री प्र० रं० चक्रवर्ती :
श्री प्र० चं० बरुआ :

नया इस्पात, खान और भारी इंजीनियरिंग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हैवी इलेक्ट्रिकल्स लिमिटेड, भोपाल से काफी विदेशी मुद्रा की बचत हुई है ;

(ख) यदि हां, तो इस हैवी इलेक्ट्रिकल कारखाने से राज्यों को किस प्रकार की मशीनों का संभरण किया गया है तथा इस कारण १९६३ में कितनी विदेशी मुद्रा बचाई गई ; और

(ग) क्या कुछ मशीनों का विदेशों को भी निर्यात किया गया तथा यदि हां, तो किन देशों को ?

इस्पात, खान और भारी इंजीनियरिंग मंत्रालय में उपमंत्री (श्री प्र० चं० सेठी) ।

(क) जी, हां, प्रारम्भतः किसी हद तक ;

(ख) १९६३ में बड़े साइजों के पावर ट्रांसफार्मर, इंडस्ट्रीयल कैपेसिटर, हाई वोल्टेज स्विचगियर, रेलवे इलेक्ट्रिक ट्रेक्शन मोटर्स और डी०सी० ट्रेक्शन के लिये कंट्रोल-

गियर सप्लाय किए गए हैं ; १९६३-६४ में २ करोड़ रुपये की विदेशी मुद्रा की शुद्ध बचत होने की संभावना है ।

(ग) जी, नहीं ।

[(a) Yes, Sir; to begin with, to a modest extent;

(b) During 1963, power transformers of large sizes, industrial capacitors, high voltage switchgear, Railway Electric Traction Motors and Controlgears for D.C. traction have been supplied; the amount of net foreign exchange saved during 1963-64 is likely to be of the order of Rs. 2 crores;

(c) No, Sir.]

श्री रा० स० तिवारी : भोपाल के हैवी इलेक्ट्रिकल कारखाने में खेती का उत्पादन करने वाली कौन सी मशीनें हैं जो बनाई जाती हैं और जिन का वितरण किया जा चुका है ?

श्री प्र० चं० सेठी : यह तो इलेक्ट्रिक पावर का सामान बनाने का कारखाना है, खेती का सामान बनाने का नहीं है ।

श्री रा० स० तिवारी : मेरा इस सम्बन्ध में एक निवेदन है । आखिर बिजली की पानी के जो पम्प होते हैं, उनको जरूरत पड़ती है । जो पम्प होते हैं पानी के वे भी तो बिजली से ही चलते हैं । ये पम्प बनाये जाते हैं या नहीं बनाये जाते हैं ?

श्री प्र० चं० सेठी : पावर जेनरेट करने वाली मशीनरी ही यहां पर तैयार होती है । पम्प वगैरह इस में तैयार नहीं होते हैं ।

Shri Shree Narayan Das: May I know how the price of machinery manufactured so far at Bhopal compares with the imported one?

Shri C. Subramaniam: Now the production costs are higher because we have not yet reached the full production capacity in this factory.