

लोहा और इस्पात मंत्री (श्री त्रि० ना० सिंह) : प्रगर आप इजाजत दें तो इस सवाल का जवाब दे दूँ।

खास तौर से इमरजेंसी के बाद और उसके पहले भी हर दफ्तर को स्वदेशी चीजों के इस्तेमाल की आज्ञा दी गयी थी, और उसके बारे में जितनी की जा सकती है उतनी कार्रवाही भी की जा रही है। जो छोटी मोटी चीजे हैं उनका आयात तो बिलकुल बन्द कर दिया गया है और दूसरे मंत्रालयों को इसके लिए फारिन एक्सचेंज तक नहीं दिया जाता, और इस लिए वे नहीं मंगा सकते।

Shri Kapur Singh: Is it a fact that the real reason for preference for imported goods is the poor quality of the corresponding indigenous goods, and if so, what steps are being taken to improve the quality of the indigenous goods?

Shri Bibudhendra Misra: I have already answered that question. Quality control is enforced.

श्री हुकम चन्द कछवाय : मंत्री महोदय ने जवाब में कहा कि कुछ मंत्रालयों ने कुछ कारें बाहर से मंगायी हैं। मैं जानना चाहता हूँ इन में कितना फारिन एक्सचेंज लगा है? क्या यह बात सही है कि जो सामान विदेशों से दफ्तरों के लिए मंगाया जाता है उसके कुछ पुर्जे व मशीनें चोर बाजार में अच्छी कंड़ीशन में जा कर बिकते हैं?

Shri Bibudhendra Misra: I have given the figures here; I have given the amount that is being imported and also the purposes for which the items are imported.

Mr. Speaker: He wants to know how much foreign exchange has been spent on that.

Shri Bibudhendra Misra: The amount of foreign exchange has been given in the statement itself.

श्री हुकम चन्द कछवाय : क्या सरकार का ध्यान इस ओर गया है कि कुछ सामान चोर बाजार में बिकता है?

अध्यक्ष महोदय : चोर बाजार का सरकार को क्या पता।

Shrimati Savitri Nigam: While replying to a supplementary question, the hon. Minister has stated that the import of stationery material has been stopped since the last three years. But earlier in this very House, when a question had been asked regarding the special type of paper which was being imported for printing currency notes, the reply was that this type of paper was not being manufactured in the country and that was why it was being imported. I would like to know which reply is correct and whether the imports of all types of paper have been discontinued since the last three years or not.

Shri Bibudhendra Misra: I have said that newsprint is imported, paper is imported and currency paper is also imported.

Shri Ranga: She asked one thing, he has given answer to another!

Yen Credit For Alloy Steel Plant

+

- *1278. **Shri Bhagwat Jha Azad:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri P. C. Borooah:
Shrimati Savitri Nigam:
Shri R. S. Pandey:
Shri Kindar Lal:
Shri Vishwa Nath Pandey:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri C. K. Bhattacharyya:
Shri D. C. Sharma:
Shri Jashvant Mehta:

Will the Minister of Iron and Steel be pleased to state:

(a) whether any negotiations have taken place with the Japanese Government for increasing the Yen credit

for expansion of the Alloy Steel Plant at Durgapur; and

(b) if so, the progress of the talks?

The Deputy Minister in the Ministry of Iron and Steel (Shri P. C. Sethi): (a) No, Sir.

(b) Does not arise.

श्री भागवत झा आजाद : क्या इस सम्बन्ध में भारत सरकार ने येन ऋण की वृद्धि करने के लिए जापान की सरकार से बात चीत की है?

श्री सेठी : दुर्गापुर के एलाय स्टील प्लांट के एक्सपैशन करने का प्रश्न विचाराधीन है। इस सम्बन्ध में जो जापानी डेलीगेशन आया था उन से बातचीत हुई थी लेकिन उस का एक्सपैशन किस हद तक किया जाय यह प्रश्न अभी तय नहीं हुआ है और इसका निर्णय होने के बाद उन से बातचीत की जायगी।

श्री भागवत झा आजाद : मेरे प्रश्न में यह स्पष्ट है अथवा महोदय कि हमने यह जानना चाहा कि इस सम्बन्ध में क्या प्रगति हुई है, दोनों प्रश्नों का मूल उत्तर है कि कुछ नहीं हुआ अब यह कहते हैं कि बातचीत हुई है तो मैं जानना चाहता हूँ कि इस बातचीत के दौरान में क्या प्रगति हुई और जापान सरकार के उस प्रतिनिधि मंडल पर क्या प्रतिक्रिया है आप के इस निवेदन पर ?

श्री सेठी : उत्तर में यह कहा गया है कि येन क्रेडिट के बारे में कोई बातचीत नहीं हुई तो जहां तक येन क्रेडिट प्राप्त करने का सवाल है उस सम्बन्ध में कोई बातचीत नहीं हुई है। असलता एलाय स्टील प्रोजेक्ट के एक्सपैशन के सम्बन्ध में उन से बातचीत हुई है। येन क्रेडिट के ऊपर उन से तब बातचीत होगी जब इसका निर्णय हो जायगा कि उसका एक्सपैशन किम हद तक किया जाये।

श्री म० ला० द्विवेदी : एलाय स्टील प्लांट के एक्सपैशन के सम्बन्ध में जो चर्चा जापानी सरकार के प्रतिनिधिमंडल से की जा रही है और उसमें जो विचार सरकार ने रखे हैं मैं जानना चाहता हूँ कि सरकार ने उस सम्बन्ध में क्या सुझाव प्रस्तुत किये हैं या योजना बनाई है और जापानी सरकार के प्रतिनिधियों ने कौन सी बात मानने से अभी तक इंकार किया है या इस में क्या हिच है उसको बतलाने की कृपा करें?

लोहा और इस्पात मंत्री (श्री वि० ना० सिंह) : सवाल यह नहीं है कि हमारा एक्सपैशन कैसे होगा बल्कि अगले पांच वर्ष के बाद क्या क्या विशेष प्रकार के एलाय स्टील का प्रोडक्ट मिक्स बनाया जायगा, उसकी फीजिबिलिटी और उस की डिमांड क्या है हम यह सब बातें विचार कर रहे हैं इस वास्ते अभी उसका क्या रूप होगा उन सब बातों को समझने के बाद ही उस पर निर्णय ले सकेंगे।

श्री हुकम चन्द कश्यप : सुन्दर प्रश्न चल रहा है मंत्री मंडल स्तर का कोई भी सदस्य उपस्थित नहीं है। कैबिनेट रैंक का कोई मंत्री सदन में इस समय उपस्थित नहीं है।

Shri S. C. Samanta: What will be the amount of yen credit that will be available for expansion of this plant, and may I know whether we will have to spend more foreign exchange over and above the yen credit that will be available?

Shri P. C. Sethi: No, I do not think that would be necessary. We hope to be able to procure yen credit for the project when the expansion is decided.

Shri P. C. Borooah: By how much is the alloy steel plant proposed to be expanded, what will be the total cost of the expansion and what will be the foreign exchange content?

Shri P. C. Sethi: The CEEDB has submitted two reports. One alternative is to have another 68,000 tonnes of finished product and another is to have 1,20,000 tonnes of finished steel. The two alternatives are now being considered. Government are thinking of expanding it to an even greater extent.

Shrimati Savitri Nigam: Have the Japanese Government given any assurance that in the case of any such agreement which is going to be finalised regarding the expansion of this Durgapur plant, they would be able to extend the yen credit to that extent or not?

श्री त्रि० ना० सिंह : अभी कोई ग्राहवासन (एग्जोरिस) देने का सवाल नहीं उठता है। उस की पहले रूप रेखा तैयार की जायगी कि एक्सपैशन क्या होगा तब उसके बाद उस बारे में बातचीत की जायगी।

Shri R. S. Pandey: May I know the target date of production and the reasons for the delay? Is it a fact that the contractors are responsible for the delay? If so, what action do Government propose to take against them?

Shri P. C. Sethi: It is true that the present Durgapur alloy steel plant has been delayed on account of very many factors. But now the progress is quite satisfactory. The Hammer Bay of the Forge Shop has already been commissioned and by August 1967 the plant will go into full production.

Shri Surendranath Dwivedy: What about the default of the contractors?

Shri R. S. Pandey: I mean building contractors.

Shri P. C. Sethi: Yes, the contractors were also responsible. Delay in obtaining the constructional steel was also responsible.

Shri Banga: Therefore, what are they doing?

Shri Surendranath Dwivedy: What action has been taken against the contractors?

Shri P. C. Sethi: All possible action has been taken and now the progress is satisfactory.

Shri D. C. Sharma: Alloy steel is one of the essential things not only for our civilian use, but also for our defence industries. May I know whether it is not a fact that the Japanese Government did not try to give any yen credit for the expansion of this plant because they thought that the repatriation of the capital from this country to their country was becoming more and more difficult.

The Minister of Iron and Steel (Shri T. N. Singh): Nothing like that has been in the minds of the Japanese, I can assure the House. The fact is that we have yet to formulate our programme for alloy steel in regard to the fourth plan, and then only probably those decisions can be taken and the Japanese reaction known.

श्री यशपाल सिंह : नैवेली में आपने जो एलाय स्टील प्लांट बनाने की इतने दिनों से योजना बना रक्खी है तो मैं जानना चाहता हूँ कि इस हिसाब से उसे कार्यान्वित करने में कितनी देर लगेगी ?

अध्यक्ष महोदय : नैवेली का इससे क्या ताल्लुक पैदा होता है।

श्री यशपाल सिंह : उसके एक्सटेंशन के लिए जो जापान के डेलीगेशन ने मशविरा दिया था . . .

अध्यक्ष महोदय : वह तो दुर्गापुर के स्टील प्लांट का एक्सटेंशन है।

श्री यशपाल सिंह : नैवेली में जो . . .

अध्यक्ष महोदय : नैवेली दूसरी चीज है।

Shri Sham Lal Saraf: Now that the hon. Minister has said that some dis-

cussion has already taken place with the Japanese representatives, may I know whether at least this is decided as to what will be the content of the future expansion of this plant, and by what time it is proposed that expansion will be taken in hand?

Shri T. N. Singh: The hon. Members are aware that we have yet to finalise the dimensions of steel as well as other industrial sectors so far as the fourth plan programme is concerned, and that is why this element of uncertainty regarding the actual expansion programme for alloy steel.

Prices of Cars

+

*1279. **Shri S. M. Banerjee:**
Shri D. C. Sharma:

Will the Minister of Industry be pleased to refer to the reply given to Short Notice Question No. 8 on the 9th April, 1965 and state:

(a) the further steps taken to reduce the prices of cars manufactured in India;

(b) whether some agreement has been reached with the manufacturing firms; and

(c) if so, the main features thereof?

The Minister of State in the Ministry of Industry (Shri Bibudhendra Misra): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

As stated in the reply to Short Notice Question No. 8 on 9-4-1965, some manufacturers had increased the prices during 1965 consequent upon Government levying a 10 per cent regulatory customs duty and this was done by the manufacturers without Government's approval. The price increases were examined carefully by the Government and it was seen that such price increases were not excessive. Government's displeasure was communicated to the manufacturers

for their having given effect to price increases without Government approval and they were warned against a repetition. (vide reply to Starred Question No. 264 dated 27-8-1965).

The prices of cars have been subjected to an informal system of control by Government whereunder price increases are automatically allowed on increases in fiscal levies imposed by Government on finished components and/or on component parts and materials. Similar increases are allowed consequent upon increases in ocean freight, prices of imported components as also on the high cost of indigenous production to the extent of 25 per cent of the reduction in the value of the imported cost. Other increases are allowed only after careful cost examination of the manufacturing units.

Having regard to the present foreign exchange position, Government have laid emphasis upon the reduction of imported components and the need for import substitution. The low output of the manufacturing units, the relatively high cost of finished components and raw materials and the increase in Government levies are factors which leave little scope for reduction in the price of cars manufactured in the country. A careful watch is being kept by the Government on the price of cars sold in the country and, as stated earlier, increases are allowed only after a careful examination of the claims asked for by the manufacturers.

Shri S. M. Banerjee: It is stated in the statement:

"The prices of cars have been subjected to an informal system of control by Government whereunder price increases are automatically allowed...."

Then it says:

"Similar increases are allowed consequent upon increases in ocean freight, prices of imported