

LOK SABHA

Friday, 13th September, 1957

The Lok Sabha met at Eleven of the Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Export of Cycles

*1778. **Shri Raghunath Singh:** Will the Minister of Commerce and Industry be pleased to state whether it is a fact that the Government of Burma has imposed any restrictions on the import of Indian cycles into Burma?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): The Government of Burma have not issued any licences for the import of cycles from Sterling area countries including India since January 1957. It is understood that such licences are not being issued because Burma is at present getting its total requirements of cycles from Japan against "Reparations" and from East European countries under "barter arrangements".

श्री रघुनाथ सिंह : इस बात को देखते हुए कि बर्मा से हम चावल और चाय इम्पोर्ट करते हैं, क्या आप इस बात को आवश्यक नहीं समझते हैं कि आप बर्मा सरकार से कहें कि वह हमारी साइकिलें ले ?

श्री सतीश चन्द्र : बर्मा सरकार का एक डेलीगेशन पिछले साल यहाँ आया था और बातचीत में एक दूसरे ने बतलाया कि क्या चीज वह हमसे ले सकते हैं। उसमें साइकिलों की भी बात थी लेकिन जैसा कि

मैंने अपने जवाब में शर्त किया जापान से "रेपरेज" में १६, २० हजार साइकिलें पिछले साल बर्मा में आ गई और इसलिये वह हमसे साइकिलें नहीं ले रहे हैं।

Shri V. P. Nayar: Even supposing there were no restrictions in Burma on the import of cycles made in India, do I take it that Government had known the restrictive conditions imposed on Indian manufacturers by their foreign collaborators not to sell cycles made in India except in Pakistan, Afghanistan and Nepal?

The Minister of Industry (Shri Manubhai Shah): It appears, as I said in my reply to an earlier question from the hon Member himself, that only two schemes are there with such a restriction. There are 21 schemes with no such restriction.

Shri V. P. Nayar: It is true but they are the only cycles made in India with some sort of an international market—Raleigh and Hercules.

Shri Manubhai Shah: That is not correct, Sir. Other cycles are also very popular.

Shri Heda: Do not the Government feel any apprehension that this total ban of cycles for whatever reasons it may be, may result in the closure of the market for us in the course of the next two or three years?

Shri Manubhai Shah: If I may correct that impression, there is no total ban on Indian cycles in Burma. As a matter of fact, only last fortnight, a very leading manufacturer of India went to Burma at the invitation of the Burmese Government and a proposal is under consideration whereby a sizable quantity of CKD Indian cycles would be permitted by them.

Shri Dasappa: What is the total output of these two firms which are not allowed to export—Raleigh and Herules compared to the total output of all the firms in India?

Shri Manubhai Shah: As compared to 1.6 million numbers which is the rated capacity so far, the licensed capacity of these firms will be about four lakhs.

Pandit D. N. Tiwary: What is the difference in the rates of cycles—Indian-made and Japan-made? Is this one of the causes preventing the import of cycles into Burma?

Shri Manubhai Shah: As my hon. colleague has already mentioned, the price factor does not really come into consideration as far as Burma is concerned. They are getting as reparations several commodities including cycles. As a result of our approach, it is quite possible that quite a number of cycles may be sent there. Price is not the only consideration and the price also varies from quality to quality.

Training of Technicians

1779. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state whether any steps have been taken to ensure proper training of Indian technicians required for the proposed Heavy Machine Building Plant to be set up by the National Industrial Development Corporation?

The Minister of Industry (**Shri Manubhai Shah**): The preliminary report for the project contains certain recommendations with regard to the training of technicians. Negotiations with the U.S.S.R. are in progress with regard to the implementation of this and other projects also and, when the details of the Heavy Machine Building Plant are finalised in consultation with Soviet experts, the matter will be examined further and adequate provision will be made.

Shri S. C. Samanta: May I know whether any action will be taken because of the delay we have seen in the Hindustan Machine Tool factory where the production has fallen for want of Indian technicians?

Shri Manubhai Shah: The assumption is not correct. It is true that HMT was slightly delayed but it was due not to lack of Indian technicians. As far as this complaint is concerned, we have taken every precaution to see that the Indian technicians required for this plant will be trained in advance.

Shri S. C. Samanta: How many engineers are going to be sent abroad for this purpose?

Shri Manubhai Shah: Till the plant and the project are complete, it will be too early to estimate the number of technicians, either skilled workers or engineering graduates.

Shri Gajendra Prasad Sinha: A few days before, the hon. Minister has stated that instructions had been sent to employ as much as possible class III and IV Indian officers in the Orissa steel plant. May I know whether similar instructions will be sent to this factory as this is in the public sector?

Shri Manubhai Shah: This is the general policy of the Government of India and also the policy with regard to private industries. We always advise and recommend the employment of as many Indian technicians as possible.

Shri Thimmatah: May I know whether these technicians are being trained only in Russia and not in other countries?

Shri Manubhai Shah: It depends upon with which country we are in collaboration or tie-up. To that extent some technicians will be trained in that country. Or, if the advisers think of other countries also, we send them there.