

these aid programmes. It is to facilitate the Bombay Government to avail themselves of this aid, that the licences were issued.

Shri Venkataraman: May I ask whether these types of Diesel automobile engines were not available in this country and therefore they were allowed to import?

Shri T. T. Krishnamachari: Maybe, Sir, that some of these engines were available, but they were available in an assembled condition. So far as trucks are concerned, the progress that has been made in the matter of manufacture has been next to nothing. In cars, we have made certain progress. But in trucks, progress is yet to be made. Therefore this question of obtaining supplies locally does not arise in this case.

Shri Venkataraman: Are there not enough assemblers in India who put in a large percentage of Indian contents in that manufacture, and assemble a large number of these units in India, and if so, why was an import licence granted to the Bombay Government?

Shri T. T. Krishnamachari: I am afraid, the hon. Member has not understood me aright, or perhaps I have not explained myself clearly. The position in regard to trucks is that the quantum of labour content in the assembling of a truck is fairly negligible. The engines come as a whole, and the other parts are in pieces. The hon. Member will understand that there is no body for a truck except the one that is built locally, and therefore the question of Indian labour being spent on it is not a very vital factor. In any event, the Bombay Government were given licences so that they could avail themselves of a free gift more or less, which was offered under an aid programme.

Shri Damodara Menon: May I know the total number of cars produced by Indian firms last year?

Shri T. T. Krishnamachari: I should like to have notice.

श्री अलगू राय शास्त्री : मैं यह जानना चाहता था कि वह कौन सी हिन्दुस्तानी फर्म्स हैं जिन से ज्यादा से ज्यादा टैक्सी और ट्रक बगैरह खरीदी जाती हैं ?

Shri T. T. Krishnamachari: I should like to have notice.

Shri Kelappan: May I know what the annual requirements of this country are by way of cars and trucks?

Shri T. T. Krishnamachari: That is a matter on which I would like to defer pronouncing an opinion, until I have the authoritative report of the Tariff Commission. It has been estimated that about 12,000 cars and about an equal number of trucks are required, on the basis of previous purchases—these estimates might be wrong or it might even be that these estimates may be optimistic on the basis of what has been a pent-up demand. I would like to defer any expression of opinion until I have the authoritative pronouncement of the Tariff Commission in this matter.

Shrimati Tarkeshwari Sinha: May I know whether it is a fact that the Standard Motor Company of U.K. has offered a specially designed economy car costing only £500, and whether the Government have given some orders for that type of cars?

Shri T. T. Krishnamachari: Government are not in need of economy cars. But I do understand that the local counterpart of the Standard Motor Company of Coventry, is intending to import the component parts of small cars and assemble them in India.

Shri T. N. Singh: May I know what is the total value of cars and trucks assembled outside India and have been imported here, for the purposes of the State Governments and the Government of India's Ministries?

Shri T. T. Krishnamachari: I am afraid the answer requires a degree of precision, which I would not like to hazard at the moment. I should like to have notice.

Several Hon. Members rose—

Mr. Deputy-Speaker: We have spent ten minutes over this already. Next question.

PRICES OF AUTOMOBILE PARTS

*1234. **Shri Balakrishnan:** Will the Minister of Commerce and Industry be pleased to state:

- (a) what steps were taken to bring down the prices of automobile parts;
- (b) whether the prices of automobile parts are controlled; and
- (c) whether restriction is imposed to import automobile parts in order to encourage indigenous plants?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

- (a) Imports have been liberalised and at the intervention of Government, the main assemblers and stockists have agreed to make reductions in their selling prices to large scale consumers and to dealers.

(b) No, Sir.

(c) No, Sir.

Shri Mohiuddin: May I know whether the assemblers or automobile manufacturers are being encouraged to manufacture specialised parts and distribute them to other manufacturers, instead of every manufacturer trying to manufacture every part himself?

Shri T. T. Krishnamachari: Yes, Sir. If my hon. friend had listened to what I stated here in reply to the debate on the Demands for Grants in respect of the Commerce and Industry Ministry, he would realise that the mind of Government works in the same way as his mind works. It is our intention to find out how far we can encourage these assemblers to place their orders for component parts within India itself, and how much facility we will have to afford them is a matter to be investigated.

Shri S. V. Ramaswamy: What is the percentage of reduction they have agreed to?

Shri T. T. Krishnamachari: Sir, the mark-up value varied between 90 and 110 per cent. of the landed cost and they pleaded that they had to have sufficient intermediaries and agents who had to carry not stocks of merely the fast-moving parts but also the slow-moving parts and, therefore, the compensation needed made them mark up the prices by about 90 to 110 per cent. Government have decided that these assemblers and other importers should quote one price to the main purchasers and leave the trade to adjust the profit margins amongst themselves. Certain figures have been furnished to us. The maximum in respect of mark-up to cover landed cost including handling, storage, interest and all that, is 38 per cent., the minimum is 25 per cent.

Shri Nanadas rose—

Mr. Deputy-Speaker: Let us proceed to the next question.

BUILDING FOR SUPREME COURT

*1235. **Shri V. P. Nayar:** (a) Will the Minister of Works, Housing and Supply be pleased to state whether Government have finalised the plans for the construction of a permanent building for the Supreme Court and if so, where will the proposed new building be located?

(b) Is it a fact that the building will have only Court Rooms and Chambers for the Judges and not rooms for the Advocates and Agents?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) Yes, Sir. The new building for the Supreme Court is proposed to be built on the triangular plot between Hardinge Avenue and the Delhi Mathura Road near the Hardinge Bridge.

(b) Besides the Court Rooms and Chambers for the Judges, the building will initially contain accommodation for the offices of the Court, the Bar Association, its library, and canteen. The question of construction of chambers for the advocates and agents will be considered after the main building is completed. In the proposed design of the building there is scope for expansion.

Shri V. P. Nayar: May I know, Sir, whether Government are aware that at present the Supreme Court has separate rooms for advocates and agents?

Sardar Swaran Singh: Yes, Sir. A provision is being made even in the new building.

Shri V. P. Nayar: May I know, Sir, what steps Government will take to avoid this inconvenience?

Sardar Swaran Singh: I thought it was convenience.

Shri V. P. Nayar: You say that you won't have rooms for them until the new building is completed. You cannot have the rooms overnight.

Sardar Swaran Singh: The advocates won't require it unless the building is completed.

Shri V. P. Nayar: May I know, Sir...

Mr. Deputy-Speaker: We are not arguing any matter.

Shri V. P. Nayar: Another question. There is no good arguing also. May I know, Sir, the approximate cost of this building and also whether this is going to be constructed under the direct supervision of Government or under contract?

Sardar Swaran Singh: The approximate cost, Sir, according to the plans which have been finalised is 50 lakhs, and it is going to be constructed according to the normal rules of construction which are adopted by the Central P.W.D.

श्री बलरू राय शास्त्री : मैं यह जानना चाहता हूँ कि जब हाउसिंग की इतनी कठिनाई है तब इतना बड़ा खर्चा कर के क्या ऐसी