

as both jute and jute manufactures are now de-controlled internally, the position is slightly different.

Shri A. C. Guha: Is it true that some time last year the Government practically issued instructions that trade in jute goods should be taken over by the Government and subsequently the instructions were withdrawn, and if so why?

Shri T. T. Krishnamachari: I should require notice.

AUTOMOBILE MANUFACTURE

*310. **Dr. P. S. Deshmukh:** (a) Will the Minister of Commerce and Industry be pleased to state the names of motor manufacturers who have manufactured cars in India in each of the years 1950 and 1951?

(b) What is the number of parts manufactured in India at the present moment for building automobiles?

(c) Is there any concern which manufactures the whole car?

(d) If so, what is the name of the company or companies and annual production with horse power and prices for which each kind of vehicle is sold in India?

The Deputy Minister of Commerce and Industry (Shri Karmarkar): (a) A statement is laid on the Table of the House. [See Appendix II, annexure No. 18]

(b) 83.

(c) No. Sir.

(d) Does not arise.

Dr. P. S. Deshmukh: The information supplied in answer to part (a) of the question gives only the names of firms which are assembling the cars; it does not give any information as to whether there is any firm which actually manufactures them.

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The position is this. If my hon. friend will read the statement, the statement gives the names of firms with a manufacturing programme who have assembled cars in 1950 and 1951. There is a distinction made here between those firms who are assemblers, pure and simple, and firms who have got a manufacturing programme, who manufacture certain parts. But they assemble the cars mainly from imported parts. And the five that are mentioned in the statement have a manufacturing programme. As my hon.

colleague has mentioned in the reply there are no manufacturers as such that manufacture all the parts required for assembling a car in India.

Dr. P. S. Deshmukh: By what year is it expected that any of these firms will manufacture a complete car?

Shri T. T. Krishnamachari: The expectations—subject to the usual disappointments that such expectations are faced with—are that by 1956 these firms which have a manufacturing programme would be able to manufacture 75 per cent. of the parts of a car.

Dr. P. S. Deshmukh: Is it a fact that most of these firms are trying to manufacture cars exactly of the same pattern and same make as are manufactured in other countries, or is there any proposal or any effort to manufacture a car which will suit Indian conditions?

Shri T. T. Krishnamachari: The answer to the first part of the question is in the affirmative. In regard to the second part I do not think in this country we have got technicians who could design a car for Indian conditions. We have only to adapt cars designed in other countries to Indian conditions.

Dr. P. S. Deshmukh: Before these firms were allowed to start functioning and manufacture parts, was there any stipulation that they should manufacture a whole car by a particular date and, if so, are those stipulations being observed by them?

Shri T. T. Krishnamachari: In the case of assemblers with a manufacturing programme the stipulations are generally to guide the relationship between Government and the manufacturers. It has been agreed to in the programme drawn up by these firms that by 1956 they should manufacture 75 per cent. of the parts. Anything beyond that I think it will be unfair for the Government to ask or for the parties concerned to accept.

Pandit Munishwar Datt Upadhyay: Are only a few parts imported from outside or are a number of them still imported?

Shri T. T. Krishnamachari: Well, most of them, I should say.

Dr. Jaisoorya: Is it a fact that these firms, who are mainly assemblers and very little manufacturers, have asked for protection?

Shri T. T. Krishnamachari: That is a fact.