

factory here, are all other similar industries or concerns which are producing similar articles consulted as to whether they can produce more?

Shri T. T. Krishnamachari: If it is something very big, well, we do consult other industries. If not, the industrialists are active enough to find out that somebody has applied for a license and write to the Government and object to the license being granted.

If it is a scheduled industry, when the Licensing Committee examines it, the Governments of the various States are invited to send their representatives, and if they have any information regarding any private industry, then that information is taken into account.

Shri Nambiar: Were there any objections raised by the industrialists in this case?

Mr. Speaker: I think it is no use pursuing an individual question in that manner.

Shri Syamandan Sahaya: There being a large number of Indian manufacturers already in this line, have the Government considered the effect that this foreign combine is likely to have on the Indian manufacture?

Mr. Speaker: I think it is a matter of opinion again.

Shri Syamandan Sahaya: I only want to know whether the Government have considered the effect or not.....

Mr. Speaker: It is a matter for argument or it is a suggestion for action.

Shri Syamandan Sahaya: I only want to know whether this aspect has been considered.....

Mr. Speaker: Order, order.

Shri Sarangadhar Das: May I know whether these confectioners i.e. Cadbury's manufacture sweets like Parry's or Morton's, or only chocolate and cocoa?

Shri T. T. Krishnamachari: There is a slight misapprehension, I think, considering the nature of the question asked. Confectionary, generally according to the dictionary includes chocolates; there are firms in this country which manufacture confectionary bar No. 1; there are also others which manufacture chocolates. The hon. Member is quite right when

he says that chocolates are quite different from confectionary. This particular firm only manufactures chocolates, cocoa, and another drink called 'Bournvita'.

Pandit L. K. Maitra: Was the opinion of the State Government obtained?

Shri K. K. Basu: rose—

Mr. Speaker: Order, order. We have already spent more than five minutes on this question. I am going to the next question.

MANUFACTURE OF DIESEL ENGINES

*411. **Shri Namdas:** (a) Will the Minister of Commerce and Industry be pleased to state whether it is a fact that an Indian company is starting the manufacture of diesel engines in India?

(b) If so, which is the company, when will it start production and what will be its total capacity?

(c) Is it a purely Indian venture and if not, what percentage of foreign capital is invested in it?

(d) What other help is the Indian concern getting from foreign sources and under what agreements?

(e) What has been the value of Diesel engines imported into India during the past three years?

(f) To what extent will Indian manufacture save foreign currency reserves?

(g) What help, if any, are the Government of India rendering in the starting of this plant?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). There are 5 Indian firms, who are manufacturing diesel engines and 8 schemes have been approved by the Government. Particulars of the firms are given in the statement laid on the Table of the House. [See Appendix II, annexure No. 46].

(c), (d) and (g). In the absence of the name of the particular company, to which the hon. Member is referring, it is not possible to furnish the information asked for. Some of the Indian firms have of course entered into technical collaboration with foreign principals purely under royalty terms for specified periods for receiving technical 'know-how'.

(e) Rs. 864 lakhs, Rs. 683 lakhs and Rs. 1473 lakhs during the years 1949-50, 1950-51 and 1951-52 respectively.

(f) Rs. 50 lakhs on the basis of local production during 1952.

Shri Nanadas: Is it a fact that the Hindustan Motor Factory at Calcutta proposes to enhance their plant so as to produce 3000 diesel-engines per month? If so, what help, if any, are the Government of India rendering them in the starting of that plant?

Shri T. T. Krishnamachari: Yes, Sir. The Hindustan Motor Corporation happens to be one of the eight firms which have schemes of manufacturing diesel-engines, and the rated capacity of the plant that they propose to install is also 3000 diesel engines per month as stated by the hon. Member. So far as offering any help is concerned, all that the Government does by way of primary help is to permit them to manufacture, and secondly to give them raw materials which are necessary both by allocation from locally produced raw materials and also by licenses for importing raw materials from abroad.

Shri Nanadas: May I know whether there is any possibility of exporting the Indian made diesel-engines to other countries? If so, what are the countries that are likely to purchase our engines?

Shri T. T. Krishnamachari: I am afraid the Government have not explored these possibilities yet.

Shri Nanadas: May I know whether the Indian made diesel-engine has reached the quality standards of imported engines, and whether the price of the 10 H.P. diesel-engine is within the purchasing capacity of the common consumer?

Shri T. T. Krishnamachari: My technical adviser, called the Industrial Adviser (Engineering), tells me that the Indian manufacture is of comparable quality. So far as prices are concerned, I think there is a price disadvantage so far as the Indian manufacture is concerned. But I cannot tell you the exact figures.

Shri K. K. Basu: In view of the large demand for these diesel engines in rural areas, is there any possibility of manufacturing special type of diesel-engines?

Shri T. T. Krishnamachari: If the hon. Member could tell me what is the special type, I might endeavour to answer the question.

Shri K. K. Basu: Small and portable.

Shri T. T. Krishnamachari: It is the intention to encourage the manufacture of the smaller ones.

Pandit L. K. Maitra: What is the normal requirement of diesel-engines in this country?

Shri T. T. Krishnamachari: I am afraid an assessment to any precision is rather difficult. It all depends on the individual proclivities of buyers, and the seasons and other conditions which I am not able to envisage at the present moment.

EXPORTS

*412. **Shri S. C. Samanta:** (a) Will the Minister of Commerce and Industry be pleased to state what are the names of Asian and European countries that reduced their imports from India in the year 1951-52 in comparison with the year 1950-51?

(b) What are the main causes therefor?

(c) Which countries were the largest importers from India in those two years?

(d) What were the total amounts of exports to other countries in those two years, both in quantity and value?

The Minister of Commerce (Shri Karmarkar): (a) A statement giving the information required is laid on the Table of the House. [See Appendix II, annexure No. 47].

(b) The decline in our exports may in the main be attributed to:

(1) Tighter control in 1951 over exports of some of our principal commodities, such as cotton textiles, oils and oil-seeds.

(2) General recession in trade towards the end of 1951.

(c) U.K. and U.S.A.

(d) The value of our total exports to countries other than U.K. and U.S.A. were:

1951-52	Rs. 411.0 crores
1950-51	" 351.6 crores

As regards quantities, it is not possible to give the information desired owing to different denominations used in statistical returns.

Shri S. C. Samanta: May I know with how many countries mentioned in the statement we have trade agreements?