

1	2	3	4
3.	राष्ट्रीय राजमार्ग सं० 8 ए० को छिरी गांव के समीप कुछ जिले में साल्ट वर्क्स तक जोड़ने हेतु पट्टेच मार्ग का निर्माण	7. 70. 370	5. 13. 580
4.	मलिया रेलवे स्टेशन से जाजालर साल्ट वर्क्स तक सड़क का निर्माण	7. 70. 400	5. 13. 600
5.	कुदा जल संभरण योजना	19. 62. 000	13. 08. 000
6.	जाफराबाद जल संभरण योजना	5. 06. 625	2. 53. 312
7.	साल्या चूडेश्वर सड़क का निर्माण (जल विकास कार्य सहित)	23. 51. 304	11. 75. 652
योग :		71. 38. 699	42. 37. 844

#### Price rise of Ambassador Car

8971. SHRI ANANT RAM JAISWAL:

SHRI K. P. UNNIKRISHNAN:

Will the Minister of INDUSTRY be pleased to state:

(a) the number of times the price of Ambassador car of the Hindustan Motors Limited was increased between 30th November, 1977 to 15th April, 1978 indicating the extent thereof;

(b) whether prior information about the price increase was given to Government by the company and if so, the number of days before which the Government was informed about the price increase and whether Government took any action to check it and if so, the details thereof and if not, the reasons therefor; and

(c) whether any reasons for justification of the price increase was given by the company and whether

Government consider the entire price increase justified and if not, whether Government propose to take action to bring down the car prices to the level to which its price increase is justified?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI-MATI ABHA MAITI): (a) The price of Ambassador car has been increased 3 times between 30th November, 1977, to 15th April, 1978, to the extent indicated below:—

Date of increase	Amount of increase
	Rs.
24-12-1977	1,500.00
1-3-1978	200.00
1-4-1978	2,250.00

(b) and (c). Statutory control on the prices of passenger cars was withdrawn with effect from 1st January,

1975. In view of this, no prior information about price increase is required to be given by the car manufacturers to Government. In turn, Government are also not required to approve the price increases effected by the manufacturers.

M/s. Hindustan Motors Ltd., have stated that the above price increase had to be effected to cover the rise in production costs from time to time due to increase in costs of various inputs.

#### Loss of production in Cement Plant of Andhra Pradesh

8972. SHRI G. NARASIMHA REDDY: Will the Minister of INDUSTRY be pleased to state:

(a) is it a fact that due to short supply of wagons there is loss of production of about 15000 tons of cement in last two months per each cement plant in Andhra Pradesh; and

(b) if so, what action is being taken?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI-MATI ABHA MAITI): (a) and (b). There are 6 cement factories in Andhra Pradesh with a monthly installed capacity of 1,68,833 tonnes. These cement factories produced 1,70,767 tons in January, 155,280 tonnes in February (28 days' production) and 1,85,139 tonnes in March, 1978. There

has been progressive increase in the production of cement by these factories and during these 3 months, the factories have worked above 100 per cent capacity utilisation. Shortage of wagons has therefore not resulted in any loss of production in these factories. However, to ensure close coordination with Railways, a Review Committee has been set up to keep watch on the availability of railway wagons.

#### Central allocation under Western Ghat Development Scheme

8973. SHRI BAPUSAHEB PARULKAR: Will the Minister of PLANNING be pleased to state:

(a) State-wise break-up of the amounts given to various States in last three years under 'Western Ghat Development Scheme';

(b) State-wise break-up of the amounts to be given to various States during the current year under the said scheme; and

(c) projects in State of Maharashtra over which the said amount is spent during the last three years and the progress of the said projects?

THE PRIME MINISTER (SHRI MORARJI DESAI): (a) and (b). Information as in Statement-I is laid on the Table of the House.

(c) Statement-II containing the information required is also laid on the Table of the House.