

### Production Capacity of Alloy and Special Steel Industries

370. SHRIMATI GEETA MUKHERJEE : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether it is a fact that special steel and alloy industries in our country are in doldrums now despite huge import of these products from abroad due to import liberalisation policy in 1980-81 and 1981-82;

(b) the production capacity of alloy and special steel industries in our country during the last year;

(c) to what extent these capacities were utilized that year and how much was produced;

(d) how much could be marketed; and

(e) how much was imported from Japan and Europe in the same year ?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL AND MINES (SHRI N.K.P. SALVE) : (a) The alloy steel producers have been facing difficulties due to the depressed market conditions and inadequate availability of power. These difficulties were exacerbated by low cost imports approved earlier though these were restricted in November, 1982.

(b) The annual installed capacity of the units licensed to produce saleable alloy and special steels is about 4.5 lakh tonnes. In addition, mini-steel plants with a capacity of 3.10 million tonnes are permitted to freely diversify into all grades of carbon and alloy steels.

(c) During the year 1981-82, the producers specifically licensed for the production of alloy and special steels produced about 2.75 lakh tonnes of alloy steels and the total production including that from the mini-steel plants was 4.05 lakh tonnes.

(d) The major alloy steel producers despatched about 96 percent of their production during 1982-83.

(e) Data regarding imports for the year 1982-83 are not yet available.

### Launching of INSAT-1B

371. SHRI MADHAVRAO SCINDIA : Will the PRIME MINISTER be pleased to state :

(a) whether INSAT-1B has been successfully launched with the help of U.S. Space shuttle 'Challenger' from the Cape Canaveral and set in the desired stationary position with respect to the earth for being used for communication, T.V. and other purposes; and

(b) if so, the detailed account of the launching and the extent of success achieved in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF SCIENCE AND TECHNOLOGY, ATOMIC ENERGY, SPACE, ELECTRONICS AND OCEAN DEVELOPMENT (SHRI SHIVRAJ V. PATIL) : (a) Yes, sir.

(b) INSAT-1B was launched on board the eighth flight of the US Space Transportation System (STS) on 30th August 1983. After successful orbit-raising manoeuvres, it was brought into its full on-orbit configuration and control mode on 14th September and thereafter positioned at its designated location of  $74 \pm 0.1^\circ$  East longitude in the geo-stationary orbit. All four service functions on board INSAT-1B are in operation and the operational use of the satellite began on 15th October, 1983.

### Road—Worthiness of Maruti Vehicles

372. SHRI MADHAVRAO SCINDIA : Will the Minister of INDUSTRY be pleased to state :

(a) whether the Maruti line of vehicles have lately been put to tests for their road—worthiness on all road conditions by the Automotive Research Association of India, Pune;

(b) if so, which of the Maruti Vehicles have so far been put to such tests and whether all of them have been found fit for Indian conditions;

(c) by what time supplies of these vehicles are likely to commence to the registered customers; and

(d) the likely cost of vehicles in respect of each brand as on road ?

THE MINISTER OF INDUSTRY (SHRI NARAYAN DATT TIWARI): (a) and (b) The Automotive Research Association of India is still carrying out road tests on Maruti range of vehicles.

(c) The delivery of cars though scheduled in the beginning of 1984 is now expected by mid December, 1983. Production of vans is scheduled to commence from October, 1984 and pick up trucks in 1985.

(d) The estimated price of the car is not likely to exceed Rs. 47,500/- excluding local taxes and transport charges. The cost of the van is likely to be the same, while that of the pick up truck will be less by about Rs. 2000/-.

नए आटो साइकिल एक को पर रोक

373. श्री दयाराम शाक्य : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने आटो साइकिलों का उत्पादन करने के लिए भविष्य में नए उपक्रम या कारखाने लगाने पर कोई रोक लगा दी है; यदि हां, तो उसके क्या कारण हैं;

(ख) कितने आटो साइकिल कारखानों में विदेशी पूंजी निवेश किया गया है तथा उनमें विदेशी पूंजी निवेश कितनी मात्रा में है; और

(ग) क्या सरकार का विचार इन कारखानों में विदेशी पूंजी निवेश पर रोक लगाने का है ?

उद्योग मंत्री (श्री नारायण दत्त तिवारी) :

(क) 1989-90 तक 2 मिलियन दुपहियों

को मांग के अनुमान की तुलना में प्रति वर्ष 3.3 मिलियन दुपहियों की उत्पादन क्षमता के लिए मंजूरी दे दी गई है। चूंकि दुपहिये मोटर वाहनों के निर्माण के लिए पर्याप्त क्षमता की योजना पहले ही बना ली गई है। अतः इस क्षेत्र में नये उद्यमियों को लाइसेंस देने की फिलहाल कोई गुंजाइश नहीं है। फिर भी विद्यमान एककों को विस्तार करने की अनुमति दी जा सकती है जिससे वे मात्रा के अनुसार बचत कर सकें।

(ख) निम्नलिखित एककों की विदेशी इक्विटी सहभागिता से दुपहियों के लिए उत्पादन क्षमता स्थापित करने की योजना है :—

1. इण्डियन मोटर साइकिल लिमिटेड, मद्रास, जापान की सुजुकी मोटर कम्पनी द्वारा 26% इक्विटी से।
2. कीनेटिक इंजीनियरिंग लिमिटेड, पुणे, जापान की होंडा मोटर कम्पनी द्वारा 28.57% विदेशी इक्विटी से।
3. मैजेस्टिक आटो लिमिटेड, लुधियाना, जापान की होंडा मोटर कम्पनी द्वारा 26% इक्विटी से।

(ग) जी, नहीं।

कारों के उत्पादन के लिए लाइसेंस

374. श्री दयाराम शाक्य : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार ने 1970 से अब तक कितने लोगों या व्यक्तियों को कारों के उत्पादन के लिए आशय-पत्र जारी किए हैं तथा कितने व्यक्तियों/कम्पनियों ने कारों का उत्पादन करने के बाद अहमदनगर में अपने वाहनों का आवश्यक परीक्षण पूरा किया है तथा इस सम्बन्ध में पूरा ब्यौरा क्या है;