

the licensing committee. I am sure hon. members do not attribute any motives to the licensing committee that it gave any recommendations after any assurance. After the recommendations have been made by the licensing committee, unless there is something wrong, we do not generally interfere with these recommendations. I categorically deny the allegation that because of any donation licence was given.

#### Visit by Technical Experts of Car Factories

\*1506. SHRI KAMESHWAR SINGH : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 210 on the 12th November, 1968 and state :

(a) whether the team of technical experts has visited the different factories of the car manufacturers;

(b) if so, the findings of the team; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI BHANU PRAKASH SINGH): (a) to (c). A statement is laid on the Table of the House.

#### Statement

The Team of Technical Experts visited the factories of the three main car manufacturers as under :—

Premier Automobiles Ltd.,	
Bombay	19th & 20th Feb., 1969
Standard Motor Products of India Ltd., Madras	27th & 28th Feb., 1969
Hindustan Motors Ltd. Calcutta	13th, 14th and 15th March, 1969

The findings of the Team in brief are as under :—

The Team has observed that most of the recommendations of the Pande Committee had been noted by the car manufacturers and

some efforts had been made to implement them. The Team's findings confirmed the observation of the Pande Committee that most of the defects could be rectified by paying more attention to built-in quality at the manufacturers' plants. The Team has also observed that some of the defects were due to inconsistent and unreliable quality of ancillary components which could be removed by proper control of quality of the incoming materials and components. The Team has added that, while there were adequate and qualified personnel in the Inspection Departments of the car manufacturers, the working of the inspection procedures left much scope for improvement. The Team has further advised that the Inspection Departments should be re-oriented and reorganised to adopt both in principle and practice the concept of Total Quality Control which aims at integrated quality development, quality maintenance and quality improvement efforts of the various groups in the car manufacturing organisation. The Team has recommended that there is a definite case for the establishment of a Technical Audit Cell. It has also suggested the need for making extensive reliability trials of one car of each make.

श्री कामेश्वर सिंह : अध्यक्ष महोदय, मैं आपको बतलाना चाहता हूँ कि किस तरह से सरकार और मैन्युफैक्चरर्स मिलकर उपभोक्ताओं का गला काटते हैं। मंत्री महोदय ने जो स्टेटमेंट सदन में रक्खा है उसमें दिया हुआ है कि :

“The team has observed that most of the recommendations of the Pande Committee had been noted by the car manufacturers and some efforts had been made to implement them”

क्या मंत्री महोदय सदन में इस बात की सफाई करेंगे कि इसका क्या अर्थ होता है कि :

“Some efforts have been made to implement them”

एक्सपर्ट्स की जो टेकनिकल टीम फैक्ट्रियों में गई है उसने कहा है कि पांडे कमेटी की रिक्मेन्डेशन्स को मैन्युफैक्चरर्स इम्प्लैमेंट नहीं

कर रहे हैं तो उसका क्या कारण है, और किस हद तक उन्होंने इम्प्लिमेंट नहीं किया है ?

**श्री भानु प्रकाश सिंह :** सरकार ने कार मैनुफैक्चरर्स को लिखा है और वह अपनी तरफ से इस बारे में प्रयत्न कर रही है कि क्वालिटी इम्प्रूव की जाये। जो टेक्निकल टीम भेजी गई थी उसने कुछ रिक्मेण्डेशन्स दी है। उन्होंने 6 या 7 बातें कहीं हैं। अगर आप कहें तो उनको पढ़ दूँ, नहीं तो मैं उनको सदन पटल पर रख दूंगा। उसमें यह बतलाया गया है कि किस प्रकार से क्वालिटी इम्प्रूव की जाय।

**श्री कामेश्वर सिंह :** मैं आपके सामने दूसरा उदाहरण रखता हूँ कि किस प्रकार से सरकार और मैनुफैक्चरर्स उपभोक्ताओं का गला काटते हैं। पांडे कमेटी ने जो कुछ कहा है उसके बारे में क्वालिटी एन्क्वायरी कमेटी ने साफ जाहिर कर दिया है कि सरकार ने मैनुफैक्चरर्स को क्वालिटी कंट्रोल इन्विपमेंट बगैरहा मंगाने की इजाजत बिल्कुल नहीं दी, इम्पोर्ट लाइसेंस नहीं दिया, और इसकी वजह से कंज्युमर्स को काफी हद तक हानि उठानी पड़ रही है और मैनुफैक्चरर्स को फायदा होता है। क्या मंत्री महोदय बतलायेंगे कि वह मैनुफैक्चरर्स को अधिक टेस्टिंग इन्विपमेंट मंगाने की इजाजत देंगे जिससे उपभोक्ताओं की जान बच सके ?

**श्री भानु प्रकाश सिंह :** इस बात पर सरकार विचार कर रही है और वह इस बात का प्रयत्न करती है कि हर मैनुफैक्चरर, चाहे वह किसी इंडस्ट्री में हो, अपना टेस्टिंग इन्विपमेंट रखे, और अगर वह उसके पास न हो और दूसरे के पास हो, तो वह उससे अपनी चीजें टेस्ट करवाये, इस पर सरकार जरूर ध्यान देती है।

**श्री कामेश्वर सिंह :** अध्यक्ष महोदय, मंत्री महोदय ने मेरे प्रश्न का कोई जवाब नहीं दिया। सब जगह मंत्री महोदय कहते हैं कि सरकार विचार कर रही है, क्या हुआ है इसका कोई जिक्र कहीं नहीं है।

**SHRIMATI SUSHILA ROHATGI :** Sir, apart from receiving the recommendations of this Technical Team regarding quality control of the existing cars, has the Government carried out any discussion with the Technical Team regarding the manufacture of some new cheap car in the country and getting technical aid from the respective countries; if so, may I know whether there is any such scheme in the Fourth Five Year Plan ?

**SHRI BHANU PRAKASH SINGH :** Sir, unfortunately, in the Fourth Five Year Plan there is no such scheme but Government is still very keen to manufacture a small car in the private sector. If anybody comes with everything indigenous certainly we will give very careful consideration to that.

**SHRI S. M. BANERJEE :** Sir, it is evident from the statement that this very Team which investigated into the working of the Premier Automobiles Ltd., Bombay, Standard Motor Products of India Ltd., Madras and Hindustan Motors Ltd., Calcutta has ultimately suggested the establishment of a Technical Audit Cell. It has also suggested the need for making extensive reliability trials of one car of each make. It is generally seen that the prices of cars are going up. The latest propoganda of the manufacturers against the Government is that the production cost is less but because of the excise duty etc., the prices go up. I would like to know what steps have been taken by Government, whether with the help of a Technical Team or other teams, to reduce the price of cars, and whether a final decision has been taken or it is a wishful thinking that some day we will have a small car or cheap car in the country ? If a final decision has been taken, may I know whether that will be in the public sector or not ?

**SHRI BHANU PRAKASH SINGH :** Regarding the rise in the prices of cars the other day the hon. Minister has already stated that we have not agreed to the increase in the price of cars. We are trying to see that the quality improves. The manufacturers say that they have a lot of difficulty about raw materials and due to increase in the price of raw materials, increase in wages of labour and other things they find it rather difficult to bring down the prices. In fact,

they want the prices to go up but we have not agreed to that.

**MR. SPEAKER :** About the 'small car' at least for the last five or six years we have been repeatedly hearing questions here. Shall we make it a point here, at least in this House, that we shall not ask a question about it? When the Government has some news they may give it to the House instead of wasting our time. In future we shall not put any question about 'small car'. By putting question, it may become smaller and smaller and disappear ultimately. Therefore, in future there will be no question about it until Government has some news about it.

**SHRI S. M. BANERJEE :** Sir, the second part of my question has not been answered. It has been answered by you but not by the Minister. There are certain proposals including one by a very young and energetic person like Mrs. Gandhi's son—the Prime Minister's son. We do not know what the proposal is. We want to know from this Government whether they are serious about it or it is a wishful thinking. If it is a wishful thinking, is it like colourisation of vanaspati in about which we have been hearing for the last fifteen years? If it is like that, I have nothing to say.

**THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED)** Government are very serious about it. We are trying to find out how we can adjust our project within the resources available.

**श्री नरेन्द्र कुमार साल्वे :** अध्यक्ष महोदय, अकलमन्द के लिए इशारा काफी होता है। आपने जो कहा है उसके माने आशा है कि मंत्री और मंत्रालय समझ जायेंगे। आप देखें कि हिन्दुस्तान में बनी हुई कारें जितनी घटिया होती जा रही हैं उतनी ही कीमतें भी उनकी बढ़ती चली जा रही हैं। मंत्रालय के निकम्मेपन के बारे में कुछ कहना उचित नहीं है। बहरहाल कार मैन्युफैक्चरिंग की मौनोपोली है। मौनोपोली टूट है इसलिए मोटरों घटिया भी बनती जाती हैं और प्राफिट भी वे ज्यादा कमाते जाते हैं। कम्पीटीशन तो है ही नहीं। मैं जानना चाहता हूँ कि क्या आप इसके लिए

तैयार हैं कि विदेशों से सैकिण्ड हैंड मोटर कारें मंगाकर यहाँ उनको बेचा जाए और कम्पीटीशन की भावना पैदा की जाए? सैकिण्ड हैंड मोटरें वहाँ पांच सौ डालर यानी 3500 रुपये में मिल जाती हैं। एस. टी. सी. उन सैकिण्ड हैंड मोटरों को सवा-सवा लाख में बेचती है। मैं जानना चाहता हूँ कि क्या वार्टर के आधार पर पर्याप्त संख्या में सैकिण्ड हैंड मोटर कारें आयात करने के लिए आप तैयार हैं ताकि कम्पीटीशन भी हो और यहाँ की मोटरें अच्छी भी बन सकें और उनकी कीमत भी कम हो सके?

**श्री फखरुद्दीन अली अहमद :** मैं समझता हूँ कि यह एक गलत तरीका होगा। इससे हमारी फारेन एक्सचेंज पर काफी लायाविलिटी होगी। हम नहीं चाहते हैं कि हमारी फारेन एक्सचेंज जाया हो। हमको फारेन एक्सचेंज की ओर भी बहुत-सी चीजों के लिए जरूरत है।

**SHRI NARENDRA KUMAR SALVE :** I said "barter"—B-A-R-T-E-R.

**श्री फखरुद्दीन अली अहमद :** लेकिन मैं समझता हूँ कि कम्पीटीशन बढ़े और इसलिए हम चाह रहे हैं कि किसी तरह से एक बड़ा यूनिट यहाँ खड़ा हो जाए ताकि अच्छी कार भी मिल सके, सस्ती भी मिल सके और कम्पीटीशन भी हो सके।

**SHRI NARENDRA KUMAR SALE :** He has got away without giving me an answer. I crave your indulgence. When I said 'barter' I meant the export of such commodities which are not otherwise saleable in foreign markets and the import of these cars. Even if we do not make any profit in this venture, it does not matter. We would be creating at least some healthy competition in the automobile industry.

**SHRI F. A. AHMED :** It is very easy for the hon. Member to suggest that there should be barter. But we have to find out how this can be arranged.

**SHRI BAL RAJ MADHOK :** Sir, the House is thankful to you for voicing the

feeling of the entire country in the matter of the so-called small or cheaper car. Actually, in this country we cannot have a smaller car. Fiat is the smallest car that the country can have. So, it is a question of a cheaper car. Till you are in a position to manufacture a new cheaper car, will you see to it that the cost of the present car is not increased and its quality is improved? Can you assure these two things to the House?

**SHRI F. A. AHMED :** So far as quality is concerned, we have taken some steps and we are trying to see how we can set up an audit cell where all the production of manufacturers would be received to be examined to see that the quality is improved. So far as the price is concerned, as the hon. Member is aware, when the manufacturers gave notice that they were going to increase the prices by about Rs. 1,700 to 1,800 I said that they should not take any unilateral action. In the mean while, the report of the Tariff Commission is also before us and we are considering it. If they take any unilateral action, we shall take such action as is called for to check them from raising the prices.

**SHRI BEDABRATA BARUA :** Is it not an admitted fact that car prices are high because the existing units produce a very small number of cars? When we discuss even public sector projects and all that, the fundamental principle that has to be borne in mind is that we should have bigger units which are capable of producing 60,000 to 70,000 cars per year. Is it a fact that Hindustan Motors have asked for permission for expansion of their capacity up to one lakh cars? Have government not considered this question whether such expansion will not bring down the cost per unit? If the private sector units are not willing for expansion, will government think of nationalising the car industry so that the price can be brought down and the public in any case may not be made to suffer in this way of paying higher prices for poor quality cars?

**SHRI F. A. AHMED :** This question was also taken up with the manufacturers and I am sorry to inform the House that when the question of increasing the number was considered we were told that they can bring down the price at the most by about Rs. 1,000 if the production is increased.

**SHRI S. KANDAPPAN :** In answer to a supplementary the hon. Minister said that government is very serious about this project for a small car. Many a time government have come out on the floor of the House with statements to the effect that many applications from various State Governments as well as from some foreign firms have been received and that they are being processed. If the government are so serious about this project, I would like to know how many applications have come to them, how many were processed, what is the criterion on which they were processed and what is the anticipated foreign exchange component for setting up a small car project in this country? May I know whether they have submitted any concrete proposals to the Planning Commission or to the authorities concerned and have tried to get concurrence of the Government of India to see that the foreign exchange is made available for this project? What is the quantum of foreign exchange that is involved and what is the difficulty?

**SHRI F. A. AHMED :** As I pointed out earlier also, we have received a large number of proposals including some proposals from foreign countries. On the basis of our examination, we find there are two or three attractive proposals which promise to give us a car at ex factory price of about Rs. 8000 to Rs. 9000. That will mean it will be cheaper by about Rs. 6000 than what we are getting now so far as the small car is concerned. The foreign exchange element is also very small. The only question is that about Rs. 20 crores investment is required, whether that can be found under the Plan or not.....

**SHRI S. KANDAPPAN :** If the foreign exchange component is very small, what is the difficulty then?

**SHRI F. A. AHMED :** The difficulty is.....

**SHRI S. KANDAPPAN :** .....that you are not willing.

**SHRI F. A. AHMED :** The difficulty is the resources. If the hon. Member can persuade the planning Commission to provide allocation out of available resources, under my Ministry, I shall certainly see that the small car is manufactured.

**SHRIMATI TARKESHWARI SINHA :** The hon. Minister just now said that there is no provision in the Fourth Plan and the allotment has not been made for any such industry. In spite of that, the hon. Minister says that they will consider. The hon. Minister, certainly, cannot convince the House by that. The car industry is a small industry which requires a very capital-intensive organisation. Wherefrom is this capital going to come? Why is the hon. Minister keeping this country in suspense about this matter? Why is Government not coming with specific conclusions and take the country into confidence that this possibility cannot be there. No provision has been made in the Fourth Plan. How are you going to include it in the coming two or three years? From where are you going to get money? What will be your requirement and how will that requirement be fulfilled? The Tariff Commission has said that it will be a folly on the part of the Government to take manufacture of car and that the existing units, as my hon. friend, Shri Bedabrata Barua also said, should be expanded. They have said that all efforts must be made to expand the existing two or three plants, whatever they are, in whatever organisation they are. They have definitely said that no additional unit should be created.

May I know whether the Government is aware of that? Does the Government seek any advice from the recommendations of the Tariff Commission. May I know whether the Government functions in a collective way? He says that the Planning Commission should be convinced. Who is going to convince the Planning Commission? Is the Hon. Minister isolated and away from other Ministries? The hon. Minister must come forward with a categorical reply.

**SHRI F. A. AHMAD :** I can understand the hon. Member's anxiety to put this question. But I can assure her that the project will not require such capital investment as she has been informed. At the most, we require about Rs. 20 crores and that amount is also to be spread over a number of years.

**SHRIMATI TARKESHWARI SINHA :** Your own Tariff Commission says a different thing.

**SHRI F. A. AHMED :** You have had your say. Let me reply.

**SHRIMATI TARKESHWARI SINHA :** You are not saying something which your own Tariff Commission has recommended.

**SHRI F. A. AHMED :** We have had the matter examined. It is not for the Government to accept everything that the Tariff Commission recommends. If that had been the case, today I would have accepted the demand of the manufacturers to increase the price also. It is not that whatever the Tariff Commission says should be accepted by the Government without examining whether there is any justification for it or not. I refuse to believe that it will not be profitable for us to have a new unit which can give a cheaper car. But the only question is how fund is to be found. The investment is not so much as that cannot be adjusted. I have taken up that matter. I know what is better and what in the interest of the country.

**श्री कंबर लाल गुप्त :** फियेट कार के बारे में कहा जाता है कि इस डिब्बे का हर पुर्जा बोलता है सिवाय हार्न के। मोनोपोली की वजह से इसकी क्वालिटी दिन प्रति दिन खराब होती जा रही है। पांडे कमिशन की रिपोर्ट आई थी। इसको आए हुए एक साल के करीब हो गया है। लेकिन अभी तक क्वालिटी ठीक नहीं हुई है। क्या सरकार कोई समय निर्धारित करेगी जिसमें क्वालिटी ठीक वह करके दिखा देगी? अगर मैनुफैक्चरर उसको ठीक नहीं करते हैं तो क्या उनके लाइसेंस आप रद्द करेंगे या उनको कोई सजा देंगे?

**श्री फखरुद्दीन अली अहमद :** मैंने अभी कहा है कि हम यह इनसिस्ट कर रहे हैं कि वे आडिट सेल की बात को मान लें, ताकि बाहर के लोग देख सकें कि वे जो कार मैनुफैक्चर कर रहे हैं, उसकी क्वालिटी ठीक है या नहीं। अभी तक मैनुफैक्चरर इस बात को मानने के लिए तैयार नहीं हैं। हम इसके तरीके सोचेंगे कि किस तरह से उन लोगों से आडिट सेल

की बात मन्जूर करायें, ताकि कार की क्वालिटी को बेहतर बनाने के मामले में हमारा हाथ रहे।

**SHRI HEM BARUA :** What about the Prime Minister's son producing a small car? You know it better.

**MR. SPEAKER :** I do not know anything about that. Now we take up the Short Notice Question

#### SHORT NOTICE QUESTION

**Casual Labour and other Railway employees who took part in September, 1968 Strike**

**S. N. Q. 21. SHRI RANDHIR SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken any decision in respect of the casual labour and other Railway employees who were associated with the 19th September, 1968 strike and removed from service in consequence thereof;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

**THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH):** (a) to (c). Yes, Sir. In regard to casual labour discharged for participation in the strike a decision has been recently taken that such of the casual labour whose participation in the strike was limited to mere absence on 19.9.1968 may be taken back provided that there are no other aggravating factors against them.

In regard to regular railway employees decisions taken by Government from time to time have been made applicable.

**SHRI RANDHIR SINGH:** May I know from the hon. Minister what is the number of railway employees and casual labour who participated in the strike on the 19th September 1968, what is the number of persons who were dismissed or suspended from service in the wake of their participation in the strike, what is the number of persons who were taken back or reinstated in

service from those who had been dismissed or suspended and what is the number of persons who are still dismissed or suspended from service? What is the policy of the Government in regard to these cases? Are they taking these cases as having aggravating factors? Is violence or intimidation involved in all these cases? What is the policy of the Government? What do they propose to do with the pending cases of dismissal and suspension?

**DR. RAM SUBHAG SINGH** The number is quite big. This is a long list. The number is given here zonal-wise. The largest number was on the South-Eastern Railway—1700. I will place this on the Table of the House.

**SHRI RANDHIR SINGH:** What is the policy of the Government in respect of pending cases of dismissal and suspension? What do they propose to do?

**DR. RAM SUBHAG SINGH:** Wherever there has been any aggravating factor and court cases are going on, they will be examined now on merit. But if anybody had been removed for mere participation, due to the fact that he did not attend service on that day, he is going to be taken back.

**SHRI RANDHIR SINGH:** My second question is this. Notwithstanding the decision of the Government to the contrary, nearly 258 railway employees from Izatnagar, 19 employees from South-Central Railway-Vijayawada and five from the Northern Railway, Delhi Division, have not still been taken back in service. There were no charges of violence or intimidation or active instigation against them, but still they are suspended or dismissed. What is the Minister going to do in such cases?

**DR. RAM SUBHAG SINGH:** Subject to those three qualifications which the hon. Member has himself pointed out, all other cases are going to be considered very sympathetically and they will be reinstated.

**SHRI SAMAR GUHA:** Already my hon. friend has given certain figures about those railway employees who are still under suspension. It is the information of those