

India Brand Equity Fund (IBEF) was registered on 11.7.1996. 12 Trust Members including Chairman consisting of eminent people in the respective field have already been appointed. The first meeting of the Trust was held on 5.12.1996. The objective of the Trust is to raise a corpus of Rs. 500 crores. The proposed source of funding of the Trust includes Government budgetary support, contribution by trade and industry and income of the Fund. Government has already given budgetary support of Rs. 50 crores to the Fund during 1996-97. As regards leveraging specialised international funds to raise the corpus of IBEF, no such decision has been taken by the IBEF Trust. However, in the first meeting of Trust on 5.12.1996, a suggestion was made by one of the Members of the Trust that efforts should be made for accessing the international financial institutions for augmenting the resources of the Fund. Total fund with the Trust presently is of the order of about Rs. 63 crores.

(c) to (e) It has been decided by the Trust that Approach Papers regarding programme content, operations, priorities etc. of the Trust would be prepared and a final view in the matter would be taken by the Trust after consulting the apex chambers, export promotion councils and commodity boards. So far as management of the fund is concerned, it has been decided to entrust the job to institutional portfolio managers, the selection process in respect of which has already started.

Diesel Cars

4346. SHRI MADHAVRAO SCINDIA :
SHRI SATYAJITSINH DULIPSINH GAEKWAD :
SHRI KRISHAN LAL SHARMA :
SHRIMATI LAKSHMI PANABAKA :

Will the Minister of INDUSTRY be pleased to state :

(a) whether a number of car manufacturers including Multinational Companies (MNCs) have submitted proposals for manufacture of diesel-cars;

(b) if so, the details thereof; and

(c) the decision of the Government thereon alongwith policy of the Government to promote the diesel car ?

THE MINISTRY OF INDUSTRY (SHRI MURASOLI MARAN) : (a) to (c) Manufacture of passenger cars is delicensed and no approval of Government is necessary for manufacture of petrol or diesel cars. Government has, however, approved a number of proposals for foreign collaboration since the year 1992 some of which are stated to be for manufacture of cars based on petrol, some on diesel and some designed both for petrol and diesel. The details of these approved proposals are given in the Statement attached. Government does not make any distinction between the cars based on petrol or diesel and the choice is left to the manufacturers and the market forces.

Statement

	Foreign equity participation	Project cost (Rs. in crores)	Annual capacity (fuel indicated by co.)	Implementation Schedule
1	2	3	4	5
1. Birla Group of Companies (Hindustan Motors) with General Motors of USA.	50%	300.00	25,000 (Petrol)	Production already launched (Open Astra)
2. Premier Automobiles Ltd. with Peugeot of France.	50%	318.00	60,000 (Petrol/Diesel)	-do- (Peugot 309)
3. TELCO with Mercedes Benz of Germany	51%	75.16	20,000 (Petrol)	-do- (Mercedes E-220)
4. DCM with Daewoo Motor Company of Korea	74%	653.00	1,60,000 (Petrol)	-do- (Geo)
5. Mahindra & Mahindra with Ford Motor Co. of USA	50%	2500.00	1,25,000 (Petrol/Diesel)	-do- (Escort)
6. Sriram Industrial Enterprises Limited with Honda Motor Company of Japan	90%	855.00	30,000 (Petrol)	1997-98

	1	2	3	4	5
7.	Hindustan Motors with Mitsubishi Motor Corpn. of Japan.	10%	250.00 (Ist Phase) 350.00 (IInd Phase)	30,000 (Petrol)	1997-98
8.	Sipani Automobiles with M/s. Rovers Group Ltd. of UK	2.59%	104.00	15,000 (Petrol)	The company was to launch production in 1995-96 but has not done so.
9.	Hyundai Motor Company, Korea	100%	2450.00 (Ist Phase) 1400.00 (IInd Phase)	1,00,000 (Petrol)	1997-98
10.	Hero Cycles Ltd. Ludhiana with BMW Germany.	51%	270.00	10,000 (Petrol)	1997-98
11.	Kamal Sabre Motors Ltd. with JD Automotive Design of South Africal and Sabre International Corpn. of UDA (Sports Car)	100% EOU	4.50	720 (Petrol)	Not indicated
12.	Maruti Udyog Limited with Suzuki Motor Co. of Japan	50%		2,50,000 (Petrol)	Esteem, Zen Gypsy

Reintroduction of CCS for Exports

4347. SHRI RAMESH CHENNITHALA : Will the Minister of COMMERCE be pleased to state :

(a) whether the Government to propose to reintroduce the cash compensation scheme (CCS) to boost the export of the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI BOLLA BULLI RAMAIAH) : (a) to (c) No, Sir. There is no proposal to reintroduce cash compensatory support scheme which in the light of substantial liberalisation of the trade regime and total convertibility on trade has become redundant. However, existing Export Promotion Schemes which appear in the Export & Import Policy 1992-97 are being fine tuned to help boost exports.

[Translation]

Closure of Textile Mills

4348. SHRI VIJAY GOEL : Will the Minister of TEXTILES be pleased to state :

(a) the number of big textile mills closed in Delhi

during the last year till now; and

(b) the amount paid by the Government for the rehabilitation of thousands of employees of those industries under Textile Workers Rehabilitation Fund Scheme ?

THE MINISTER OF TEXTILES (SHRI R.L. JALAPPA): (a) As on 31.12.96, 2 Cotton/Man-Made Fibre Textile Mills were reported to be closed in Delhi.

(b) These mills are not eligible for relief under the Textile Workers Rehabilitation Fund Scheme.

Textile Processing Industries

4349. SHRI SATYA DEO SINGH :
SHRI LAKSHMAN SINGH :

Will the Minister of TEXTILES be pleased to state :

(a) whether the Government propose to modernise the textile processing industries;

(b) if so, the details thereof; and

(c) the time by which a final decision is likely to be taken in this regard ?

THE MINISTER OF (SHRI R.L. JALAPPA) : (a) to (c) A proposal is under consideration to facilitate modernisation of the textile processing industry through technological upgradation.