

[श्री रामावतार शास्त्री]

स्टेशन मास्टर्ज ने नानकभापरेक्षण मूवमेंट चालू कर दिया है। स्थिति इस की वजह से बिगड़ रही है। 24 तारीख से हो सकता है कि उसी रेल गाड़ियों का आना जाना बन्द हो जाए अतः मैं चाहता हूँ कि आल इंडिया स्टेशन मास्टर्ज एसोसिएशन के जो पदाधिकारी हैं उन से मिल कर मंत्री महोदय बात करे और इस को टालने के लिए कोई ऐसा रास्ता निकालें। उन की क्या दिक्कतें हैं, इस को देखें और उन की इन दिक्कतों को दूर करें। पर ऐसा नहीं होता है तो हो सकता है कि 24 तारीख को उन को कोई दूसरे तरीके अज्ञात करने पड़ें या डायरेक्ट एक्शन करना पड़े जिस का परिणाम यह होगा कि रेल गाड़ियों का आना जाना रुक सकता है और इस से हमारे देश को नुकसान होगा। मेरा आप से निवेदन है कि आप सरकार से कहें कि वह उन लोगों से बातचीत कर के कोई रास्ता निकाले, समझौते का कोई तरीका निबाले।

13.34 hrs

MOTION RE. POLICY OF GOVERNMENT IN REGARD TO MANUFACTURE OF CAR

MR SPEAKER: Now, we take up Motion at item No. 25 Shri Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU (Diamond Harbour): Sir, before I start, I want to make a submission. As the zero hour started from quarter past twelve to thirty-five minutes past one, I would like to have a kind ruling in this regard as to the time fixed for this Motion. This is a substantive Motion relating to a very serious matter....

MR. SPEAKER: It was decided in the Business Advisory Committee that we will finish it before the Private Members' business starts.

SHRI JYOTIRMOY BOSU: This is a substantive Motion, I have a right of reply. There will be other Speakers from different parties. Before I start, I want to know your ruling as to the adjustment of time on the Motion.

MR. SPEAKER: If the House agrees, we will take up the Private Members' Business one hour later. We will try to make up this time. Instead of at 13.00 p.m., the Private Members' Business will be taken up at 4.00 p.m.

SHRI JYOTIRMOY BOSU: What is the ruling, Sir?

MR. SPEAKER: We shall take one hour from the Private Members' Business and extend the Private Members' Business in the evening. In that way we shall try to make up the lost time.

SHRI JYOTIRMOY BOSU: I beg to move:

"That this House notes with disappointment the policy of the Government in regard to manufacture of Car."

We are Marxists. We believe in planned economy—public sector, priority and non-priority sectors. We want a clean administration, free from nepotism and corruption. About this project, we would have opposed if Birla was given this project, we would have opposed if Tata was given this project, and we are opposed to the project having been given to the persons to whom it has been given, because it is a growth of private sector and capitalism. This evolution of small car, particularly, is a reverse process of Darwin's theory—Man has become the monkey and monkey has not become man. That is the position.

Production of 50,000 cars a year, may be small in size, but the producer is not a socialist; it is another Tata or Birla in the making. Government is talking about manufacture of people's car. We felt very strange—that was a non-priority item. The planning Commission also felt that we should conserve the overall resources for priority sector. Did late Mr. Gadgil have to quit because small car had to come into existence? Public transport is a vital thing. But its growth is insignificant. The Ministry of Industrial Development made out a case that the present manufactured cars were outdated in quality, in price and the machinery were old, that the producers wanted replacement—and naturally they would approach the Government for further investment. And this Government of course surrenders to the monopolists. Finally, in November 1970, the Cabinet decided about the small car in the public sector—not really public sector, the sector controlled by the market, part of the money will be coming from the market, a part from the State and a part from foreign capitalists. The basis was the Low Cost Car Committee Report of 1961. The Minister said on the floor of the House that this would be export-oriented. Then, 'market collection' means resource mobilisation, and the plans were that the cars which would be produced in that sector would also be exported—a good quantity of them. The project report for doing it did cost us to the tune of Rs 15 lakhs all in foreign exchange. We had consultations with Renault, Ford, Nissan and so many others. Collaborations were invited and finalised. The HMT were anxious and they offered that they could utilise their unutilised built-in capacity for producing ancillaries. But here it comes to the surface that to one fortunate person with no resources—his income-tax declaration was Rs. 748—the letter of intent was issued on 30th November, 1970, and the Licence Sub-Committee of the Cabinet was presided over by the Prime Minister herself

whose son happened to be the applicant. It would have posed a serious competition—that was the apprehension to the public sector project. But the Government assured in parliament that the public sector project would not be affected. Now what do we see? It has been dropped without any rhyme or reason, in order to help the young, lucky person who has come out in the new project. Similar but small scale allegations were brought against the former Deputy Prime Minister, Shri Morarji Desai, some time ago and the House was agitated about it. I want to ask this question: Is it true that Mr. Moinul Haque Chowdhury had to quit the Cabinet because he opposed the private sector small car project?

Is it true that Mr. Subramaniam was brought in as Devaluation Minister within a week he dropped the public sector project? Is it also true that Mr. Subramaniam had to go out of the Government because of Aminchand Pyarelal affair and failed to get re-entry through the Rajya Sabha and now has come and he has been put in charge of this Ministry for this purpose? Is he so indispensable? Now, it cuts both ways. The Birlas may demand resources for remodelling their Ambassador car. Why was the public sector project dropped? I want to ask that question. Is it to kill priority to public transport contrary to the previous announcement? We want manufacture of public transport in the public sector. Why has it been avoided? I want to ask Mr. Subramaniam.

Again, I ask the question: why with the change of the Minister in the Planning Commission, a project which was once agreed to was disagreed to by another. Mr. Subramaniam deferred the thing in May 1972. I want to know the reason for the same also. Of course, he gave an excuse in reply to an unstarred question on 13th December 1972. This is what he said:

[Shri Jyotirmoy Bose]

"The Planning Commission are currently examining the question of the relative costs and benefits to the economy of public transport vis-a-vis passenger cars;

A final decision on the proposed public sector small car project will be taken after this examination is completed."

Please tell us, Mr. Subramaniam, why there was no discussion in the Parliament. Why has it been kept as a mystery? It has not been explained. Is it because it is embarrassing to a VIP? People are no longer fools for you to hoodwink them. The Government has to accommodate this lucky young man. So, the low priority passenger car gets precedence over the public transport. And this is how the 'Garibi Hatao' is being implemented. What is the outcome? The outcome will be for a few to prosper and the rest to rot, and the heinous private sector gets priority over the public sector. This is a conspiracy hatched by this Government over the public sector. They will be tapping the same source for the resources because they cannot mobilise any additional resources. So, it should have gone to the public sector or given low priority or deferred as far as possible because it is a low priority item and because of the present conditions.

In reply to a question of mine, Mr. Subramaniam, has made a statement in the Industrial Development Ministry's Consultative Committee meeting which says:

"Shri Sanjay Gandhi was granted a letter of intent on 30-9-1970 for the establishment of a new industrial undertaking at Gurgaon in the Haryana State for the manufacture of passenger cars with an annual capacity of 50,000 numbers per annum. The validity of the letter of intent granted to him has been extended upto 31-12-1972.

Shri Sanjay Gandhi has already floated a company and according to the information received 297 acres of land costing Rs. 36 lakhs approximately have been procured and the boundary walls put up."

We do not know the entrepreneur's qualifications anything nor more than an artisan's training he had received. We want to know from Mr. Subramaniam. Was he a Graduate Apprentice in the Rolls Royce? We want to know his experience both academic and practical, both.

About the extension of the letter of intent, why and when was it given? When there is no guarantee for licence, not yet tested and passed, how is it that a letter of intent was given? Mr. Swaminathan Committee's report clearly says:

"To enable him to proceed with the negotiations with the foreign collaborators as well as to arrange financial assistance, until 1959 a practice prevailed under which a conditional letter was issued which provided for negotiations with the Government for the grant of a licence provided certain conditions are satisfied."

It says that the Swaminathan Committee recommended the issue of a letter of intent which practically the same as the former conditional letter the Government introduced in 1954—the letter of intent. The letter of intent specified the time limit—this is very important—within which certain steps have to be taken. If that is not done, the letter of intent automatically lapses, unless the applicant requires an extension of the time limit and the request is agreed to. It also says that the letter of intent broadly indicates the conditions subject to which the Government would be prepared to consider the grant of licence and also specify a definite period varying from six to

twelve months depending on the nature of the industry with which the applicant should be acquainted.

Now, today is the 22nd of December, 1972. According to Mr. Subramaniam, the letter of intent has been extended upto the 31st of December, 1971 only. From six months to one year is the maximum time limit. But why is it that you have gone out of your way to extend it upto two years and three months? Is it not the case that the licence would get automatically cancelled? We have got 70,000 graduate engineers, who have got so many national talent scholarship-holders running petrol pump stations, filling petrol for cars. Why should this be allowed? I am unable to understand this.

Then, the worst thing is the land scandal issue. There is the Central Land Acquisition Act of 1894 modified by us in March, 1970. The provisions of this Act have been bypassed by this company, actually an individual. This matter has got no parallel in history, Sir. This was done only to oblige the Delhi wishes.

I have got the letter with me written by the Chief Minister Mr. Bansi Lal. It says:

"A total area of 420.54 acres was acquired out of which 9680 acres were allotted to Messrs. Maruthi Limited for setting up a Car Manufacturing Project."

SHRI R. S. PANDEY (Rajnandgaon): Sir, I rise on a point of order. (Interruption)

SHRI JYOTIRMOY BOSU: I am not yielding.

SHRI R. S. PANDEY: I would be grateful to you, Sir, if you allow me to raise this point of order. What is the motion before the House? (Interruption).

SHRI N. K. P. SALVE (Betul): Point of order gets precedence always.

SHRI R. S. PANDEY: My point of order is this. I would like to remind the House about the exact wording of the Motion before the House, which we are presently discussing. It says:

"That this House notes with disappointment the policy of the Government in regard to manufacture of car."

It is not only for Maruthi Limited that the letter of intent was issued. There are eleven other parties. There is another case where the letter of intent was issued. It is a question of policy in regard to the manufacture of car which alone should be discussed. How can the question of land come in here?

MR. SPEAKER: Please sit down.

SHRI R. S. PANDEY: Car model, a particular director being there, etc. are all things which do not come within the purview of this particular motion which we are discussing.

SHRI VIKRAM MAHAJAN (Kangra): What my hon. friend says is correct. The Motion before the House is regarding the policy of the Government. It is not a question of particular individual. You cannot bring in any particular issues whether a particular company has got a land or not. We should confine ourselves to the policy of the Government. Nothing more. We cannot allow any aspersion on A. B. C. D. etc.

MR. SPEAKER: Order please. This is a general Motion on car manufacture policy. If the Member has come prepared only for one particular thing, I have no objection. This is a general Motion. But if he

[Mr. Speaker]

thinks that the whole car manufacturing policy is only one thing, how can we stop here?

SHRI VIKRAM MAHAJAN: You may kindly give guidance; you may kindly tell the Member.

MR. SPEAKER: I think he has come with that idea....

SHRI VIKRAM MAHAJAN: If you give him licence, he can say anything.

SHRI R. S. PANDEY: If he says that letter of intent was not given to a public sector company, it should not be given to a private sector, etc. we can understand that. I would respectfully submit that what he says about Maruthi alone is not coming within the purview of this Motion.

SHRI VIKRAM MAHAJAN: He can only discuss whether it can go to the private sector or the public sector. He cannot discuss the question of land acquisition.

SHRI PILOO MODY (Godhra): I suggest that Congressmen can refer to the car policy and talk about Hindustan, Fiat and whichever other make they like.

PROF. MADHU DANDAVATE (Rajapur): All that they can say is that his knowledge is limited.

SHRI JYOTIRMOY BOSU: I would like to tell my hon. friends that my knowledge is limited, and, therefore, my hon. friends may excuse me if I speak about this only. Let them not get identified so soon, because it is not going to get them dividends.

I am talking of a Central piece of legislation which has been given a very unfair deal. The methods adopted are without any parallel, and I have read out just now from the letter from the Chief Minister of Haryana about what is happening there.

The Gazette Notification dated 24th February, 1971 says:

"For planned development, the land was acquired".

I have got here with me the Gazette Notification, and if you like, I can lay it on the Table of the House or hand it over to you for reading...

MR. SPEAKER: That is an accessible document.

SHRI JYOTIRMOY BOSU: Out of 420.54 acres, 296 acres or roughly about 300 acres or about three-fourth of the total land was given for this. I think that those who know about car projects, even they, will consider it to be far too big an area. It is a matter of a mere letter of intent extended, and on the strength of this, these wonders have been happening.

Then, they talk about industrial estate. Out of 420—it is a very bad number—296 acres was given to one party, and yet the garb of industrial estate is being used. It was an afterthought. Even the surplus distribution requires permission on the part of the individual. I want to ask my hon. friend Shri Sat Pal Kapur who is a very knowledgeable person, and the advocate here who is also very knowledgeable, at what price they are being sold.

Is it not misuse of a Central Act? Is it not for this House to see that the Central piece of legislation is not misused to the advantage of a particular individual; however big or however important he may be? This is what I am saying.

Then, the first acquisition order was dated 24th February. Although three-fourth of the land was for one individual unit, actually for one individual, yet they bypassed the provisions of the Land Acquisition Act. The Land Acquisition Act is a Central

piece of legislation. It is not a State piece of legislation, and, therefore, it is our business. I would invite your attention to Part VII of the Act, sections 39 to 42. Section 39 says:

"The provisions of sections 6 to 37 (both inclusive) shall not be put in force in order to acquire land for any Company, unless with the previous consent of the appropriate Government, nor unless the Company shall have executed the agreement hereinafter mentioned."

Further, section 40 says:

"(1) Such consent shall not be given unless the appropriate Government be satisfied either on the report of the Collector under section 5A, sub-section (2) or by an enquiry held as hereinafter provided,—

(a) that the purpose of the acquisition is to obtain land for the erection of dwelling houses for workmen employed by the Company or for the provision of amenities directly connected therewith, or

(aa) that such acquisition is needed for the construction of some building or work for a Company which is engaged or is taking steps for engaging itself in any industry or work which is for public purpose...."

Now comes the very important portion . . .

SHRI VIKRAM MAHAJAN: Let him read the whole of the provision.

SHRI JYOTIRMOY BOSU: I think my hon. friend must be having a copy of the Act; otherwise, if he wants, I shall lend him my copy.

Then, section 41 says:

"If the appropriate Government is satisfied after considering the report . . . it shall require the

Company to enter into an agreement with the appropriate Government, providing to the satisfaction of the (appropriate Government) for the following matters, namely:—

- (1) the payment to the appropriate Government of the cost of the acquisition;
- (2) the transfer, on such payment, of the land to the Company;
- (3) the terms on which the land shall be held by the company; . . ."

Then, section 42 says:

"Every such agreement shall, as soon as may be after its execution, be published in the Official Gazette, and shall thereupon so far as regards the terms on which the public shall be entitled to use the work have the same effect as if it had formed part of this Act."

They bypassed these provisions, acquired 420 acres and gave 3.4th of it to a particular individual unit commanded by a particular individual. The *modus operandi* is not only a fraud on this House; it is a fraud on the people affected, the people who live there. That is how this company was given opportunity to get away without paying the cost of the acquisition.

The description of the land is very interesting:

"By a rough calculation, it has been found that for each 25 acres, there was about one irrigation tube-well (90 per cent area irrigated) and sufficient number of tractors were in use for multiple cropping. The cattle population worked out at about 4 per acre. A good number amongst the owners of the land are soldiers. Although the land is technically

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within Gurgaon district in Haryana State . . . etc. etc."

I would not go into the details (Interruptions).

Then there is the Defence Department Order which imposes a prohibition in this area, which was modified. Shri Jagjivan Ram is here; he will help us to get this clarified. The Order No. is P.C. No. 10(10)/E/D (GS-1) and it says:

"In exercise of the powers conferred by sec. 3 of the Indian Works of Defence Act 1903 (7 of 1903), the Central Government hereby declares that it is necessary to impose the restrictions specified in clause (b) of sec. 7 of the land situated in the district of Gurgaon in the State of Haryana described in Schedule A and Schedule B hereto annexed, being land in the vicinity of air force unit at No. 54 ASP "in order that such land may be kept free from buildings and other constructions".

The whole of this land comes within the purview of this order.

SHRI VIKRAM MAHAJAN: It does not.

SHRI JYOTIRMOY BOSU: You will be sorry to hear that 1500 small peasant family members have been thrown out of their ancestral homes.

SHRI PILOO MODY: Garibi hatao.

SHRI JYOTIRMOY BOSU: These poor people pooled some money and went to the court in a writ petition on 11 March 1971. On 15 March, the Advocate General, Haryana, withdrew the case regarding the acquisition order. The writ became infructuous. The withdrawal was published in the gazette on 23 March. Then the villages went home, happily thinking that they had won the battle. But the devil's design never steps. The next day, on 24 March, a special

acquisition order was issued. The dirtiest part of the whole thing is that its publication, its notification was suppressed till 23 June 1971.

Under sec. 6 of the Land Acquisition Act, in one single working day of 8 hours, over 200 objections were invited to be heard. $8 \times 60 = 480$ minutes and 200 objections! I do not think we have gone to that concordance age of being able to hear so many objections within this time. When the able-bodied men left the village for attending the hearing at Gurgaon miles away, the police and the administration took possession by surprise action. They fooled these innocent, small peasants, and the Tehsildar said:

"रुपया लो जमीन दो, रुपया नहीं लेगा, जमीन भी जायगा रुपया भी जायगा।"

This is what he said. Shyam Babu, myself and many of us went there.

As regards the price, it is a daylight robbery. The land was acquired, according to Shri Bansilal's letter written to me, at the rate of Rs. 11,776.42 per acre. You cannot buy any land there at this price. I have got photostat copies of documents to prove that the price of the land there today at the lowest is Rs. 80,000 per acre. So the peasants were made to part with the land at a very low price. I have got a certified true copy from the Registrar's office which shows that the price is Rs. 40,000—50,000.

14 00 hrs.

Then, Sir, the terms of payment are these. After two years, 18 annual equated instalments. How wonderful and how nice it is? The company made a crore of rupees even before they started the factory on the purchase of the land through the Government.

This price received from Bansilal is inclusive of tube-wells, trees, houses, standing crops and 15 per cent sur-

charge. Mr. Frank Anthony knows about it. (*Interruption*). The Chief Minister said that the total amount paid is Rs. 48,52,414. But the other figure—I have got a copy of it—says it is Rs. 30,19,632. I want to know why there is this discrepancy. Who is correct? I demand here and now that the surplus land should be returned to the tillers at once. They should be paid according to the market price, and those who have been thrown out of their farms and agriculture should be employed.

About the finance, tapping of the resources up to September, 1972 . .

MR. SPEAKER: Your time is up.

SHRI JYOTIRMOY BOSU: How much time, Sir?

MR. SPEAKER: You have taken already more than 25 minutes.

SHRI JYOTIRMOY BOSU: I want another 10 minutes. I am the mover of the substantive motion

MR. SPEAKER: Two or three minutes only you may take. The mover is given 20 minutes. You have taken about 30 minutes.

SHRI H. N. MUKERJEE (Calcutta-North-East): Sir, he is making a very factual statement and every opportunity should be given to the House to get the facts. Let them reply at whatever length which they may take. As a private Member I am terribly exercised over this kind of allegation, and that is why it must be considered objectively and he is doing it. They must wait and give the answer and take adequate time.

MR. SPEAKER: Two or three minutes. Not more than that.

SHRI JYOTIRMOY BOSU: The total yield they have got up to September, 1972, is Rs. 7 crores. Promoters and friends will find Rs. 15 crores. It is reported that—we want to have a confirmation or denial of it—the entire controlling share capital

has been subscribed by the Haryana Government. Is this utilisation of public money for private enterprise? Also Rs. 25 lakhs worth of equity shares were there. There was a condition that there will be no foreign help or collaboration at all. Is it not a fact that National and Grindlays Bank is the financial consultant and is the handler of your issues to an extent of about Rs. 2 crores. Is this bank a foreign bank or not? (*Interruption*) What is unforeign about that? I want to know. Of course, as far as loans are concerned, they have to come from a native bank, nationalised native bank—the Indian Bank. For that, they need not go to National and Grindlays. Is this the reason why foreign banks have been left out of nationalisation? Is that the reason why foreign banks are shown particular favour? I want to know this.

Everything is ready for a deal with IDBI, etc., etc. Sir, the NIDC—National Industrial Development Corporation—is there. Its managing Director misled the Committee on Public Undertakings. A privilege motion was brought here. But I saw some unseen hand trying to protect him. Today I understand why this gentleman has drawn up the project report for this company. Therefore, he has to be saved. The project report says that actually in four years they will require Rs. 17 crores. For 1972, they estimated Rs. 94 crores; for 1973, Rs. 6 crores. For the first year, for ancillary production, they will buy from the bazaar; Dunlops and Escorts. For these ancillaries, it comes to 57 per cent. For the balance, he says “we will produce.” We do not know if there is a change in the capital structure. We want to know the details. But two nationalised banks, namely, Central Bank and Punjab National Bank, have sanctioned an overdraft of about Rs. 90 lakhs. I could not enter into their ledger. I had no time. I put my finger but I could not. I am told a good bit of it

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has already been taken. I want some details from him. The hon. ex-communist friend, Shri Raghunatha Reddy, took three or four months to reply; a simple reply about Maruthi. Everything is a top secret document; you cannot get anything from that company. On the letter of intent, no licence, selling agents are being given to hundreds and they have been taking Rs. 2.5 lakhs to Rs. 3 lakhs. That is how it comes to Rs. 2.5 crores to Rs. 3 crores. There is a comment in the Guardian. I do not put much weight on British paper's remarks on that but there is a comment not very complimentary about the technique of this car and the utility of this car.

There is a wonderful thing here. According to the reply given to question No. 1912, which Mr. Raghunatha Reddy had very kindly sent to us, Mr. Sanjay Gandhi is the Managing Director and the other directors are Mr. V. R. Mohan, Shri M. A. Chidambaram, Shri C. B. Saran, Shri Jagdish Prasad, Shri Raunaq Singh, a great man, Shri Jindal and Shri S. N. Kapadia. About one of them, I know, a great tycoon, from the South. He has been pleading for a naphtha based fertiliser plant which was opposed by Dr. Triguna Sen and he even threatened to resign if the plant was allowed because it would make the country dependent on American raw material. But after Triguna Sen was not given a ticket, not given a berth in the cabinet, this has been cleared and this man has substantially invested. Mr Chidambaram is a good man and could do well.

Another man is a great brewer and distiller. I do not want to mention the name. He was producing in excess of his licensed, registered and installed capacity. But he got a Padmashree all right. He got more hugs from the hear. There was no prosecution. The original licensed capacity was 4091 kilo litres; it was given an expansion to 15,000 KLs and another is coming half way, to

25,000 kilolittres.

Another gentleman Mr. Raunaq Singh is supplying a lot of components and motor parts, I am told. I am also told that his firm was black-listed for misdeeds and serious and heinous economic offences connected with blackmarketing of steel. Is it a fact—I ask Mr. Subramaniam—that this gentleman's house was raided in September 1972 and they found Rs. 17 lakhs? Is it also a fact that this person has been given a loan of Rs. 1.5 crores for his industry? He is one of the directors. Kapadias have been pressurised, their National Rayon. Mr. Saran has a licence for tractor plant being put in pratapgarh. A letter of intent has been made; but he has not bought the land for the factory yet. You give a little and take a little; there is nothing wrong in that. There is also collaboration in scooter.

We want to know the qualifications of the managing director, theoretically and practically; the terms of remuneration and other conditions of appointment. How is it that it has been possible? He declared that he had no money, only Rs. 748. Is it a fact that the licence—the letter of intent is more than a licence—is being really sold to these big tycoons because how can one with Rs. 748 start a project of Rs. 17 crores. It is magic. We think and talk about an All India car and no import. The components suppliers are given the actual users' licences to bring things and make the components assembled here.

Among the shareholders there are some very brilliant people. Mr. Tulshan, every body and Mr. Lalit Mishra knows him, how much money he has made. Sudarsan Chit Funds—against whom the CBI enquiry is going on. (Interruptions) He is a chit and cheat, as he says. Imported machinery has been brought, valued at Rs. 60 lakhs. We want the Government to give the report... (Interruptions) whether the

Czechoslovak machinery was imported. The misuse of the office of the Prime Minister is a very serious matter. Telephone calls went everywhere. I do not want to name Shri Yashpal Kapur or Shri Dhavan. Steel to the extent of 6000 tonnes was given. A telex messages were sent to Hindustan Steel yards: despatch all your stocks to Gurgaon. 6,000 tonnes—a part of that found its way into the blackmarket. Raunaq Singh is very good at that. An electric sub-station has been created there. I have got a beautiful photostat of this Maruti Sub-station.

If all this happened because Shrimati Indira Gandhi wanted it to happen, she should resign, because it is a clear case of corruption and nepotism and a shame on the whole country.

MR. SPEAKER: Motion moved:

"That this House notes with disappointment the policy of the Government in regard to manufacture of car."

SHRI AMRIT NAHATA (Barmer): Sir, Mr. Bosu has raised certain issues relating to the car policy of the Government of India and certain issues relating to Maruti I would like to answer both aspects. First I will take the car policy.

I am told no definite car policy has yet been evolved. But from whatever I have been able together from various debates and discussions held in this House, I can say that a study was first made by a planning commission group on machine industries to assess the total requirements of cars in India.

14.12 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

This committee came to the conclusion that our total requirement in

1979-80 would be 1.34 lakh numbers of cars. As against this, the actual production today is only 32,644. There is a wide gap between production and demand to the extent of 1 lakh numbers.

This estimate of one lakh additional cars is based on the present prevalent price. If the car is made available at a lower price, naturally the demand will go up. I can safely say that by 1979-80 the total demand would be 1.50 lakhs. The question is how to bridge this gap.

Mr. Bosu says, not in so many words but by implication, that a low price car should be manufactured in the public sector. For years together the Planning Commission and the Government of India went into this and at one stage, Mr. Dinesh Singh, the then Industries Minister, told the House that virtually a decision has been taken to start a low price car project in the public sector. Negotiations were held with foreign consultants for foreign collaboration. The final picture that emerged was, firstly, if the Government set up a public sector car project, they will have to go in for foreign consultancy and foreign collaboration and the total investment required would be Rs. 57 crores. This is the crux of the problem. Do we develop indigenous technology in automobile industry or do we depend upon foreign collaboration? Do we invest Rs. 57 crores from the public exchequer sacrificing other important national priorities or do we leave this important sector of industrial development to some entrepreneurs in the private sector? A balance had to be struck. I am sure Mr. Bosu's intention is not that we do not want cars at all. The history of economic development of other affluent countries tells us that development of automobile technology is essential for the general economic growth. Take Japan, Italy, England, America or France. Automobile technology supports many other technologies in various spheres. It encourages a number of ancillary

[Shri Amrit Nahata]

industries and subsidiary industries. This is an established Act.

If indigenous automobile technology is to be developed, the question is whether it should be developed in the public sector or the private sector. If it is to be developed in the private sector by big monopoly houses, no progressive democratic country would tolerate or accept it. At the same time, if Rs. 57 crores from the Fifth Plan were to be allocated to a car project, I would be the first to object to it. When people are thirsting for drops of water, when we need pipelines, tube-wells, tractors and transport buses, if the Government or the Planning Commission were to allocate Rs. 57 crores for a car project in the public sector, I would not consider it an appropriate national priority. Therefore, a balance has to be struck. So, the government decided that if some Indians came forward, some new entrepreneurs came forward with a project for the manufacture of low-priced car, they would be welcome. But the conditions were that no foreign collaboration would be allowed and no foreign consultancy or import of machinery or capital goods or even parts would be allowed. Under these conditions, if we attain self-reliance in the very desirable sector of automobile technology, what is wrong about it? No conscientious person can take objection to this car policy.

Having decided on this policy, attempts were made to encourage people in the private sector to manufacture cars at a low price. Eleven letters of intent were issued. I have before me a list of those names. If these 11 parties to whom letters of intent were issued, if the proposals which they have come up with fructify, we will have an installed capacity of 1.56 lakhs cars. We can safely say that if all these 11 parties were to start manufacturing car, within three or four years, or by 1980 we would have a production of about 1 lakh cars,

against a demand of two lakhs cars. We would still be below the requirements of the country. Therefore, the intention of the Government was to encourage all these 11 entrepreneurs from different parts of the country, not Maruti alone, to manufacture small cars. None of them is a monopoly house or a big industrial house. They are new entrepreneurs in the field, spread all over the length and breadth of the country. I would request the government to give assistance to all these 11 entrepreneurs to come forward and start manufacture of cars, which would be in the national interest.

It was said that extension of time was given to Messrs. Maruti Limited. Shri Jyotirmoy Bosu is an expert in high-lighting one particular fact and blacking out others. Extension has been granted not only to Maruti Limited but also to Shri Madan Mohan Rao, Shri Thacker, Messrs. Allied Engineering Corporation and others. Extension has been granted to all these applicants who have been issued letter of intent. If the Government are convinced that the parties are facing some difficulties, their expectations have not materialised and they want more time, Government must give extension of time. In fact, they must extend all help so that these small entrepreneurs can come forward and start manufacturing cars.

Coming to the acquisition of land, Shri Jyotirmoy Bosu paints a picture as if, had the project been in the public sector, it would have been built in the air. Even if the project is in the public sector for manufacturing cars, land will have to be acquired in some part of the country.

Now, the question is, for this particular land that was acquired by Haryana Government, the price that has been paid by the Maruti Ltd. is Rs. 11,778 32 p. per acre. Mr Jyotirmoy Bosu says that the price of land there is about Rs. 60,000 per acre. Probably,

he is thinking of the locality in Calcutta where he himself has a huge posh building; probably, he is thinking of that particular land. Nobody by any stretch of imagination could say that the price of this land is Rs. 60,000 per acre.

There are legal processes. The people from whom lands have been acquired have legal avenues open to them. Some of them have raised legal objections. Appeals lie with Sessions' court; appeals will go there. There are further avenues of appeals. All the legal avenues are open to them. If some injustice has been done, if the price that has been paid is lower than the actual price, these land-owners, whose lands have been acquired have all the legal opportunities available to them to ventilate their grievances and to seek justice.

In the agreement with the Maruti Ltd, there is a provision that if after appeals the prices of these lands are raised they will have to pay additional prices; if some compensations are to be paid, they will have to pay for compensations; if any additional expenses are to be incurred by the Government, they will have to meet those expenses. All legal precautions have been taken. No legal provision has been flouted anywhere to show that an iota of favouritism or nepotism was shown to the Maruti Ltd. in the matter of acquisition of land.

Any person with an iota of commonsense would think, where the Prime Minister's son is involved, and even commonsense would dictate that he would take all precautions to see that no finger could be raised against him to show this favour or that favour. I am convinced that where even the requirements of law were to be, say, Rs. 7000 or Rs. 8000, Mr. Sanjay would see to it that it does not matter whether Rs. 1000 more is paid, but nobody in the future could say that the Prime Minister's son was involv-

ed in robbing the peasantry of their land. This is commonsense. I can assure you that the prices paid for this land are very reasonable and on the liberal side, not on the low side.

The lands have been acquired for allocation to various other industrial projects by Haryana Government in Gurgaon, Faridabad, Sonapat and at other places. Those lands acquired have been given to various small and big industrial houses. Mr. Jyotirmoy Bosu was very discreet in missing this thing. No industrial house has been allocated land at a price higher than this. All other allocations have been made at prices lower than this. The price charged from the Maruti Ltd. is the highest. I can with all emphasis, with confidence and authority, that no favour whatsoever has been shown to the Maruti Ltd.

I have a list of lands that have been acquired and allocated to Shri R. K. Verma, M/s. Associated Engineers. M/s Rochwald Electrodes, M/s Azad Rubber (P) Ltd., Shri Man Singh Patheza, M/s Kejriwal Enterprises, M/s Hada Tools Ltd., Shri Kundan Mal Dabriwala and M/s Wattsan Paper Board Factory.

They have all been allocated lands after acquiring lands and the prices charged from them are not higher than the prices charged from the Maruti Ltd. This shows that no favour has been shown to the Maruti Ltd., in connection with the acquisition of land and allocation of land.

Mr. Jyotirmoy Bosu has become an expert in replacing serious politics by gimmicks, by cheap sensation-mongering, by mud-slinging and character assassination. He thinks if he slings mud after mud, some will stick and his purpose will be served. No person with any serious political bent of mind will take to such gimmicks seriously. During all these years, in this very House, in the Third Lok Sabha and in the Fourth Lok Sabha,

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many a time discussions have been raised about the small car.

Almost the entire Opposition parties had been demanding small car. Their accusation was, their charge was, that the Government of India was not going in for the production of small car because the Government was defending Birlas, because this Government was defending the three motor-car manufacturing companies—Fiat, Standard and Ambassador. I have the records with me; I have seen all the debates in the House. I find that the CPM never raised this question; no member of the CPM raised a finger demanding production of small car. (Interuption). All other parties accused this Government of sheltering the three big car manufacturers and that is why, they said, that Government was not allowing production of small cars. Now, when the small car is coming—not in the monopoly houses, not by any big business house, not by one person but by eleven parties—some people come forward and say, "Why are you producing small car? Who would be interested in the small car?" When the CPM was the ruling party, did they not offer all the concessions to the Birla House to come and set up industries in Kerala? In West Bengal, it is known, when CPM was the leading Party in the U. F. Government, there used to be gharaos, there used to be strikes, there used to be violence in almost all industries except in Birla industries. May I now conclude that the leader of the same CPM today is voicing the demands and sentiments of Birlas when he is opposing the small car project? Let there be political honesty, let there be some political fairness. I personally have every reason to believe that it is on the dictates of big business houses that the CPM is raising this bogie and indulging in futile attempts at character assassination and at political vindictiveness. This is no serious politics. The country needs technology in the automobile sphere, the country needs this not in the public sector,

nor in the monopoly sector. He was asking what experience does Mr. Sanjay Gandhi have. What experience did Karl Marx have? What experience did Mr. Ford have? Here is a young man who wants to do something for the country, who wants to give some wealth to this country, who wants to gather some experts and technologists and wants to see, if Italy can have a beautiful small car, if France can have a beautiful car, if West Germany can have a beautiful small car, why can India not have a good small car at a low price crawling on the road, why can India also not develop a large number of ancillary industries, a large number of subsidiary industries which would feed this car project thereby releasing a chain of development of small scale industries. He said that Mr. Sanjay had only a small bank balance. Do I understand that only big monopolists must be allowed to set up industries? Do I understand what Mr. Jyotirmoy Bosu meant was that only rich men should be allowed to set up industries? Can ordinary man, can poor people, not have the enterprise, the talent and the initiative and the guts to come forward and start industries in this country?

I would now conclude by saying that the attempts of Mr. Jyotirmoy Bosu to swing mud are futile. The country will not be taken in by such gimmickry. It is not a serious matter by any standard.

In the other House, in the Rajya Sabha, the Opposition parties said that financial favours had been shown. He named two banks but did not give the figures. I have the figures with me. The total advances made by the Punjab National Bank are Rs. 14.62 lakhs and by the Central Bank of India, Rs. 11.51 lakhs. The total advances to this industry by the two nationalised banks are Rs. 26.13 lakhs. Are the nationalised banks prevented from advancing even such small amounts to a promising industry? What is wrong about it? No advances, no monies have been advanced. No

credit has been advanced to Maruti Ltd. either by IDBI, or IFC or ICICI. No public financing institution has yet—though personally I am not opposed to it, I will not mind if public institutions were to come forward and help not only Maruti Ltd. but all the eleven private parties who want to manufacture these small cars—has advanced a single paisa to Maruti Ltd. Only two nationalised banks have advanced loans totalling Rs. 26 lakhs to this project which is very legitimate and which is the duty of these nationalised banks.

Thank you, Sir.

SHRI S. M. BANERJEE (Kanpur): Every time this country wanted to have a small car, they only had a small discussion or a big discussion in this House, and not a car.

It is known to the hon. Members how the prices of cars were increased from time to time. The Ambassador, before the prices were fixed on the basis of the Tariff Commission's Report—cost ex-factory Rs. 9845, in December 1968 its price was Rs. 14892 and finally the price is Rs. 16,898. Fiat—Rs. 8847 and it rose to Rs. 16,117. Standard—Rs. 9450 and it went upto Rs. 16,539. So, naturally, we demanded in this House, after the Supreme Court's judgment supporting the increase in the prices of these cars, that some of these companies, some of these the automobile companies projects should be taken over by the Government. I remember the occasion when practically all the Members of the House, irrespective of their political affiliation, wanted to have a discussion and demanded nationalisation or take-over of the Hindustan Motors headed by the Birlas. Shri Moynul Haque Choudhary, the then Industrial Development Minister, said that he was prepared to consider take-over of the Fiat project but he was against the Hindustan Motors because it was a junk. Exactly he used the word 'junk' and my hon. friend, Shri Dinen Bhattacharyya, who is one of the labour leaders of

that particular project said, 'Why not take over the junk? If so many cars can be produced there, why not take it over?' and every time we have been demanding nationalisation of these projects but the Government was always pressurised by these big monopoly houses headed by the Birlas and they could never take the courage either to nationalise or take over these projects or to have a small car project in the public sector.

I could never see and I am still of the opinion that production of people's car or any passenger car should not be given so much of priority, because, in a country like ours where there is little difference between unemployment and starvation, we want more buses, we want more trucks, we want more lorries, we want more tractors and scooters. This is exactly what the country needs. But, we have been talking and in a statement even on the 15th March, 1972 in this House, the Minister said:

"Government have decided in principle to set up a unit in the public sector for the manufacture of a passenger car of a proven foreign design for an initial capacity of 50,000 cars per annum. In addition 5 units have been granted letters of intent for industrial licence and three for registration for manufacture of passenger cars in the private sector."

This statement was made on 15th March, 1972. Then, what happened? Immediately, they started negotiations and then I read from the press reports that the Cabinet body clears the Renault's project of R-6 for a small car.

The report says that the Economic Co-ordination Committee of the Cabinet has approved the selection of the car for the public sector small car project. The choice, it says, had been narrowed down last year to four

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models—Renault, Fiat 124, Ford and Datsun and of these the Ministry of Industrial Development decided after detailed examination that Renault would be the best choice.

I do not know what happened to that. We knew that public sector unit is not going to be established. Then comes the story of private sector entering into this industry once again and Maruthi Limited is one of those private sector units. I shall come to that, a little later.

My first question is this. Why did the Government allow increases so much when the cost of production according to our calculations is far less? You may take the price of the car whether it is Ambassador or Fiat or Standard. You may compare it with the quality of the car. You would find that the price could be reduced considerably. What is the quality of the car produced in the country? We could not take a decision on a car at a cheaper rate, reducing the overhead charges, etc. We might be importing technical know how; we might have foreign collaboration etc. We might have evolved such a car, but we have never done that. The Hindustan Aeronautics Limited once decided to have a small car. I hope this was also on the way, of being manufactured. A model car was also manufactured. But it was not proceeded upon. The green signal was not given to that. Their entire judgment was coloured. They were always pressurised by the big business houses and they never allowed them to produce another car in this country except these three models of cars which are being produced.

Even today, I would like to mention, a man has to wait for 1½ years to get an Ambassador, about 5 years to get a Fiat; and if he wants within 2 or 3 months, he can go for a Herald car.

I do not know why this should be the position, even after an assurance was given in this House, I remember,

by the then hon. Minister of Industrial Development, Shri Moinul Haque Chaudhury. He said that the Supreme Court judgment regarding price will be considered objectively and the Government might not regard it as the whole thing, it might even change its decision or might not accept it and might not agree fully to price rise etc., but ultimately, Sir, price was raised. So, I accuse this Government, for having no policy and for conniving with the big monopolists, especially with Birlas, and for not having their own project.

Then the question arises: What about the charges brought by my friend Mr. Jyotirmoy Bosu? Some of the charges have been replied to by Mr. Amrit Nahata. I do not consider Mr. Amrit Nahata to be the Minister. Certain charges regarding the land are extremely serious; there is no doubt about that. I know land in Haryana is supposed to be the best land. What is the present rate? What is the present market rate or an acre of land? You might remember the judgment of the Supreme Court in the case of Ram Rattan Gupta Vs. R. L. Arora. After that the Land Acquisition Act was amended and it was amended on the basis of the Supreme Court judgment. It said they should not be deprived of their legitimate dues and they should be paid full value. Mr. Nahata says all the other individuals paid less, M/s. Maruthi Ltd. paid more. Sir, I welcome it if it is so. I have nothing against Sanjay Gandhi. Somebody's son will have to manufacture the car, whether it is Prime Minister's son or my son or somebody else's son. Simply because he happens to be the Prime Minister's son, you should not take exception to it.

I was extremely happy to see Mr. Rajiv Gandhi working as a pilot in I.A.C. When some of his colleagues wanted him to present something to the Prime Minister, he said: "I am working here as a pilot in I.A.C.

because of my qualifications and not because I am Prime Minister's son. That is why I have been given this job."

It is a good thing. But in this particular case, certain charges are grave. Either the Government must refute those charges effectively and convincingly, or else these should be properly investigated. That is my submission. Government must tell us what the future policy in regard to manufacture of cars is going to be, whether these car projects, whether held by Birlas or Walchand and others are going to be taken over or not. For, I would warn them that if they do not take them over, and if these charges are proved incorrect, and if Shri Sanjay Gandhi wants to manufacture a car at Rs. 11,000—I have seen that car in the Haryana pavilion; I am not an expert, but it seems to be a very good car, and if a car can be sold at Rs. 11,000 or Rs. 12,000, any Indian would welcome it—then again there will be a Birla lobbying, and they will never allow even Shri Sanjay Gandhi to manufacture this car. I know it. When Shri V K Krishna Menon was the Defence Minister he was constantly bullied by the Mercedes-Benz and by the Tatas for saying that they were charging very high prices for their trucks, and he decided to have the trucks manufactured in the defence industry sector, in the Gun and Carriage Factory at Jabalpur. When the Shaktiman truck was being produced there with the help of German collaboration, there were articles after articles saying that that truck was useless and that in the Shaktiman truck there would be no shakti. But after some time, it was proved in 1963 and it was proved this time also that the Shaktiman trucks produced in the Gun and Carriage Factory at Jabalpur were better than the trucks produced by Tatas and Mercedes-Benz.

I only say that all charges should be investigated. But I would request

my hon. friends that merely because Shri Sanjay Gandhi happens to be Shrimati Indira Gandhi's son, and he has taken up this challenge and he is trying to manufacture this car, he should not be a victim in this. For, I know, whether it is Shrimati Indira Gandhi's son or it may even be Shri Jyotirmoy Bosu's son, if he wants to manufacture a car, it would definitely be opposed by the Birlas, because they do not want anyone else to be in the field, and they want to have the monopoly to sell all their junks.

I say that investigation should be held and the charges should be countered, and the charges should be properly replied to. But while doing so, we should also see that a particular policy is followed by Government, a national policy regarding manufacture of cars, a national policy regarding manufacture of buses, the manufacture of trucks and the manufacture of scooters, and it should not be left in the hands of private individuals and it should be taken over from the Birlas or Tatas.

I am saying this because I have the sad experience of the defence industries. I know how the Tatas bullied the Defence Ministry. But when we have succeeded in manufacturing the Shaktiman and the Nissan, how is it that we shall not succeed in manufacturing a car in the public sector?

I have another suggestion also. At present, the prices are going up. An assurance was given in the House that after the Supreme Court judgment, it will be considered objectively before prices are allowed to rise. I would like to know why the prices should have been increased. The prices should be reduced. But we find that every day the prices are going up. The representatives of the car manufacturers and the automobile industries should be called by the hon. Minister and clearly told that unless they reduced the prices of cars, Government are going to

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nationalise them or take them over. Once we take a decision that the automobile industry will be in the hands of the public, then, whether it be in the hands of the Birlas or the Tatas or anyone else including Shri Sanjay Gandhi, it will all be taken over by the Government.

There was one thing at which I felt amazed, and that was when it was said that somebody was not qualified. There is no question of being qualified here. The question is of initiative. If somebody has dash and initiative, why should we harp only on qualification? If it were only a question of qualifications, how many of us would have been elected to this House? It is a question of initiative. I appreciate the initiative of the person. But the question is: with whom is he connected? As for Shri Raunaq Singh, till 1962 he had only one repair shop. Today he has the Bharat Tubes. I do not know through how many places the tube passes and where it is going to end.

I have nothing against Shri Mohan. But when he fought election against Shri Mulla in Lucknow, I used to say in Hindi:

अगर देशी शराब बनाओगे तो जलखाने
जाओगे अगर अंग्रेजी शराब बनाओगे तो
लोक सभा का टिकट मिलेगा ।

I have nothing against him. He is a clever man, he is a very good person. But I warn my younger brother or son, Sanjay Gandhi, that he should not take these people too seriously. He should select better persons. I have, as I said, nothing against Shri Mohan. As for Shri Raunaq Singh, I am definite that after becoming a Director of Maruti, within three or four years he would have so many expansion licences.

With these words, I once again request Government to declare their policy and nationalise all the automobile industry projects, whether it is of the Birlas or others.

SHRI N. K. P. SALVE (Betul): With rapt attention, I listened to Shri Jyotirmoy Bosu, the Mover of the Motion. He arrogated to himself certain rights and certain prerogatives as a Marxist and thereby he claimed certain rights to demand a certain radicalism in the economic policies of Government. Into the merits of this claim, I shall not go, for this is not the occasion. But I must submit that I was very deeply disappointed with his speech as one which would hardly be fit a Marxist. If he has not exiled himself completely from the philosophy of Karel Marx and if he is still possessed of objectivity, I must submit that his speech, to my mind, appeared a little too lopsided, and I regret I found in that speech a certain contradiction, a certain credibility gap in his known political precepts and in the demands he has put forward today before Government in respect of its policy for the manufacture of cars.

I shall come to it straightway. The first point which has disappointed me tremendously is this. Is not Shri Jyotirmoy Bosu as much aware as I am that the present manufacturers, the Birlas' Hindustan Motors, Walchand's Premier Automobiles and the Standard Motor people are manufacturing terribly ramshackle tinpots? They are plotting the country.

SHRI JYOTIRMOY BOSU: Under whose protection? (Interruptions).

SHRI N. K. P. SALVE: Shri Jyotirmoy Bosu is a great friend of mine. I do not want to hurt him—he is a greater gentleman outside the Chamber. I do not want to answer him. But I would like to submit it to him through you that if his speech has afforded protection to them, is he

willing to withdraw all that he has said? If the Government had been criticised for not taking effective action against these three unscrupulous exploiters, if they have been manufacturing such cars which as soon as you buy, either the piston goes out of order or the cars start rattling, and the only part which makes noise is the silencer.....

SHRI JYOTIRMOY BOSU: Horn.

SHRI N. K. P. SALVE: I am unable to understand. And under these circumstances, instead of Mr. Jyotirmoy Bosu, while on this very important issue, asking the Government "Why don't you nationalise", he may ask, Why don't you take over the assets of these three manufacturers without paying a single rupee as compensation to them and provide a cheap car to us because then there would be no depreciation charged?" (Interruption).

SHRI SHYAMNANDAN MISHRA (Begusarai): You make a proposal and we shall support it. Bring forward a resolution on this subject. (Interruption).

SHRI N. K. P. SALVE: My learned friends will hold their patience.

SHRI SHYAMNANDAN MISHRA: What is this cheap thing being mouthed?

SHRI N. K. P. SALVE: Mr. Mishra, it does not lie in your mouth to call this cheap. When your leader was subjected to this type of humiliation, we were the people who came out. You are indulging in cheap political gimmickry. You are a person without any background. You are a person without any political honesty. What happened when Morarjibhai was defended? (Interruption). Because of his son the opposition parties unfairly tried to malign him.

SHRI SHYAMNANDAN MISHRA: You are a person who can never be even a volunteer. (Interruption).

SHRI N. K. P. SALVE: Don't try to settle accounts in this manner. You sit down. This is political banditry. I am not yielding. You are not honest.

MR. DEPUTY-SPEAKER: Order, order.

SHRI N. K. P. SALVE: So far as Shri Morarji Desai is concerned, there is one standard. So far as Mrs. Indira Gandhi is concerned, are the standards going to be entirely different? (Interruption).

MR. DEPUTY-SPEAKER: I would like to say that it has nothing to do with the car.

SHRI SHYAMNANDAN MISHRA: Sitting on these benches, even your bosses have not got the political background which I have got. You are without any political background.

SHRI N. K. P. SALVE: Mr. Mishra will do well to hold his patience for a while.

MR. DEPUTY-SPEAKER: That is enough. Both have given and taken. Leave Mr. Mishra alone and come to the car.

SHRI N. K. P. SALVE: One expects a slightly better standard from those who are considered educated, refined and decent.

MR. DEPUTY-SPEAKER: Come to the point now.

SHRI N. K. P. SALVE: If I am a little disappointed, it is just because of this, that this is a spectacle of political gimmickry. We have been saying everytime, time after time, on an important issue like this, that the matter should have been confined to this aspect: what is being done by the Government to ensure a reasonable price and quality? The prices of the existing cars which we are using—Standard car, Ambassador car and Fiat—on the one side are going high and high, and on the other side, their quality is deteriorating.

SHRI JYOTIRMOY BOSU: Because of the political donations they are made like that. Give and take. (*Inter-ruption*).

SHRI N. K. P. SALVE: This is extremely a cheap political mudslinging. The accounts cannot be settled in this manner. If one is serious about the matter, if Mr Jyotirmoy Bosu is willing to listen to my viewpoints in this matter—maybe he may not agree with me as much as I do not agree with him, but let us at least try to understand each other—may I say that the three companies, Premier Automobiles, Hindustan Motors and Standard Motors, need to be nationalised without a penny of compensation. I mean it; it is a very serious suggestion I give to the Government. Because, unless that is done, the ruthless exploitation, in the hands of these three unscrupulous manufacturers, of the people who are exploited because of the shell red market, will not come to an end.

But we really expected Mr. Jyotirmoy to highlight this point and say, "This you will do first, and thereafter we will examine the other matters." Mr. Jyotirmoy has said that the Government is to be blamed because instead of taking the plant to the public sector these things have been given to the private sector. The matter has to be viewed in its historical perspective to which I shall come. But may I now deal with one or two points which he made?

He spoke about the evicted agriculturists. He shed tears for them, that those men, these indigent poor men should have been evicted from their land, should have been deprived of the source of their livelihood. It appears to me: are the people in Haryana the only people who have been evicted because of industrialisation? Have these protests not arisen everywhere where land has been taken? I come from an area which is an Adivasi area, where barren land has been acquired by Government for industrial purposes. There also vehement protests

have been going on. Unless we decided as a policy that we are not going to acquire land for an industrial area it will be impossible to get over this. Why shed those tears which he shed—crocodile tears? I cannot understand where we are going to put up our industries without acquiring land. If we are going to acquire land, the whole lot of agriculture land, some people will have to be affected. What is required is to ensure justice. Shri Nahata has dealt with that point. Just because the Prime Minister's son is involved, these poor people must not be put to any disadvantage. If they had been put to any disadvantage, the officers who indulged in this type of thing should be brought to book. I was hoping that instead of indulging in general, vague, equivocal allegations, he would point out that some particular officer, this or that officer, did not do the proper thing and should be brought to book.

Something was said about the Land Acquisition Act. Under this Act land was allotted—he said, in an extremely casual manner. He used the word 'concorde speed'. I submit the Land Acquisition Act was not enacted, was not brought on the statute book only for the benefit of Sanjay Gandhi; that has been there for so many years and under that Act so many proceedings have been taken. I ask: is he aware of the fact? Has there been a single acquisition under this Act which has not been the subject matter of an appeal before a Sessions Judge or a revenue tribunal? I know that 27 cases are pending in U. P. for land having been acquired.... (*Interruptions*).

SHRI PILOO MODY: In this case it has taken only 22 hours as he pointed out. The Government of Maharashtra had been struggling; out of 2700 acres that they were supposed to acquire they have acquired after four years only 129 acres but this was acquired—400 acres—in 24 hours.

SHRI N. K. P. SALVE: In saying about the land acquisition, Mr. Piloo Mody has an advantage; he is totally ignorant about the law and procedure I know something about it because I have been dealing with it in my professional capacity . . .

SHRI PILOO MODY: On behalf of Birlas, Dalmias, Singhanias.

AN HON. MEMBER: . . . And the Modys . . . (Interruptions).

SHRI N. K. P. SALVE: I only wish to submit this. It is not that there are no cases of harassment. There have been cases where officers purporting to act in a quasi judicial or judicial capacity have acted in an extremely, arbitrary manner. But there is an appeal provided; there is the judiciary. I am sure that there have been appeals filed by several people in the Courts and those appeals are pending and as and when those appeals are decided the solatium—the term used in that Act—is increased and enhanced and that burden will be passed on to those who have been given the land, whose names Mr. Nahata read. What is wrong? He has not made a single point that the whole Act was outside the purview of the law. The only thing that he said was that in so many minutes, so many decisions were taken. Maybe, I do not know. Since he says so, it may be right. What I ask is this. Does it mean that the procedures prescribed in the law make a mockery of justice? There is an appeal available and they can go. Has he lost faith in the judiciary?

At any rate it was very interesting for me to know that here is a marxist Member, who is now canvassing that market value must be paid to everybody. I hope he will stick to that view.

SHRI PILOO MODY: I hope you vote for it. May I remind you that you voted against it?

SHRI N. K. P. SALVE: I come to the next point Bank loans. I happen to appraise myself about the financial state of affairs of the Maruti Limited as on 19th December, 1972. I had appraised myself about the magnificent performance of the Maruti Limited. I really wish if it was the son of Mr. Jyotirmoy Bosu, I would have patted his back and possibly whispered into his ear; how did you manage to produce such a worthy son? Because I find from the accounts, I have examined very carefully, the loans taken from the Bank aggregate to Rs. 26.13 lakhs, they are all secured loan, against land, buildings, machinery, equipment etc.

15.00 hrs.

Though another company was also given a letter of intent to make a prototype, this is the one company which has made very substantial progress. I have myself seen this car in the Hariana pavilion. It looked magnificent. Sir, he called him a man of straw. Is this a country where only the money bags and their sons are going to manufacture cars? No. This a country where any man of talent and ability would be able to make his mark. Gone are the days when people should think that they are born in a privileged class and therefore it is their prerogative to go into industry. Any engineer, any able man who is capable of harnessing the various ingredients necessary to make a success of an industry and who has the technical knowledge will have the fullest opportunity in this country. It was a very unfortunate comment that he is a man of straw. The history of great men who have been greatest champions of industry shows that they had commenced from a modest beginning, with sustained patience and perseverance, with dedication and honesty, reached the dizzy heights of glory. I hope that the Sanjay Gandhis in this country who work like this will reach these heights despite obstructionists in this country.

Last but not least I want to give the historical perspective and submit

[Shri N. K. P. Salve]

how very rational their policy has been in giving this industry to the private sector. I am going to show cost-wise how in terms of foreign exchange and otherwise, this proposal is far superior to the proposal they were considering for collaboration with Renaults for the Dolphin Motors. Criticism has been levelled against the Directors. It has been happening far too often that personal criticisms are there. Their deeds and misdeeds are narrated here. I do not say they are paragons of virtue. Most of them I do not know; some I do know. If the issue really is Government's policy regarding the manufacture of cars, has it direct nexus with the personal character of the directors? If he is serious about telling Mr. Subramaniam as to what he needs to do to improve the car policy, how these people are in Burla's company or in Walchand's company is not his business. We have laid down certain criteria in the company law and other laws and it must be according to those laws. If the directors have been shown some undue favours in this matter, that can be separately dealt with. But to link it up with this policy is very highly loaded.

Coming to the historical perspective, we have to start with the Jha Committee. Mr. Nahata has gone into it. He said, there cannot be a car within Rs. 5000 to 7000 and demand is always outstripping production. He suggested an expert committee. So, the Pande Committee was set up and they made some recommendations.

The salient feature of the report way back in 1961 was that we could have a plant in the public sector for manufacturing 50,000 cars at a cost of Rs. 5,100 and at a cost of Rs. 6,150 when the capacity is only 20,000. Because so much of foreign exchange was involved, the matter was very rightly shelved and deferred. Keeping our socio-economic priorities in view, how can we give priority to cars? There are ever so many other things which we have to look after.

At any rate, in 1966 the government explored the possibility of manufacturing low cost car indigenously, in the private sector, without foreign collaboration, without any foreign exchange for import of components. Four conditions were imposed which were applicable to all parties. First a proto-type has to be made which would be subjected to rigorous test at the Ahmednagar institute. Only after the test of the proto-type is over that the letter of intent would be issued. What can be more rational?

Here is a project for the manufacture of 50,000 cars per year, and the total cost up to 1975, as projected, is expected to be in the vicinity of Rs. 16.82 crores, as against Rs. 56 crores to manufacture Dolphin car in collaboration with French Renault. Here is a project costing Rs. 16.82 crores of only Indian rupees without any foreign exchange, as compared to Rs. 56 crores of foreign exchange for the Renault project for a capacity of 50,000. Anyone who has a sense of justice, a sense of fairplay, anyone who is not suffering from cynicism, would appreciate the rationale of this and would not criticise as unfair the issue of the letter of intent in this case.

In the end, I do not personally know Shri Sanjay Gandhi. But I have known many Sanjay Gandhis in my capacity as a member of this august House and in my professional capacity. I had occasion to know the problems which concern these young talented entrepreneurs who have the highest of devotion and dedication to their plant, medium and small-scale entrepreneurs, who are faced with problems connected with modern technology, financial stringency, perennial shortages, inadequate infra-structure and insufficient foreign exchange, and I have every hope that they will surmount all those problems. I know that many of them are harassed and maligned by different vested interests for different purposes. A small man of small mind would harass these

people with petty matters like electric power and innumerable other things. I say once again that small men of small mind have maligned a young entrepreneur for no other fault except that he happens to be the son of a leader, whose dynamic leadership has made them lick the dust of political ignominy. This is no fault of the young man. He must go ahead, undaunted by the meaningless nonsense

SHRI JYOTIRMAY BOSU: Sir, on a point of order. I want to know whether a member can read from a written text.

MR DEPUTY-SPEAKER: There is no point of order.

SHRI N. K. P. SALVE: I humbly hope that the Sanjay Gandhis of this country will go undaunted by such harassment of small men with small minds. We wish the Sanjay Gandhis of this country the best of luck and godspeed and assure them that the best wishes and blessings of the entire nation are with them.

श्री प्रदत्त बिहारी बाजपेयी (अप्रतिपक्ष):

उपाध्यक्ष जी, सरकार की कार सम्बन्धी नीति पर विचार करते समय हमें इस बात की सोचना होगा कि आखिर औद्योगिक उत्पादन के क्षेत्र में सरकार की प्राथमिकता क्या होनी चाहिए। पहले चर्चा बली थी कि छोटी कार पब्लिक सेक्टर में बने लेकिन योजना आयोग ने, जब डा० गाडगिल उसके उपाध्यक्ष थे, उसे उचित नहीं बताया। बाद में प्राइवेट सेक्टर में छोटी कारें बनाने का फैसला कर लिया गया। खुद औद्योगिक विकास मंत्री ने कुछ दिनों पहले कहा था कि

हम देश के सड़कों को चूँकि साधन सीमित हैं, छोटी कार बनाने पर खर्च नहीं कर सकते इसलिए छोटी कार पब्लिक सेक्टर में नहीं बनेगी, प्राइवेट सेक्टर में बन सकती है। क्या देश के साधनों के बारे में इस तरह का दृष्टिकोण अपनाना सही है? सवाल यह है क्या आज देश की कार की आवश्यकता है? यहां पर केरा सरकार से बुनियादी मतभेद है। हम बीच बंध और विलास की वस्तुओं का उत्पादन बढ़ाते जा रहे हैं जबकि 30 करोड़ लोग गरीबी के स्तर से भी नीचे का जीवन बिता रहे हैं। यह बात अगर सरकार कहे कि हम प्राइवेट सेक्टर में कार बनने दे रहे हैं, पब्लिक सेक्टर में बनने नहीं दे रहे हैं तो यह भी कोई आर्थिक नियोजन की पूरी तस्वीर सामने रखकर चलने का तरीका नहीं है। आखिर में एक नेशनल फैक्टर है, साधन हमारे पास मर्यादित हैं उन साधनों का उपयोग किम बात के लिए किया जाये? अभी चार करोड़ रुपये की एक वाच फैक्टरी का उद्घाटन किया गया है जो आटोमेटिक वाच बनायेगी। बम्बई-पूना में टेलिविज़न लगाया गया है जिस पर 75 करोड़ रु० खर्च होगा। . . . (व्यवधान) . . . बम्बई-पूना टी० बी० का उद्घाटन किया गया है और उस काम्प्लेक्स को विकसित करने के लिए 75 करोड़ नहीं सौ करोड़ रुपये की लायत भ्रान्त की सम्भावना है।

THE MINISTER OF STATE IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (SHRI I. K. GUJ-
RAL): I never like to interrupt my
hon. friend. But, I think, he gets his
figures wrongly.

MR. DEPUTY-SPEAKER: That is irrelevant.

SHRI ATAL BIHARI VAJPAYEE: That is not irrelevant.

MR. DEPUTY-SPEAKER: If you want to know how it is irrelevant, I will explain it. We are talking about the car policy. We are not talking about the television policy. That way, if you want to expand the scope of discussion, you might go into the entire economic policy of the Government. Time is very limited. I am drawing the attention of the hon. Member to it. When your remark has diverted the discussion and drawn another Minister into the discussion, that is not relevant here.

श्री अटल बिहारी वाजपेयी : मुझे बड़ा खेद है कि आप इस चर्चा को ठीक तरह से चलने देना नहीं चाहते हैं।

MR. DEPUTY-SPEAKER: But you are going into the broader economic policy matters.

श्री अटल बिहारी वाजपेयी : सवाल यह है कि हमारे नियोजन की प्राथमिकतायें क्या होनी चाहिए। . . (स्ववचन) . . मैं फिर कहूंगा अभी हिराबाद में सरकारी रेफ्रीजरेटर फैक्टरी है जो 'रेफ्रीजरेटर्स' का उत्पादन दुगना कर रही है जिसको कहा गया है कि ऐयर कूलर बनाओ—क्या यह सब पब्लिक सेक्टर में नहीं हो रहा है ? मैं जानना चाहता हूँ सरकार औद्योगिक विकास में देश को किस दिशा में ले जाना चाहती है। आज कौन कार खरीद सकता है ? बड़ी चर्चा हो रही है छोटी कार की लेकिन मैं ने उसको देखा हरियाणा में, वह बहुत छोटी नहीं होगी। अभी जो कारें बन रही हैं वह भी

काफी छोटी हैं। अब उससे भी छोटी क्या बनेगी। अगर यह हिसाब बताया जाये कि छोटी कार 11 हजार में मिल सकती है तो 11 हजार की कार हिन्दुस्तान में कितने खरीद सकते हैं ? कितने प्रतिशत लोग खरीद सकते हैं ? हमारा नियोजन किन लोगों के लिए चलने वाला है ? . . . (स्ववचन) . . .

जब प्राथमिकता तय करने का सवाल आयेगा तो फिर बम्बई में टेलिविजन की जरूरत होगी या गन्दी बस्तियों में रहने वालों के लिए पीने के पानी का प्रबन्ध करने की आवश्यकता होगी ? अभी तक हम सब लोगों को साइकिल भी खरीदने की क्षमता नहीं दे सके हैं लेकिन हम अपने सीमित साधनों को वैभव विलास की वस्तुओं पर खर्च कर रहे हैं। उपभोग के क्षेत्र में हम आधुनिकतम देशों की श्रृंखला में जा रहे हैं लेकिन उत्पादन के क्षेत्र में हमारी स्थिति बड़ी दयनीय है। जो लोग अपना जीवन निर्वाह करने के लिए भोजन नहीं जुटा पाते उनके लिए कार की आवश्यकता है या आवश्यकता बुनियादी प्राथमिक जरूरतों को पूरी करने की है ?

मैं आपका ध्यान दिसाना चाहता हूँ लोकसभा के चुनावों के बाद स्वयं प्रधान मंत्री जी ने कहा था, मैं उद्धृत कर रहा हूँ।

"Whatever resources are committed to luxury goods, it is not possible to convert them into commodities of mass consumption like transport or houses for the poor."

यह एक-सी-सी-आई-का उनका भाष- है। अब इस बुनियादी पब्लिक ट्रांसपोर्ट का विकास किया जायेगा। अभी मेरे मित्र श्री चन्द्र शेखर ने, जिनकी प्रगतिशीलता में कोई शन्देह नहीं हो सकता, जो कांग्रेस वर्किंग कमेटी के मेम्बर हैं, अपने एक लेख में कहा है कि आगामी पंचवर्षीय योजना में पब्लिक ट्रांसपोर्ट के लिए 250 करोड़ रुपये खर्चे गये हैं लेकिन सरकारी कर्मचारियों और अफसरों को कार खरीदने के लिए कर्जा देने के लिए 280 करोड़ रुपये खर्चे गये हैं। क्या यह 280 करोड़ रुपया इसलिए खर्चा गया है... (ब्यवधान)... मैं आपको सोर्स बता रहा हूँ मंत्री उसका खंडन करें।

SHRI B. R. BHAGAT (Shahabad):
It cannot be true.

SHRI SHYAMNANDAN MISHRA:
This came out in the Financial Ex-
press also:

श्री अटल बिहारी वाजपेयी : आप पता लगा लीजिये।

सवाल यह है कि पब्लिक ट्रांसपोर्ट का विकास करें या कर्मचारियों को कार खरीदने के लिए कर्जा देने के लिए उससे अधिक धनराशि निश्चित करें ? यदि मेरे आंकड़े गलत है तो मंत्री महोदय सही कर देंगे। मैं जानना चाहूंगा वह सही आंकड़े है या नहीं।

इस चर्चा में मासुति का काफी वर्णन हुआ है। मासुति हनुमान जी की मां का नाम है। पवनसुत के बारे में कहा जाता है वे चलते नहीं हैं उड़ते हैं या छलांग लगाते हैं। तो जो गुण पुत्र के बारे में हैं माता उनसे वंचित

नहीं हो सकती है। मासुति कार भी जिस तेजी से आगे बढ़ी है उससे लगता है हर मामले में वह छलांग लगाती है, सड़क पर नहीं चलती है। जिस गति से जमीन प्राप्त की गई, हम जानते हैं कि जमीन प्राप्त करने में कितनी कठिनाईयां होती हैं, अगर हरियाणा की सरकार किसानों के साथ घोखाधड़ी न करती, सारे नियमों को ताक पर न रख देती तो मासुति के लिए इस तरह से जमीन कभी प्राप्त नहीं हो सकती थी। जिन किसानों की जमीन ली गई है वे किसान खुद कहते थे कि 11,000 रु० एकड़ के हिसाब से हमारी जमीन ले ली गई जबकि बगल में जमीन 40 हजार एकड़ के हिसाब से बिक रही है। उन्होंने इस आशय के एफिडेविट भी दिये हैं। हमारे साल्वे जी कहते हैं कि किसानों के लिए अदालत का दरवाजा खुला हुआ है। लेकिन क्या उन्हें मालूम है कि किसान शिकायत करते हैं कि उनको घमकियां दी जा रही हैं कि अगर अदालत का दरवाजा खटखटाओगे तो तुम्हारे लिए हमारे राज्य में रहना मुश्किल हो जायेगा ?

श्री सत्यपाल कपूर (पटियाला) : कुछ तो अदालत गये हैं, बाकी को आप ले जाइये।

श्री अटल बिहारी वाजपेयी : कुछ गये हों या न गये हों, आप कुछ नहीं करेंगे, आप मासुति की वकालत करेंगे।

मैं यह भी कहना चाहूंगा कि केवल जमीन की प्राप्ति में धांधली का सवाल नहीं है।

एक सालबीह सबस्य : आप बिड़ला जी की बात कह रहे हैं ।

श्री अटल बिहारी वाजपेयी : आप लोग बिड़ला की गोद में बैठने वाले और बिड़ला जी की कृपा से इस सदन में आने वाले, इस तरह की बातें क्यों कर रहे हैं ?

अभी यह तर्क दिया गया कि खासी मासित को सेक्टर आफ इंडेंट नहीं दिया गया, और भी ले सकते हैं और कार बना सकते हैं । जब उनकी रोडवर्दीनिस प्रकाशित हो जायेगी तो उनको भी लाइसेंस मिल जायेगा । क्या मेरे मित्र श्री काल्मे को मालूम है कि एक आइवेंट फर्म लगातार लिख रही है कि रोडवर्दीनेन की शर्तें क्या हैं, वह जहाँ उनको बतलाई जायें । लेकिन उसमें कहा जा रहा है कि अभी वह शर्तें आपको नहीं बतलाई जायेंगी । पहले आप कार बनाइये, फिर हम देखेंगे कि वह हमारी शर्तें पूरी करती है या नहीं । क्या यह आपत्तिजनक नहीं है ? आप चाहते हैं कि प्राइवेट पार्टीज़ छोटी कार बनायें तो रोडवर्दीनेम की शर्तें घोषित कर दीजिये, कि प्राइवेट पार्टीज़ उनके हिसाब से कारे बनायेगी । मगर अभी तक रोडवर्दीनेम की शर्तें नहीं बतलाई गई हैं । कारण यह है कि शर्तें वही होंगी जो मासित पूरी करेगी । इसी लिये शर्तों को खोला नहीं जा रहा है । मैं चाहता हूँ कि मंत्री महोदय इसका स्पष्टीकरण करें । रोडवर्दीनेस के बारे में अभी तक को पब्लिक घोषणा क्यों नहीं की गई ?

दूसरी बात यह है कि जिस तेजी से मासित लिमिटेड की स्टील्स प्राप्त हुआ है, 6,000 टन, वह भी संयुक्त में सरकारी कुर्सी और कुर्सी का नमूना है । अगर सरकार इसकी तेजी से काम करने लगे तब तो हमारे देश में समस्याओं के हल होने में कोई कठिनाई नहीं होगी, लेकिन ज़रूरों के बारे में यह तेजी नहीं दिखालाई गेली । मैंने कहा कि यह मासित है । यह छलांग लगाती है । यह एक दफ्तर से दूसरे दफ्तर लांच कर जाती है, वह एक नगर से दूसरे नगर को पार करती है । कोई मंत्रालय इसमें बाधक नहीं बन सकता । किसी मंत्री की हिम्मत नहीं है कि कोई आपत्ति उठा सके । कोई राष्ट्रीयकृत बैंक इसे ऋण देने से रोक नहीं सकता क्योंकि वह किनी और शक्ति के बल पर चलता है ।]

मैं यह भी जानना चाहूंगा कि क्या यह सच है कि मासित लिमिटेड को अभी तक 35 रक कोयला दिया गया है । मासित लिमिटेड में एक भट्ठा है । अगर मंत्री महोदय को जानकारी न हो तो वह जानकारी प्राप्त कर ले ।

एक मासनीय सबस्य : कोयला कोई कंट्रोल कम्पोजिटी नहीं है ।

श्री अटल बिहारी वाजपेयी : उस पर कंट्रोल नहीं है लेकिन कोयला मिलता किनको है ? मुझे मालूम है कि कंट्रोल रेट पर कितना मिलता है, और जितना कोयला मासित लिमिटेड को अभी तक दिया गया

है—35 ईक—उतना तो चायद 100 साल में ईट बनाने में खर्च नहीं होगा। क्या उन से कुछ पता लगाया गया कि उन की वास्तविक आवश्यकता क्या है ? फिर उन्हें इतना अधिक कोयला क्यों दिया गया ?

इतनी ही बात नहीं है। अगर आप गुडगांव को टेलीफोन करें तो उस के लिये आपकी एक्सचेंज का सहारा लेना पड़ेगा, मगर दिल्ली से माशति लिमिटेड तक टेलीफोन की सीधी लाइन है। आप जब चाहें टेलीफोन कर सकते हैं।

एक और छोटी सी चीज है। आप कभी उस सड़क पर जाइये। दिल्ली से लेकर वह सड़क चौड़ी की गई है, मगर वही तक चौड़ी की गई है जहां पर माशति लिमिटेड का भवन है, जहां उनकी फैक्ट्री है। उसमें आगे सड़क चौड़ी नहीं की गई। मैं मानता हूं कि यह छोटी छोटी बातें हैं। मगर यह छोटी छोटी बातें

श्री संजय दुसैन खा (गड़गांव) : टेलीफोन लाइन शानी जावर मे भी है और दूमरी फैक्टरियों में भी है। सड़क दिल्ली से जबपुर तक है।

श्री मदन बिहारी बाजरेबी : मुझे मालूम है, मैं रोज टेलीफोन करता हूँ।

कोई नीजबान पुरुषार्थी बने, कोई नीजबान अपने परिश्रम से कारखाना खड़ा करे, इसमें कोई आपत्ति नहीं हो सकती, लेकिन क्या कोई इस बात से इनकार कर

सकता है कि जिन लोगों ने पूजी लगाई है उनकी पूजी लागत से ज्यादा हो रही है ? क्या वह इसलिये ज्यादा नहीं हो रही है कि वह नीजबान प्रधान मंत्री के सुपुत्र है ? इस देश में पुरुषार्थी नीजबानों की कमी नहीं है, मगर उनमें से कोई कार बनाने का कारखाना नहीं खोल सकता क्योंकि किसी को प्रधान मंत्री के घर में जन्म लेने का सीमाव्य प्राप्त नहीं हुआ। लोग क्यों पूजी लगा रहे हैं ? क्योंकि जो लोग पूजी लगा रहे हैं उनके पूजी लगाने से उनके सरकार द्वारा और जगह लाभ पहुंचाया जा रहा है। जो डाइरेक्टर हैं उन्हें कारखाना खोलने का लाइसेंस दिया जा रहा है। उत्तर प्रदेश में एक लाइसेंस दिया गया है प्राइवेट उद्योगपति को जिन्होंने इसमें पूजी लगाई। इसी प्रकार रौनक 'मह' को भी लाइसेंस दिया गया है। क्या यह प्रधान मंत्री के पद का प्रभाव नहीं है ?

इस चर्चा का उद्देश्य किसी को प्रतिभा को धूमिल करना नहीं हो सकता।

श्री सतवान कपूर : और क्या हो सकता है ?

श्री मदन बिहारी बाजरेबी : लेकिन अगर कुछ काम ऐसे हैं जिनसे प्रतिभा धूमिल होती है तो कोई रोक नहीं सकता। वह माशति लिमिटेड नहीं है, वह करप्शन अनलिमिटेड है। इस शताब्दी का सब से बड़ा धोटावा है, प्रधान मंत्री की प्रतिभा को कलंकित करने वाला मामला। मैं इसको मयक्षने में समर्थ हूँ। प्रधान मंत्री को अपनी जनता का विश्वास प्राप्त है, इतना

[श्री छटल बिहारी वाजपेयी]

उनका प्रभाव है, अगर एक पुत्र के छोटे से कारखाने के लिये आज उन्हें लोगों को अपने ऊपर उंगली उठाने का मौका दिया है। यह मां की ममता नहीं है, सार्वजनिक जीवन में जो मर्यादा कायम करनी चाहिये उस मर्यादा से सहमत न होने का नमूना है। जिसके हाथ में शासन की सत्ता होगी, उस को इस बात की चिन्ता करनी होगी कि किसी को भी उंगली उठाने का मौका न मिले। पुत्र के साथ न्याय करना पड़ेगा। यहाँ न्याय ही नहीं हो रहा है यहाँ तो पुत्र को माँ के बढ़ाने के लिये सारे नियम कायदे ताक पर रख कर उनको लक्ष्मी में मंडित करने की कोशिश की जा रही है।

SHRI R. V. SWAMINATHAN
(Madurai): Is it crime to have such
an intelligent son?

SHRI H. K. L. BHAGAT (East
Delhi): How can Mr. Vajpayee answer
it?

श्री छटल बिहारी वाजपेयी : यह उतना
छोटा सवाल नहीं है। और देशों में यह
अपराध नहीं है, वहाँ ऐसा होता है, लेकिन
भारत में यह नहीं चल सकता।

संसदीय कार्य तथा नौजवान और परि-
वर्धन मंत्री (श्री राधा बहादुर) : वाजपेयी
मर्यादा से नीची बात कर रहे हैं।

श्री छटल बिहारी वाजपेयी : मैं
मर्यादा से नीची बात कर रहा हूँ।
मर्यादा से नीचा आचरण किया गया है
मेरी और आपकी राय अलग हो सकती है।

भाज भी-मौका है कि जो श्री वाजपेयी
इस सम्बन्ध में हुई हैं उनके बारे में जांच
कराना आप स्वीकार कर लीजिये। मुझे
इस नौजवान के खिलाफ कुछ नहीं कहना
है। मैंने उसे देखा तक नहीं है। लेकिन
इससे कोई इन्कार नहीं कर सकता कि आज
जिस तरह से फैक्ट्री खड़ी की जा रही है
उसमें प्रधान मंत्री के पद का, उनकी प्रतिष्ठा का,
उनके प्रभाव का दु पयोग हुआ है। वह
करना चाहती है, ऐसा मैं नहीं कहता।
लेकिन जो लोग इस फैक्ट्री को बनाने में
मदद दे रहे हैं वह बाहर उनके प्रभाव का
लाभ उठाना चाहते हैं। यह कोई अच्छी
परम्परा नहीं है। इससे प्रधान मंत्री की
प्रतिष्ठा कोई बढ़ने वाली नहीं है।

श्री एच० क० एल० जगत : अभी जब
मैंने वाजपेयी जी के भाषण को सुना जो
उन्होंने कार बनाने की नीति के बारे में
दिया है तो मुझे उनके व सारे भाषण याद
आ गये जो उन्होंने चुनाव के दौरान में दिये
थे। जो कुछ उन्होंने आज हाउस में कहा है
आम तौर से वही कुछ उन्होंने मोटे तौर पर
चुनाव के दौरान पर भी आम सभाओं में
कहा था। उस उक्त उसका जवाब हिन्दुस्तान
की जनता ने दे ही दिया था। वाजपेयी
जी इन्कार नहीं करेंगे कि एक नारा हिन्दुस्तान
की जनता को चुनाव के दौरान में दिया
गया था और वह लगा भी था। उनके
भाषण को सुनकर जनता ने वह
नारा लगाया था और उस नारे के
बारे में उनकी मान्य ही है। दिल्ली में भी

यह नारा सुना गया था। लाखों की तादाद में जनता ने लगाया था। वह नारा था बेटा कार बनायेगा मा सरकार बनायेगी। मैं उनको बतलाना चाहता हूँ कि मा ने सरकार बना दी और बेटा कार बनायेगा और बाजपेयी जी भाषण देते रह जायेंगे। यह नारा हिन्दुस्तान के कोने कोने में चुनाव के दौरान लगा था और लाखों लोगों ने यह नारा लगाया था। लेकिन उम नारे के साथ साथ यह भी नारा लगा था कि बाजपेयी जी क्या करेंगे, बाजपेयी जी बेकार बनायग।

उपाध्यक्ष महोदय उनके भाषण को सुनकर मुझे बड़ा ताज्जुब हुआ। उन्होंने कहा कि मावति छत्राग लगा रही है। लेकिन मुझे लगा कि बाजपेयी जी इतनी बड़ी छत्राग लगा गये कि वह उपोत्तिर्म्य बसु जी के स्तर पर पहुँच गये। मुझे इनसे यह आशा नहीं थी। मेरे दिमाग में यह था कि वह उस स्तर पर नहीं जायेंगे। लेकिन आज वह चले गये।

उनकी दलील यह है कि इनमें प्रज्ञान मंत्री का इमेज खराब होना है। मैं पूछना चाहता हूँ कि कितनी नजरों में खराब होना है? आपको नजरों में श कभी अच्छा था ही नहीं। जनता का जहाँ नरु मन्द है उनका नजरों में पहले भी अच्छा था आज भी है और कब भी रहेगा। आपको बाना से यह बिगड़न वाला नहीं है।

बसु जी ने मैं प्रोग मती का जिक्र किया। आपको पता लग ही गया होगा सारा उनका भाषण सुनने के बाद कि कौन

मैन है और कौन मकी है। जनता का कहना है कि हिन्दुस्तान में कारों की कमी है ग्राम लोगों का कहना है कि कारें कम बन रही हैं लोगों का कहना है कि चाहे सरकार की जिम्मेदारी हो या किसी और की लेकिन कारें जो बन रही हैं वह निकम्मी हैं, बिडला बनाते हैं या जो भी बनाते हैं निकम्मी कारें बनाते हैं कीमत अधिक है कारें ज्यादा होनी चाहिये। जनता बिडला और कार बनाने वालों के खिलाफ बोलती है और कहती है कि और कारें बनाओ सस्ती बनाओ छोटी बनाओ लेकिन बाजपेयी जी न बिडला के खिलाफ बोलते हैं और न ही बसु जी बिडला के खिलाफ बोलते हैं, दोनों ही सजय के खिलाफ बोलते हैं। अब कौन मैन है और कौन मकी हैं इसका आप स्वयं पता लगा सकते हैं। कौन बिडला की बात बोल रहा है इसमें आपको पता लग ही गया होगा। मैं कोई गुस्साखी वाली बात नहीं कहना चाहता। मैं समझता हूँ कि बसु जी की बिडला की आवाज है। उनकी आवाज किसानों का आवाज नहीं है, जनता की उन्होंने चर्चा नहीं की है लेकिन उनकी आवाज बिडला की आवाज है, सम्मायेदारों की आवाज है, बैस्टिड इटरेहट की आवाज है। इसी तरह से बाजपेयी जी की भी है।

मैं बसु जी को याद दिलाना चाहता हूँ कि जब बैस्ट बगाल में मार्किट्स को हकूमत थी तब वहाँ बताये कि बिडला से किससे मुनाफ़ानें की थी, बिडला को किसने फैंसिलिटीय दी थी, उनकी फैंक्टरी को किसने प्रोटेक्शन दिया था। हिन्दुस्तान मोटर्स के कारखाने में वर्कर्स से ओवर टाइम लिया

[श्री एच० क० एल० भगत]

जाला या धीरे वहां की मार्किट्स सरकार ने बिड़ना मोटर्स को मदद की बर्तन के खिलाफ । मैं समझता हूँ कि बमु जी की भाषा के पीछे सरमायेदारों की, कैपिटलिस्टों की लाबी बोल रही है ।

MR. DEPUTY-SPEAKER: If hon. Members do not like something which is said by the hon. Member who is speaking, they can definitely intervene, but they cannot just go on shouting at him all the time....

SHRI MADHURYYA HALDAR (Mathurapur): I would like to know whether he is talking relevant or not.

MR. DEPUTY-SPEAKER: It is an unparliamentary practice to do so.

श्री एच० क० एल० भगत : इनको जो जवाब देना है बाद में दें ।

तीन बार बार्ने कही गयी है । बाजपेयी जी ने कहा कि प्रायोरिटीज बननी चाहियें । क्या कार प्रायोरिटी नहीं है ? मैं बाजपेयी जी से जानना चाहता हूँ कि कि क्या इसी सदन में खड़े होकर उनकी पार्टी ने बार-बार यह नहीं कहा है कि कारों की कमी है और कारें भी बननी चाहिये ? आज जब भारत मोटर्स की तरफ से कारें बनने जा रही हैं, छोटी कारें बनने जा रही हैं तो क्या आप यह कहना चाहते हैं कि कारें न बनें । इसके माने सीधे हैं कि आप यह चाहते हैं कि बिड़ना की निक्कमी करें बनती चली जायें और कोई दूसरी कार न बनें । (इंटरप्लॉय): जगद आपनो बिड़ना का नाम बुरा लगता है तो नहीं सुना ।

यह कहा गया है कि जमीन एक्वायरर की गई है और एक्वायरर करके उनकी एलाट की गई है जानना चाहता हूँ कि भारत के कौन से हिस्से में बड़े से बड़े इंडस्ट्रियल कम्पैक्स के लिये जमीन एक्वायरर करके एलाट नहीं की गई ? यह भी कहा गया है कि जमीन अधिक दी गई है । मैं कहना चाहता हूँ कि जब बड़ा कारखाना है बड़े मकसद के लिये जमीन एलाट की गई है एक्वायरर करके बड़े काम के लिये की गई है तो क्या ज्यादा नहीं दी जानी चाहिये थी ? यह भी कहा गया है कि ग्यारह हजार रुपये एकड़ के भाव पर दी गई है । मैं समझता हूँ कि बाजपेयी जी को मानूम हो है तथा और लोगों को मानूम है कि दिल्ली जो शहर में जो लैण्ड एक्वायरर की गई और जिस के ऊपर आप और हम लोग रहते हैं जिस पर बिनिडज बनी हुई है नई और पुरानी वह भी किसानों से तीन पैसे गज पर ली गई थी । हिन्दुस्तान में जोसियो जगह जमीन एक्वायरर की गई है समय समय पर । आप यह भी जानते हैं कि एक्विजिशन के खिलाफ लोग अकसर अदालतों में जाते हैं उसको चैनेज करते हैं ज्यादा कम्पेंसेशन लेने हैं । हजारों केसिस कोर्ट में पेडिंग हैं । हर प्राइमी जिसकी जमीन को एक्वायर किया जाता है वह कोर्ट से जा सकता है, चैनेज कर सकता है, अपील कर सकता है, हाई कोर्ट में जा सकता है, रिट के लिए जा सकता है । वह जानता भी है और ज्यादा से ज्यादा कम्पेंसेशन लेना भी चाहता है । इस केस में भी उन्होंने एक्विजिशन को चैनेज किया, क्या यह सही नहीं है ? बेरिट के लिये गये नहीं ? सारी बात गलत हो गई यह कहना ठीक नहीं है ।

जो रिट के खिन्ने गये वह जामाऊ है या नहीं इसको कांस्ट को तय करवा होना है। जो कानून आपका और हमारा बनाया गया है उसको कांस्ट तय नहीं करेगी तो कौन करेगा ? सबसे शर्म छात्रोबीशन के नेता हुमे कहते हैं कि कोर्ट की मानो कोर्ट की मानते कोर्ट की माने । भय है कोर्ट की बात कर रहे हैं ।

बाजपेयी जी ने कहा कि कोयला दिया गया । जहा कारखाना बनना है वहा उनको कोयला न दिया जाय क्या ? क्या पानी उसकी जगह दिया जाय ? आप सोचें और इसका जवाब दें । ज्यादा कोयला दे दिया गया यह भी कहा गया है । मारुति तो पता नहीं कि छानाग लगा रही है या नहीं लेकिन बाजपेयी जी छानाग लगाते लगाते इतनी छानाग लगा गये और इतना धागे बढ गये कि भाग कर श्री ज्योतिर्मय बसु के पास चले गये ।

यह भी कहा गया है कि उनको स्टील दिया गया । मैं जानना चाहता हू कि कार स्टील से नहीं तो क्या कामका से बनती है ? अजीब अजीब बाने यहा कही गई हैं ।

मैं समझता हू कि बाजपेयी जी को बाकफियत नहीं है और इसलिये वह कई बातें गलत कह गए । उन्होने कह दिया कि उनको डाइरेक्ट लाइन मिली हुई है । उनको मालूम नहीं है कि वहा गुडगाव मे डाइरेक्ट लाइन और भी बज्जुमार लोगो के पास हैं और उस वकत से है जिस समय माबति बनी नहीं थी ।

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लोगो को छोटी कार की जरूरत है लोगो की मांग है कि वह बननी चाहिये । अब जब बनने लगी है तो वे कहते हैं कि नहीं बननी चाहिये इसलिये कि सज्ज गांधी बना रहे हैं । बसु जी ने बड़ी दिलचस्प बात कही । उन्होने कहा कि सज्ज गांधी के पास 748 रुपया ही था । कैसे वह इस पैसे से इतना बड़ा कारखाना लगा रहे हैं । अगर बसु जी के लाजिक को माना जाए तो कारखाना तो सिर्फ बिडला ही लगा सकता है, और कोई नहीं बना सकता है, कैपिटल मोबिलाइज करके कोई दूसरा कारखाना नहीं लगा सकता है । श्री बसु स्वयं सोचें कि कौन इस तरह से दूसरा काम कर सकता है ।

यह भी कह दिया गया कि कुछ लोग जो उनके साथ हैं उनका कोई एक्सपर्टिजन हुआ है । पिछले चार सालों में पता नहीं कितने लोगो को एक्सपर्टिजन लाइसन्स के मिले हैं । सवाल यह है कि जिन लोगो की इस कारखाने मे हिस्सेदारी नहीं है, उन का एक्सपर्टिजन कैसे मिल गया । मुझ नहीं मालूम है कि किसको मिला है, लेकिन सिर्फ इस बिना पर यह कह देना गलत है कि सरकार उन की मदद कर रही है ।

कहा गया है कि 26 लाख, या कितने लाख—श्री नाहाटा ने फिगर बताई है—रुपया बैंक ने दिया है । क्या गजब कर दिया है । मेरे दोस्त 26 लाख की चर्चा करते हैं । व यह क्यों नहीं बताते हैं कि इतने सरमायेदारों ने, जिन की बोलिया व बोम रहे हैं बैंको से करोडो रुपये लिये हुए हैं । (अवधान)

[श्री एच० के० एल० भगत]

जब कार के मैन्युफ़क्चर की नीति पर बहस हो रही थी, तो हम आशा करते थे कि अपोजीशन के नेता इस नीति के बारे में कुछ कहेंगे। लेकिन कार की नीति पर बहस नहीं हुई। उन्होंने भारत पर बहस करनी शुरू कर दी। मेरे भाई कभी नागरवाला की गर्दन पर सवार होने की कोशिश करते हैं—जिन्दा पर भी और मरे हुए पर भी, उन्होंने मरे हुए की भी नहीं छोड़ा, (ध्वजवाहन) कभी वे कोई और इस्सू ले आते हैं, (ध्वजवाहन)....

MR. DEPUTY-SPEAKER: Order, order. I want to draw the attention of the hon. Member there; once or twice you can intervene, not this kind of shouting; this is not right. This is not the way to behave in the House; this is disorderly behaviour.

श्री एच० के० एल० भगत : उपाध्यक्ष महोदय, मैं यह धर्र कर रहा था कि व कभी एक बात पकड़ कर ले आते हैं और कभी दूसरी, जिन के पीछ कोई बनियाद नहीं होती।

मेरे भाई, श्री ज्योतिर्मय बसु, ने कहा कि प्रधान मंत्री को इस्तीफा दे देना चाहिये। हम पार्लियामेंट के मेम्बर हैं और हमारे कुछ प्रिविलेज हैं। हमारा यह प्रिविलेज है कि हम इस हाउस में जो चाहें कह सकते हैं। लेकिन हम यह एक्सपेक्ट करते हैं कि हम पार्लियामेंट की मेम्बर की हैमियत से यह बात कहे, जो रेसपासिबल हो, जो पूरी तरह से बेड हो, जिसके बारे में हमारे पास सबस्टान्सल एविडेन्स हो, जिसको हम सबस्टान्सिएट कर सकते हो। यह ताज़्जुब की बात है कि

श्री ज्योतिर्मय बसु जो चाहें, जिस वक़्त चाहें, जिस तरह की भी बात हो, जिसके पीछ कोई सबूत न हो, जो इरेस्पॉसिबल हो, तलत, बेकार, बेमानी और बेबुनियाद हो, हर बात को इस हाउस में कह देते हैं। इस हाउस के प्रिविलेज का भगर कोई मिसयूज करता है, तो श्री ज्योतिर्मय बसु करते हैं। डेमोक्रेसी की डिसेंसी मांग करती है कि उनको इस्तीफा दे देना चाहिये—ही मुंड रिज़ाइन। इस तरह बिना फाउंडेशन के, बेबुनियाद, इल्जाम लगाना मुनासिब नहीं है।

संजय गांधी की बदकिस्मती कहां या खुशकिस्मती कहां कि वह प्राइम मिनिस्टर के पुत्र हैं।

SHRI JYOTIRMOY BOSU: On a point of order. Almost every day the Chair has ordered that something should be expunged because it is considered to be improper and undignified. Mr. Bhagat has been saying that whatever I say is *ghalat*. That is very irresponsible. Only a *chamcha* like him . . . (Interruptions).

MR. DEPUTY-SPEAKER: Order, order. My understanding of *ghalat* is untrue. It is not unparliamentary.

श्री एच० के० एल० भगत : मैंने जान-बूझ कर "झूट" नहीं कहा, "गलत" कहा है।

संजय गांधी की शायद बदकिस्मती है कि वह प्राइम मिनिस्टर के पुत्र हैं। लेकिन हमारी बदकिस्मती है कि यहा इस हाउस में श्री ज्योतिर्मय बसु हैं। अभी कहा गया कि वह प्राइम मिनिस्टर के बेटे हैं। मैं कुछ नेताओं के नाम ले सकता हूं, लेकिन मुझे

इसकी प्राप्ति नहीं है। प्राइम मिनिस्टर के इस पुत्र ने कई साल दिल्ली के एक छोटे से बर्क शाप में दिन-रात काम करके इस माडल को डेवलप किया है। बताइये कि मेरे द्राप के बेटे ने क्या किया है।

मेरा कहना यह है कि जो कुछ भी श्री बाजपेयी ने या श्री ज्योतिर्मय बसु ने कहा है,

That is only a cheap, propaganda stunt which has not befooled the people and people were not befooled by them. I am sure that they will not be befooled now.

MR. DEPUTY-SPEAKER: Shri Piloo Mody.

SHRI G. VISWANATHAN rose—

MR. DEPUTY-SPEAKER: I will call you. I called Mr. Piloo Mody as he made a special request because he has to go unless you have any objection to it. Do you?

SHRI G. VISWANATHAN: If he is really going, then I will yield.

MR. DEPUTY-SPEAKER: Do you want to speak?

SHRI G. VISWANATHAN: Yes.

SHRI PILOO MODY rose—

MR. DEPUTY-SPEAKER: Just one minute. We have varied the timing of the House once in view of the—

SHRI PILOO MODY: Could you not make this after my speech so that I do not miss my trend?

MR. DEPUTY-SPEAKER: All right.

SHRI PILOO MODY: Considering that Mr Sanjay Gandhi has now worked day and night in a workshop, it is only befitting that he being the only man in this country who has

done any work, he should be given the Padma Bhushan or something.

When I hear the debate such as I have heard today, particularly when I hear the people whom I happen to know outside the House a little better than I know them inside the House, when I hear them come and defend something in the language that they use, I really begin to wonder whether this country can ever make progress.

We were fortunate enough to have Mr. Amrit Nahata speak the truth accidentally when he said that after 25 years the Government of India had not developed a policy on transport or on cars. It is quite right. They have not developed a policy; not only that: if this Government continues, I assure you that it will not develop a policy in future either, because the Government of India makes its policy to suit them,—that is, the Congress party—from moment to moment.

If you will just recall, originally the small car was going to be made in the private sector. Worldwide tenders were invited by at least seven companies and seven or a dozen collaborators came forward. At that time, Mr. Sanjay Gandhi also got an idea that making a small car must be easier than making a big car and so thought, "Why should I not have a shot at it?" So, the idea of a small car being made by Mr. Sanjay Gandhi happened to be broached at that time

Now, the Government had to wriggle out of the fact that they had agreed to something like a dozen tenders being invited on which lakhs of rupees were spent. So, all of a sudden, a policy decision emerged, that a small car will be made only in the public sector; that is to wash away five years of hankering for a small car which, they had agreed, should be made in the private sector. So, their first chapter was closed by a policy deci-

[Shri Piloo Mody¹

sion of the Government that it will be made only in the public sector.

When the idea came that there was going to be a car in the public sector, several tenders again started flowing in from people who wanted to make this car in collaboration with the Government of India, but now, the policy had to change again because under no circumstances could Mr. Sanjay Gandhi have made the car had the Government policy continued as announced. So, the Government of India had to revamp its policy and come to the conclusion that the small car which had at one time agitated everybody's mind—because a Janata car must be provided for the Janata so that the Janata vote can be collected—was dropped as the top-priority of the pyramid to the bottom, as a low priority item. Therefore, "it must not be made in the public sector and let us push it back into the private sector."

In the private sector, any idiot knows that a man who works night and day in a mechanical workshop cannot manufacture a car.

AN. HON MEMBER: Who said?

SHRI PILOO MODY: I am telling you. (Interruption).

SHRI R. V. SWAMINATHAN. He is talking about idiots.

MR DEPUTY-SPEAKER: Does it mean you describe yourself?

SHRI PILOO MODY: Even General Motors needs hundreds of ancillary manufacturers so that they can put together a car, which I am told does not work too well, because most automobiles are poorly made products. But the funny thing is—when this car was sanctioned after the Government changed its policy and dropped it to lower priority and shoved it back into the private sector so that Mr. Sanjay Gandhi could be given a licence—that the condition then was not one iota of foreign exchange will be spent and it will be a totally indigenous car. It is from his very desk I asked Mr. Dinesh Singh when he was minister, "Are you

sure that the licence that is being granted will not permit ancillary manufacturers to enjoy foreign exchange licences, so that Mr. Sanjay Gandhi can turn round and say, 'I got my little spare parts from Mr. Salve. It is Mr. Salve who got Rs. 25 lakhs worth of import licence, with which I am not at all concerned; I am only concerned with buying my spare parts from Mr. Salve!' " Mr. Nahata will have another ancillary; Mr. Bhagat will have a third ancillary. But all the licences will be in the name of the Bhagats, the Salves and the Nahatas and none in the name of Sanjay Gandhi. So, a policy decision had to be made by the Government of India that no foreign exchange will be necessary to manufacture this car. Some other automotive geniuses all over the country who really thought they could make a car were also given little letters of intent, because after all you have to make things look good. But they found there was a foreign exchange content in those licences—10 or 15 or 20 per cent—and the Government's decision said, with all the sanctimonious humbug that these gentlemen could muster, no foreign exchange will be permitted to manufacture the small car.

The situation as I understand it today is that Mr. Sanjay Gandhi was provided land by the Government, which has been discussed in minute detail. A tractor company has been over-licensed to manufacture tractors in India, because they have developed a body for a car in Australia and that body tooing will be bought as part of the licence. I am told a scooter company has developed a motor which has also been overlicensed so that they will supply motors. Ultimately Mr. Sanjay Gandhi will put the lock on it and probably that would be the only thing on the car that would not work.

It is rather amusing that this car which is supposed to be the product of an automotive genius was going from the Maruti factory to the exhibition and it so happened that my wife happened to be passing by. She found that this car was stalled and there

were three mechanics under the car with their legs sticking out. She went to the airport and on her way back she found that six legs were still sticking out from under the car! When I am forced to buy one of those cars, because all these gentlemen are going to be forced to buy one, I hope at least a couple of them will have the decency to come and hold it up for me while I get into it!

It is all right. Umpteen things like this are happening in this country for some consideration. To give a fuller account of it, my friend Shri L. N. Mishra can give it to you. When millions of things like this are happening in the country, why should not the Prime Minister's son also indulge in the same thing? I do not think that the law should be different for all the other crooks and the law should be different for just one person because he happens to be the Prime Minister's son. This sort of discrimination I do not believe in. I think that since the Government of India is being run in this dishonest, hypocritical, sanctimonious, corrupt manner, let Shri Sanjay Gandhi also be given the benefit of such a society. Why should he not be? If the Jains, Dalmas and all these people have reaped the benefit of such a society, why not Shri Sanjay Gandhi? And if the Prime Minister's self-respect and dignity are not hurt by it, who am I to say that she should have any? The only thing I want to tell you, particularly my friends over here, is that the price of favours and the price of office can be too high.

MR DEPUTY-SPEAKER: Let me regulate the business of the House. We have already once varied the timing of the business of the House. We have fixed 4 O'Clock for taking up Private Members' business. But that does not appear to be possible now. I still have with me three speakers from the opposition and some speakers from the Congress Party. The Minister is yet to reply and he has told me that he will require half an hour. Then the mover of the motion will

have to reply. Of course, we are in the hands of the House. We cannot just be too technical and mechanical in this matter. Even so, we have to fix some time.

SHRI VIKRAM MAHAJAN: Let us move for a closure.

MR. DEPUTY-SPEAKER: I would like to have the sense of the House. If the time for this debate has to be extended, we have to fix some time. Can the Minister of Parliamentary Affairs say something.

SHRI RAJ BAHADUR: We should finish it by 5 O'Clock. That would be better.

MR. DEPUTY-SPEAKER: Very well. If we have to finish it by 5 O'Clock, the Minister would require half an hour. How much time does Shri Basu require?

SHRI JYOTIRMOY BOSU: Half an hour.

MR. DEPUTY-SPEAKER: That will mean one hour. There are four speakers from the opposition side and they would like their point of view to be heard.

SHRI VIKRAM MAHAJAN: Let us take it up after the Private Members' business.

MR DEPUTY-SPEAKER: Let us be realistic. Shall we put it at by 5.30 P.M

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): You may call one more member from the opposition side and then give me the chance. After all, there is Shri Bosu who can out-do everybody. He can cover all points.

MR DEPUTY-SPEAKER: There are parties which are listed here and every party has its own spokesman. Whenever there is any debate, they

[Mr. Deputy-Speaker]

will have to be given an opportunity. Unless they agree to withdraw, I cannot give time to somebody and not to somebody else. I think 5.30 would be quite realistic. I would request the speakers not to take more than ten minutes. Otherwise, we cannot finish by 5.30 P.M.

16.00 hrs.

SHRI R. D. BHANDARE (Bombay Central): Mr. Deputy-Speaker, Sir, I have heard the speeches from the Opposition side and I am really surprised and shocked as to what extent they can be at a tangent with the proposition before the House. Mr. Vajpayee is going but I am going to quote his partymen as to what extent they have supported the proposition of small car in the previous debates.

As I said, the proposition before the House is totally different from the discussion that has taken place. All the leaders of Opposition have concentrated on one individual only. I am really surprised how they can go to the extent and lower themselves, degenerate their sense of proportion, in criticising one individual while the proposition deals with the policy itself.

I want to raise two serious questions. One is whether the present supply of automobile cars is enough to meet the demand of the people, the middle-class people, of this country. The second question is whether it is not advisable to manufacture at the lowest cost and, at the same time, encourage the growth of indigenous local Indian talent without requiring imports, capital goods or foreign exchange. These are the two questions which, I hope, Mr. Jyotirmoy Bosu will answer.

Dealing with the question of priority, both Mr. Vajpayee and Mr. Piloo Mody have raised the question of priority. I would like to ask them as to what priority under the planning has been given to the production or manufacture of car. They are under

a wrong impression or presumption that the manufacture of small car has been given the top priority. It is a wrong notion they are entertaining. Therefore, their minds must be disabused of that. The priority to the manufacture of small car has been given its due place, not the first or the second or the third priority. The production of essential goods to meet the needs of the people has been given the first priority. Therefore, it is wrong to suggest that the manufacture of car has been given the first priority or the higher priority.

In this connection, I do not know whether the Jana Sangh party has changed its policy. I do not know whether Mr. Vajpayee has lost the memory that, in 1964, when the question of manufacture and fixation of prices of cars was taken up, Mr. Bade took part in the debate and, on behalf of the Jana Sangh party, he said this. I would read out only three propositions from the whole of his speech. He said:

“पापुलर कार बने, छोटी कार बने, जिस की बार बार मांग की गई है और जिस का अभी तक कोई सन्तोषजनक उत्तर नहीं मिला है। इस के लिये सरकार को गम्भीरता से विचार करना चाहिए और यह कार सुलभ होनी चाहिए।”

This is proposition No. I. I am quoting from the Lok Sabha Debates, Third Series, 1964, p. 3425.

The second proposition that he advanced is:

“रोग केवल यही है कि गिन गिनती के अग्रे बढ़ते-बढ़ते कारों की मांग बढ़ती जा रही है, इस को खत्म करना चाहिए। दूसरे कारखानेदार जो कार बनाना चाहते हैं इस क्षमता में आने चाहिए। इन के कम्प्लीटेशन में आने चाहिए, उन को अपने मौका देना”

बाहिए कि वे इम्प्लीमेंटेशन में द्रा सके। यदि ऐसा किया गया तो कार के दाम कम हो सकते हैं। ”

The second proposition advanced by Mr. Bade on behalf of Jan Sangh, on page 3425, is:

इस लिये सरकार को चाहिए कि दूसरे लोगों को कार का निर्माण करने की सुविधा दे दे। ”

I do not know whether the question of priorities was taken into consideration by Jan Sangh persons. Therefore, it is not a question of priority when we talk of manufacture of small cars, but it is a question of necessity which has been considered and felt by the people of this country. Right from 1959 this question was raised and the members of this House demanded manufacture of small cars....

SHRI SHYAMNANDAN MISHRA:
Not by all.

SHRI R. D. BHANDARE: By all the members. Shri Shyamnandan Mishra also must have been a party to it. (Interruption).

I would like to raise some questions. Is the car a luxury at the present time? Does it not increase the efficiency of the working of the person? In a developing economy, should we allow the politics of inhibition and should we have the politics of character assassination? These are the questions which, I hope, Mr. Shyamnandan Mishra and Mr. Jyotirmoy Bosu and the rest of the Opposition will answer. Mr. Jyotirmoy Bosu hit below the belt when he said that Mr. Sanjay Gandhi was only a technician....

SHRI JYOTIRMOY BOSU: You do not wear a belt. Do you?

SHRI R. D. BHANDARE: I do not know whether you do, with key on to it.

SHRI JYOTIRMOY BOSU: He is referring to the chastity belt. He talked about key, Sir.

SHRI R. D. BHANDARE: He said, Mr. Sanjay Gandhi is, after all, an engineer. Should individuals not be allowed to develop their skill and live honourably in this country? Should the economic development of the country be allowed to be continued in this country or not? Should the demands of the middle class who are demanding small car be met or not? Should we solve the problem of unemployment or not? These are the questions which they may take into consideration provided they have the mind to take them into consideration. According to my view, having failed to create any impact of their leadership or their policies, they have resorted to the means of character assassination. When the policies and programmes fail, the 'politicians'—I am putting the word 'politicians' in single inverted commas—resort to character assassination. Then there is degeneration in public life, eating into the vitals of the body politic of India. When I heard the debate, I really felt sorry that these 'politicians' or those hon. Members of parliament had degenerated to the extent that instead of discussing policy matters, they were trying to assassinate the character of Mr. Sanjay Gandhi and the Prime Minister, Shrimati Indira Gandhi; that is because they know it for certain that their policies will not succeed, their programmes will not attract the people. So far as our party is concerned, we have policies, programmes and Leader . . .

SHRI JYOTIRMOY BOSU: But not fulfilment of those.

SHRI R. D. BHANDARE: Therefore, they want to develop this method of 'character assassination'.

They are under the impression that by character assassination of the Prime Minister, they will be able to catch the imagination of the people. I am certain they will totally fail as they have totally failed. I will advise them: give up this method of going to the people and starting character assassination. The result would be that they themselves will be politically assassinated.

With these words, I am done.

SHRI G. VISWANATHAN (Wandiwash): We are supposed to be discussing the car policy of the Government of India. I do not know whether they have a policy at all regarding car manufacture.

The hon. Member from the Congress Party, Mr. Salve, rightly complained against the inferior quality of the cars produced in our country. I think the cars produced in our country are of the worst quality compared to the cars produced in the whole world. I want to know from the Government whether the entire nation is going to be left at the mercy of these three car manufacturers who are in turn at the mercy of the Government. I also want to know from the Government whether they will consider producing cars, if they do not like it in the public sector, let them allow others to compete and produce quality cars in the private sector.

Sir, I would like to narrate the woeful tale of the small car project. I think probably this is the final day of the small car project and its discussion in this House.

The Government appointed a committee in 1959. Mr. L. K. Jha was supposed to be the Chairman of the committee. That committee invited proposals and 13 companies sent their

proposals and the price was supposed to be Rs. 6000 in 1960. An expert committee was again appointed to look into this small car project in the public sector and it submitted its report in 1961. In August, 1962 Mr. Subramaniam who was then the Minister for Steel and Heavy Industries announced:

"Although the project had been approved by the Government in principle before the Third Plan was finalised, it had not been found possible to include it in the plan. Consideration of the project will have to be deferred."

Again, in 1962, within six to seven years, it came up again in 1969 in the month of May. Mr. Bhanu Prakash Singh—he is not here now, he was then a Deputy Minister—he said in the House:

"Unfortunately, in the Fourth Five Year Plan there is no such scheme, but Government is still very keen to manufacture small car in the private sector."

At that time, it has gone to the private sector. But, immediately within two or three months, we were told in July, 1969 that there will be a small car in the public sector and the Italian firm, the Fiats, have offered assistance to the Government of India and there will be talks in Cairo and Mr. Ball Ram Bhagat, who was then the Minister of Foreign Trade, was going to represent India at the Cairo talks. But one month later Mr. Fakhruddin Ali Ahmed who was in charge of the Ministry, informed the Consultative Committee that the proposals for the project were going before the Cabinet for approval and in September 1969, an official spokesman of the Government of India said:

"The public sector project would expose car manufacturers in the private sector to competition. A small car produced in the public

sector alone would compel established manufacturers to compete in the open market."

That was the spokesman's statement in September 1969. In the same month, Mr. Fakhruddin Ali Ahmed announced in our House that the decision regarding the public sector would be announced very soon. Not only that, he also announced the price of the still-born child. He said that the ex-factory price of that car would be around Rs. 10,000. That was in November 1969.

Again, in December 1969 we heard that the Planning Commission has strongly opposed the inclusion of the small car project in the Fourth Plan. At that time the *Indian Express* said like this. This is on 16th December, 1969. I quote:

"Talks are still in progress between the Central Ministries and the Planning Commission. Shri F. A. Ahmed still holds his view that public will be happier with a small car rather than an additional coke oven or rolling mill."

He was referring to Bokaro at that time. In February, 1970, the Planning Commission finally turned down the Industrial Development Ministry's plea of this project to be included in the Fourth Plan. We thought it was abandoned but it was not so. The Industrial Development Ministry was approaching the various nationalised banks for financing this project. In April 1970, Shri F. A. Ahmed stated that it will be a cheaper car distinct from small car and the price will be about Rs. 5,000 lesser than the other cars produced in this country. Again in May, 1970, we find that the Ministry of Industrial Development abandoned the idea of having the project exclusively in public sector. We find this now going to the joint sector. They said that they will throw open the shares to the public.

In the month of August, 1970 Mr. Dinesh Singh who was the Minister in charge declared in this House that the Union Cabinet had approved the small car project in public sector in principle. Again it came to the public sector. Do you know with what warmth it was received in this country? I would like to quote a few headlines which the papers gave after Mr. Dinesh Singh's announcement in the Lok Sabha.

It is that car again.

Small car at last.

50,000 low cost cars in public sector.

Small car a reality at last.

Small car in 5 years, says M. R. Krishna. People welcomed it saying, here is a small car which will be of benefit to the middle class people, government servants, etc.

In October, 1970 again, the Planning Commission reversed its decision. I think Mr. Gadgil was the Deputy Chairman and the Planning Commission agreed for a small car in the public sector. So, now again it comes from private sector to public sector. The Planning Commission reversed its earlier decision and agreed for having this in the public sector. Thereafter, the Government received eight proposals from foreign firms for the small car project. In August, 1971, the Industrial Development Ministry decided on the French Renault model for the small car.

Then Mr. Moinul Haque Chaudhury assumed charge of this Ministry. So many people are there; there have been many changes like the policy of the Government. Mr. Moinul Haque Chaudhury in March, 1972, announced that a decision on a small car project would be taken in two months.

On the 31st March, 1972 we heard that the final decision had been deferred. And now, in July, 1972, Mr. Subramaniam, who spoke of the small

[Shri G. Viswanathan]

'car first in 1962, again comes here and tells us that they have finally buried the small car project in the public sector. He announced that this is the policy decision of the Government of India and that there will be no small car in the public sector. Now I want to know from the Government as to what their policy is going to be. They have blundered in between these years, 1959 and 1972. I think it was Shakespeare who once said 'cowards die many a time'. I do not know whether the small car project may be termed a coward as we find this project coming up again and again and getting deferred. Government now says that there will be no project in the public sector. I want to know the policy for the future. Objection was taken, of all persons, by Mr. Amrit Nahata for small-car factory in public sector. I want to know the policy of the Government. When banks finance for the private sector, why cannot the same thing be done for the public sector also? According to Mr. Fakruddin Ali Ahmed, this project might cost Rs. 30 or Rs. 35 crores. It will be less than the annual loss in respect of Hindustan Steel Limited.

Now, let me come back to the small car which is under consideration. In September, 1970, the Licensing Committee of the Industrial Development Ministry approved the proposals and on October 12, 1970, the letter intent was issued. The letter of intent was issued to two persons. A question arose whether there was discrimination against some other persons. One Om Prakash Rekhi approached the Delhi High Court for getting the letter of intent. He went to the court in October, 1970 and finally he won the case. He was given the letter of intent in January, 1972 and because of him others were also given letters of intent. I want to know from the hon. Minister why this discrimination was there and why they should drive people to go to the High Court to get a letter of intent. After all, they can take this

into consideration when they want to convert the letter of intent into a licence.

Regarding Maruti Ltd., Shri Jyotirmoy Bosu and Shri Atal Bihari Vajpayee pointed out that there were violations regarding the Indian works of Defence Act and the Land Acquisition Act. I expected that this would be replied to by the ruling benches, but instead of replying to the charges, the ruling party Members just abused Shri Jyotirmoy Bosu and left it at that. I would like the hon. Minister to reply to these charges.

Since the Finance Ministry is interested so much, I would like to ask just only one question which is really concerned with the Ministry of Finance. I am told that on the 10th July, 1971, the nationalised banks which come under the Central Government opened their branch offices in the verandah of the rest-house at Gurgaon; the Punjab National Bank, the State Bank of India and the Bank of Baroda and so many other banks opened their accounts at twelve o'clock midnight. It seems they received cheques and accounts were opened. I appreciate that banks also can open at midnight. But I want to know whether this facility would be given to other people of this country also.

If there is somebody who creates a suspicion and throws doubt on Maruti Ltd. it is this Government alone. I shall have to substantiate this. There was a particular question regarding loans by public financial institutions to Maruti Ltd. In the other House, put by Shri Sundaramani Patel and four others, and Shri Yashwantrao Chavan gave the reply. He said:

"None of the all-India long-term public financial institutions has so far received any application for financial assistances from Messrs Maruti Ltd., Gurgaon."

I was under the impression that no loans had been given. But Shri Amrit Nahata quoted some figures in regard to amounts given by the Punjab National Bank and the Central Bank. He quoted the figures and said that Rs. 26 lakhs had been given by the banks. I was going through this reply of the Finance Minister to find out why this inconsistency was there. Then, finally, I would look at one just word by Shri Yeshwantrao Chavan. He said that the banks had given loans. That also, he did not concede; he wanted to hide. I do not know what is wrong in it. He could have come forth with the statement. Even though they are not public financial institutions strictly, and they are called commercial institutions, he could have easily said that banks had received applications or they had given loans.

AN HON. MEMBER: But that question was not asked.

SHRI G. VISWANATHAN: It was asked particularly, but he evaded the reply. I think about five or six Members had put the question, and yet Shri Yeshwantrao Chavan did not reply at all. Finally, he said that if hon. Members wanted any information regarding banks, they must put another question. I would like to ask why Government are creating this doubt about this. It is this Government which has to be blamed.

Regarding land acquisition, charges were hurled from this side, and nobody had answered from the other side

THE MINISTER OF FOREIGN TRADE (SHRI L. N. MISHRA)
Everybody has answered.

SHRI G. VISWANATHAN: I would like to quote only the statement of Shri Bansil Lal, Chief Minister of Haryana in this connection. He says:

"Even the General Motors of America, which is the biggest car company in the world does not have as much land under its factory as I have given to Shri Sanjay Gandhi."

I am placing it before the House for whatever it is worth.

SHRI SAT PAL KAPUR: Where is this statement from?

SHRI G. VISWANATHAN: It has come in all the papers.

SHRI SAT PAL KAPUR: Which paper?

SHRI G. VISWANATHAN: It has come in some paper, and I have got it from the Library. The hon. Member can also see it there.

I would like to know the Government's policy in the future regarding the small cars and also regarding the cars which are called bigger or medium cars which are produced or the three cars which are being produced in the country.

Again, I want to get an assurance from the hon. Minister whether Government are going to provide enough cars and see that we are not left at the mercy of these three car manufacturers.

श्री सतपाल कपूर (पटियाला) :
उपाध्यक्ष महोदय लोक सभा के एलेक्शन से पहले हमारे यहां एक ग्रैंड झलायेंस बना और उस मारे ग्रैंड झलायेंस की एक ही पालिसी थी कि प्राइम मिनिस्टर की पार्टियों को और मिनिस्टर को किसी तरह से बदनाम किया जाये। एलेक्शन में हार खाने के बाद कुछ स्ट्रेजी को नबदीन करने की जरूरत थी, अपोजीशन पार्टियों को अपने काम को देखने की जरूरत थी लेकिन उन की पालिसी कामयाब नहीं हुई और वह लोक सभा के एलेक्शन में पिट। लेकिन नजर यह आता है कि अब पिटने के उस पालिसी पर हो बग़र झलायेंस.

[श्री सतपाल कपूर]

दण्डित किया जा रहा है हम इस लोक सभा में पिछले दो सत्रों में देख रहे हैं कि किसी बैंकिंग पॉलिसी पर चरमोक्ति का क्रिटिसिज्म नहीं आया। चाहे श्री ज्योतिर्बस बसु हो, श्री श्यामानन्दन मिश्र हों चाहे श्री प्रमल बिहारी वाजपेयी हों या पीलू मोदी हो उन सब का एक ही काम है किसी न किसी तरह से प्राइम मिनिस्टर को ज़ांती और पर बदनाम कर और अपने त्रिपे फोन्ड तैयार किया जाये। इन एक थोड़ी की तहत अरोजीशन पार्टियों की पॉलिटिक्स चल रही है। पिछले सत्रों में हम इस को कई रूपों में देख चुके हैं। इस हाऊस में हम ने इस बात को देखा है कि यह लोग इसी बात के ईर्ष्य मिर्द घूमते जा रहे हैं उन का जहन आगे बढ़ नहीं सकता।

यहाँ यह कहा गया कि प्राइम मिनिस्टर को रिजाइन करना चाहिए, प्राइम मिनिस्टर को इन्फो देना चाहिए, क्योंकि उन के लडके ने कार बनाना शुरू कर दिया। प्राइम मिनिस्टर को हम लि, इन्फो दे देना चाहिए, कि बिडला साहब की इंडस्ट्री को चोट पड़ चुकी है। श्रीमती इंदिरा को प्राइम मिनिस्टर नहीं रहना चाहिए। अभी हमारे मित्र श्री भट्टारे ने श्री वडे के पिछले लेक्चर का पढ़ कर सुनाया कि जब छोटी कार का बनाना मुल्तवी किया गया तो उन्होंने कहा कि बिडला साहब तो इस बात की जा रही है। इसी लिए छोटी कार प्रोजेक्ट को प्राइवेट सेक्टर या पब्लिक सेक्टर में नहीं लाया जा रहा है। अब जब छोटी कार बनाना शुरू हुआ तब भी लोगों को दिक्कत है। पता नहीं वह किस पॉलिसी, किस फिनसफ, किस

नजरिये या किस इंडस्ट्री को यहाँ बाध करना चाहते हैं। उन्होंने कार पॉलिसी पर कहा कि इस पॉलिसी में यह मुक्त है, वह मुक्त है। फिर श्री ज्योतिर्बस बसु है दूसरे मेम्बर है, पीलू मोदी हैं, उन्होंने यहाँ कहा कि अम्बेडेकर कार चल नहीं सकती। उन्होंने कहा कि नई अम्बेडेकर कार को पॉल में बंद कर ठीक कर रहे हैं। वह इसलिए अम्बेडेकर कार नहीं लेते कि एक अम्बेडेकर ही वह खड़ा हो जाना है। मेरे पास भी फ़ाट कार है। जिनको इन्होंने पीपा कहा है उस को हालत डबल अच्छी है। आज हमें जरूरत इन बातों की कि हम यहाँ पर ठीक बात करते।

यहाँ पर सबसे ज्यादा क्रिटिसिज्म किया गया कि बड़ी लाल की सरकार ने जमीन के मामले में हेरा फेरी की।

श्री ज्योतिर्बस बसु रुपये की भी चोरी की।

श्री सतपाल कपूर रुपये की चोरी करना आप की भावत है। आज कोई ऐसी बात नहीं कह गई जो नई हो।

जब कोई नया इंडस्ट्रियलिस्ट आता है या किसी बँकई रोजन तो डेवेलप करने की जरूरत तो सरकार आप और पर आपका करनी है कि जमीन हम देंगे, एक्विड्रिटी हम देंगे, पानी का इन्फ्राम हम करेंगे, टैक्सो में रिक्वेरिंग हम करेंगे। यही नहीं कि सिर्फ़ काप्रेन सरकारों ने ऐसा किया है। लम्बूदरी-पाद खुद गये थे बिडला के पान कि आप केरल में इंडस्ट्री बनाइये हम आप को कनेक्शन देंगे। यहाँ में 19 मील पर गुडगाव है और

16 मील पर फरीदाबाद है। फरीदाबाद इंडस्ट्रियलिस्ट डेवेलपमेंट एरिया है। वहाँ पर बड़े बड़े कारखाने हैं। एस्कॉर्ट्स है दूसरे 6 कारखाने हैं। आज फरीदाबाद में जो प्राइम चार्ज की जा रही है उस से ज्यादा प्राइस गुडगांव में चार्ज की गई। हालांकि फरीदाबाद इंडस्ट्रियल सेंटर है। गाजियाबाद में जो प्राइम चार्ज की जा रही है उस से ज्यादा प्राइस गुडगांव में चार्ज की गई है। फरीदाबाद और गाजियाबाद में जमीन की कीमत कम है अपोजीशन का हाल यह है कि वह चाहता है कि न कोई जमीन को डेवेलप करे और न सरकार डेवेलप करे। गाजियाबाद इंडस्ट्रियल टाऊन बन रहा है। वहाँ की सरकार ने डेवेलप कर के बनाया। उस को डेवेलप करने के लिये कोई चार्ज वसूल नहीं किया गया। लेकिन गुडगांव में जो जमीन अक्वापर की गई उस में पैसा ज्यादा लगाया गया और उस के साथ साथ डेवेलपमेंट चाजेज भी लिये जायेंगे। जो सारी इंडस्ट्रीज लगेंगी चाहे मारुति मिलिटेड हो या दूसरी हो उन सब को डेवेलपमेंट चार्ज देना होगा। इस लिये इस तरह की बातों को कहना ठीक नहीं है।

मुझे मालूम है कि मेरे भाषण में आपका जरिया और आपकी स्ट्रुटेजी खोज होने वाली नहीं है और न ही आप इनको करने वाले हैं। लेकिन जनता इन सब बातों को खूब समझती है। जनता यह भी जानती है कि आपकी बोखलाहट की वजह क्या है? लोग जानते हैं कि सयासी तौर पर पिटने के बाद सिकं गालियां देने, स्कैंडल की बापु करने और गंद उछालने के

मालावा इन पार्टियों के पास कुछ नहीं रह गया है। उन्हीं का सहारा और प्रेरणा लेकर ये हाऊस को मिसलीड करने की कोशिश कर रहे हैं।

SHRI SHAYAMNANDAN MISHRA (BEGUSARAI): Mr. Deputy-Speaker Sir, this has become now an extraordinary debate. It has remained a debate on the car, but let there be no mistake about it, that it has blazed into a fullfledged no-confidence motion, for, what is a no-confidence motion except the expression of the lack of confidence in the integrity of the Prime Minister?

SOME HON. MEMBERS. No, no.

SHRI SHYAMNANDAN MISHRA: For a person like me, Mr Raj Bahadur, though he pays a sycophantic loyalty to the Prime Minister, and others are no friends of the Prime Minister. For a person like me, who has worked very closely and intimately with the Prime Minister, it is indeed very painful to see all that has been said against her. We belong to the same united family and the tie of fraternity does not get snapped so easily or so quickly. It has remained as we are common inheritors, although it is our complaint that the Prime Minister has defected from that position. (Interruption).

SEVERAL HON. MEMBERS: No, no.

SHRI SHYAMNANDAN MISHRA: Mr. Deputy-Speaker, I would not like to tread the ground that has been covered by some of my hon. friends with facts and figures and documents. (Interruption). Much has been said about the favours and patronage extended to the Maruthi, Ltd., because of the Prime Minister. I do not want to go into them, but may I say, as a friend, that it would be well if the Prime Minister goes into them and

[Shri Syam Narain Mishra.]

takes corrective action whenever she thinks a wrong has been committed. But one thing is abundantly clear; it is almost conclusively proved; that the Chief Minister of Haryana has left nothing undone to place the Prime Minister in a situation of blackmail. He has robbed the peasants to put her in the wrong. He has violated the defence rules which prohibit the setting up of such factories or any construction within a particular distance to show that he can do anything in the name of the Prime Minister. He has tried to equate public interest with private interest and also tried to say to the world that industrial estate means personal estate.

Now, therefore, this is my submission, that it would be well for the Prime Minister to go into this, because he had been taking all the steps almost at the same time when the charges of corruption against him were being examined. This is no more accident that the failure of the examination of the charges of corruption against him coincides with the period in which he took all these irregular, fantastically irregular, steps.

What did the Chief Minister of Haryana say and in what way he flaunts the nearness, the proximity, to the Prime Minister? For that, I will quote from a newspaper which seems to be very close to the ruling party, the *Patriot*. It is interesting to quote here what the *Patriot* reported in its issue of 4th November, after the Prime Minister had visited the pavilion which houses this small car. She visited what is called the television cum telephone designed by a Haryana firm which is the highlight of that pavilion. She is reported to have asked Mr. Bansi Lal if he had seen the exhibition. (Interruption.) He replied.

बहन जी, मुझे तो घाप को देखना है।

He says I did not have to see the exhibition,

मुझ तो घापको देखना है।

(Interruptions).

जी एल० एन० मिश्र : घापको दिखाता है।

SHRI SHYAMNANDAN MISHRA: This kind of exhibitionist loyalties, sychophancy, what you may call chivalry, that is putting the Prime Minister in an embarrassing position. What is the Government's policy with regard to the manufacture of cars, is anybody's guess. Although I might sound paradoxical, it might also be said that it is nobody's guess, because it does not require any guessing game; it is so obvious. Sometimes certain things which are too obvious are bound to be missed by persons. They are now geared to the interest of the monopolies, oligopolists, capitalists, individuals. That is the car policy of the Government. What else is it? I say anybody's guess; I say so because it is so erratic, baffling and mysterious; it has been changing so often with the whims and fancies of the individuals who happen to be in the Ministry. Here I find on the basis of what has happened with regard to the manufacture of small car in the public sector, no Government in the world would have been proved to be as untrue to its words as this Government has proved. It always dangled the carrot of the public sector car before the public; it has been dangling the Tantalus cup of small car before the public and it was an eye wash from the beginning. They wanted to benefit the capitalists and that was the reason why they did not go in for it. It is wrong to say that the Government is not in favour of spending scarce resources on passenger cars; it is interested in the manufacture of vehicles for public transport. If it were so its policy should have been to prevent the manufacture of a small car in any sector, public or private. If they say that public resources are different from community resources I think we shall have to revise our economics. It is the total resources of

the community which must count and I hope that Mr. Subramaniam who happens to be the Deputy Chairman of the Planning Commission must not make the mistake of making so much of a distinction, although there is to an extent, when it comes to the estimation of the total resources available for the community.

Therefore, I am saying that even if you allowed a project, you have given letters of intent to so many, that would mean a draft on the total savings of the community. But in respect of this policy for public transport, what do we find? We find that the public sector project for the manufacture of a small car has been jettisoned and a private sector project for a small car has been pampered, encouraged and assisted out of the way. This is the spectacle which we have been witnessing all the time. Therefore let the Government not put the facade of public interest. My hon. friend Vajpayee was quite right in saying that we are developing the economy of super consumption for the few and utter deprivation for the many. That is the kind of economy we develop in the country.

You may say that the figure which Mr. Vajpayee has taken from the *Financial Express*, the figure for the loans given there are wrong or vague or highly inflated. But what have you to say about the civilian transport which has increased 100 per cent whereas the provision for the public transport has increased by only 15 per cent.

MR. DEPUTY-SPEAKER: Please try to conclude.

SHRI SHYAMNANDAN MISHRA: You have much time to go, because he has got half an hour.

SHRI JYOTIRMOY BOSU: Give five minutes out of mine; I shall cut mine to 25 minutes.

SHRI SHYAMNANDAN MISHRA:

At the same time, I must say that the project about which we have talked so much is not the project which belongs to Shri Sanjay Gandhi. Those who are doing this *shukar* from behind, they are the real oligopolists, the capitalists, the shady figures in the capitalist field. They are the great Nava Ratna. I have always said there are some diamonds in the crown of this Government. Some of them figure in this. They are the new Nava Ratnas. They already had the Tatas and Birlas behind them. I make a definite charge that even the Tatas who are supposed to be above board are now deep in black money and they have been giving money to the Government. Some of these Nava Ratnas happen to be behind this car project. So, this project does not belong to Mr. Sanjay Gandhi. After all, the capital he has invested in this is not even worth mentioning. So, it does not belong to him. It belongs to those capitalists who happen to be there like Raunaq Singh, Chidambaram and so on.

On behalf of my party, I want to make it clear that we would not like the Prime Minister to be under a cloud. Let the ruling party realise that the Prime Minister does not belong to the ruling party alone. The Prime Minister belongs to the entire House, to the entire country. We would not like her integrity to be under a cloud. You are all simply chanting certain things mechanistically in order to make it known to her that you have been chanting something raucously in her support. That is not the kind of support she requires at the moment.

MR. DEPUTY-SPEAKER: Please conclude in two minutes.

SHRI SHYAMNANDAN MISHRA: I have got a few suggestions to make. My party stands for the nationalisation of all the units including the Maruti Limited. If the Prime Minister wants to get out of this predicament,

[Shri Syam Nandan Mishra.]
let her nationalise all the units including Maruti Limited. That alone would bring about an end of this matter. Otherwise, there is another suggestion. Here is a bright young man with a lot of drive and initiative and enterprise in him. It is said, he is going to depend on his own resources about consultancy, etc. He does not require any foreign exchange. Let Government come forward with a public sector project and enter into collaboration with Shri Sanjay Gandhi. Why should we not utilise the initiative, drive and expertise of this young man?

Much that is being said against this Government is because of the pseudo-radical policies which they have followed. Now those pseudo-radical policies are coming on their head. They cannot escape the consequences of these pseudo-radical policies and slogans they have given. What we have witnessed in this House is the kind of cheap sentiments they have aroused in this country because of their pseudo-radical policies. Therefore, if you want his initiative and drive to be utilised, you must have the courage to come forward and say, "We require your services for the public sector."

Since I have no time, I have to conclude now.

श्री बरबारा सिंह (होशियारपुर) :
उपाध्यक्ष महोदय, मुझे बहुत इस में नहीं कहना है। काफी इस पर बहस हो चुकी है मैं एक ही अर्ज करना चाहता हूँ, अभी मिश्रा जी ने बहुत लम्बी कौड़ी बातों की और कहा कि इसलिए हम डिफेक्ट कर गए थे कार्गो से, सारे देश को पता है कि इन की हज़ल क्यों ऐसी हुई? इन की हालत इसलिए ऐसी हुई की इनकी स्टेडिक पालिसी थी, एक जगह पर खड़े थे, आगे जाना नहीं चाहते थे। प्रोमिसन इन के व्यूज नहीं थे। जहाँ खड़े थे पीछे की

तरफ मुंह कर के कहते थे कि हम सब से आगे हैं। (ध्वनिकान)
मारुति एक सिम्बल है एक्सिलिटी का। उस में प्राइम मिनिस्टर के लडके का होना कोई गुनाह नहीं है। आप जरा अपनी तरफ झाक कर देखिये परसनल कोई बात में नहीं कहना चाहता मैं अर्ज करना चाहता हूँ कि यह एक कोई मारुति का सवाल नहीं है। सवाल यह है कि हरयाणा में जितनी प्रोब्लेस हुई हैं जिस के बारे में ये ताने दे रहे हैं, अम्बाले से लेकर गुडगांव के तमाम इलाके में एक एक जगह पर आप चल कर देखें एक नहीं दर्जनो जगह ऐसी इंडस्ट्रियल एस्टेट बनी है, कहीं कोई फटिलाइजर फैक्ट्री लग रही है, कहीं कोई और फैक्ट्री लग रही है और उस के लिए पानी का इन्तजाम बिजली का इन्तजाम और जर्मन का इतजाम किया जा रहा है। अगर यहाँ मारुति के लिए जमीन दी गई तो यह कोई ऐसी बहुत बड़ी बान नहीं है कि यह कोई आप उपर से सिनारे तोड़ कर लाए है। यह तो हरयाणा में आम तौर पर हर जगह पर लोगो की सहूलियत के लिए इंडस्ट्रियलिस्ट्स की सहूलियत के लिए बहुत से इस तरह के काम किए जा रहे हैं। मैं यहाँ कहूँ, मुझे पता है बहुत से दूसरे सूबे के लोगो से जो इंडस्ट्रियलिस्ट्स है उन को कहा जा रहा है कि आएं, हम आप को सहूलियत देगे, हमारे सूबे में इस जगह पर ज़मीन मिल सकती है हम आप को बिजली दे सकते हैं, पानी दे सकते हैं, तो आप इसके लिए ऐसा कौन सा हीरा खड़ा कर रहे हैं कि सिर्फ इसी के लिए यह बातें हैं?

जमीन के बारे में बहुत उन्हींसे कहें कि कीमत ज्यादा है। सवाल यह है कि आज

जहाँ इंडस्ट्रियल एस्टेट बनेगी उस के लिए जितनी जमीन ली जाएगी, उसके बाद अगर दो साल के बाद उसकी कीमत ज्यादा बन जायगी तो वह तो लाजिमी बात है क्योंकि इंडस्ट्रियल एस्टेट बनने के बाद वहाँ और तमाम ऐन्सिलियरीज लगाने की कोशिश करेंगे। उस वक़्त जब यह जमीन ली गई थी 11 हजार रुपए एकड़ तब उस से कम कीमत पर उस के साथ की जमीन दी गई है उन लोगों को जो वहाँ अपनी इंडस्ट्री लगाना चाहते थे। तमाम दिल्ली, गुड़गांव और झुजबाले के इन्हें गिंद, आप मेरे साथ चल कर देखें कितनी डेबेलपमेंट वहाँ हुई है। इसलिए यह जाती तौर पर कैरेक्टर एमिनेशन के तौर पर इस बात को न लए यही मैं उन से अर्ज करना चाहता हूँ।

16 49 hrs.

[MR. SPEAKER in the Chair]

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): Sir, when I got notice of this Resolution, I was happy from one point of view, because for the last two months I have been struggling to find a policy with regard to the automobile industry, and I thought this House would give me proper guidance with regard to the decision I have got to take with regard to this policy. But, unfortunately, the mover side-tracked the whole thing and brought in other matters. I welcome that also, because till now whispering campaigns have been going on. Therefore, it is good that it has come up in this House so that we have an opportunity to say what we have got to say with regard to this matter.

The debate itself falls into two parts, one with reference to the automobile policy which I will deal first and, second, what Shri Shyamnandan Babu described as a No-Confidence motion, that is, with reference to the Maruti Ltd. and connected matters. As far as the automobile policy is concerned, I do admit that till recently, I should say, it has not been possible for us to

have a definite policy with regard to the development of this industry. A definite policy in one sense began in 1953 when we took a decision that we will not allow merely assembling of cars either under completely knocked down basis or semi-knocked down basis but that only those who have got a manufacturing programme will be allowed to undertake production of cars in the country.

This decision was taken on the basis of the Tariff Commission's report in 1953. It is on this basis that three units got qualified to continue to manufacture cars in the country. Those three units are functioning in the country, that is the Hindustan Motors, the Premier and the Standard. But we found that we should have a forward policy with regard to this and that is why the Jha Committee was appointed to which some hon. Members made a reference. The Jha Committee made a recommendation that with these three units, we should have a manufacturing programme of 30,000 cars and, in addition to that, we should have another unit to produce about 50,000 cars. It is for that purpose that an expert committee called the Pandey Committee was appointed. That also came forward with a recommendation that in the price range of Rs. 5000-6000 we should have a unit established in the country.

With regard to this recommendation, I had the opportunity of taking a decision as the Minister in-charge of automobile industry in 1962. I think, Shri G. Viswanathan made a reference to a decision that was taken in 1962, taking into account the particularly foreign exchange position at that time because this meant utilisation of foreign exchange, that it would not be possible to undertake a programme of 50,000 cars production in the country. At the same time, we were concerned with regard to the functioning of these three units even in 1962-63. Therefore, in 1964, I had a proposal that these three units should be coordinated and brought under one umbrella so that there might be some rationalised

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production in these units instead of each unit functioning separately and each unit not having the economy of scale.

I also had an alternative proposal that, if this was not possible, then it should be possible to take over one of the units and expand it. But nothing came out of it. I had changed the Ministry at that time and, therefore, that stopped there.

Again, this matter came up in July, 1966 for the consideration and the Cabinet was asked to take a decision as to whether we should go in for 50,000 car unit particularly in the public sector. A decision on the project was again deferred. This is important. But it was decided in July, 1966 that the possibility should be examined of setting up indigenous capacity in the private sector without involving any imports or requirements for foreign exchange. Therefore, this formula of indigenous technology without involvement of foreign exchange was conceived in 1966 and we were prepared to consider any proposal from the private sector on this basis. This was the decision which was taken even in 1966 when, I am sure, Mr. Sanjay Gandhi was nowhere in the picture.

Again the matter came up for decision in 1970 when again this matter was taken up. In 1970 the then Minister of Industry felt that there should be a public sector project and it was allowed to be examined. The decision was taken that, while this could be examined, the 1966 proposal of indigenous technology without involvement of foreign exchange also could be given effect to, and it was on this basis that we tried to find out whether anybody could come forward to manufacture car in this country with indigenous technology and without foreign exchange. The 1970 decision was twofold: one was to explore the possibility of a public sector project and the other, to invite proposals from private sector on the basis of the 1966 decision

and it was on that basis that letters of intent were issued to Mr. Sanjay Gandhi and a few others—I will come to that part, on what basis Mr. Sanjay Gandhi applied and was given, when I deal with the second part.

Hon. Member, Shri Vajpayee, made a reference to our Election Manifesto in 1971. In my view, the 1971 Election Manifesto made a very crucial change with regard to the direction in which we wanted to move—on the basis of 'Garibi Hatao'. (Interruption) You may laugh. I know you have been laughed out of the elections and that is why you are laughing. I am not at all surprised at it. Therefore, after the 1971 elections, we had to review our priorities. (Interruption) I never wanted to hit you back in spite of all your provocations. I do not see why you should have this sarcastic laughter which means nothing...

SHRI SHYAMNANDAN MISHRA: This is something. I take objection to this. (Interruption)

SHRI C SUBRAMANIAM: I am also entitled to retort if you make a sarcastic laughter. Kindly do not interrupt.

Therefore, we had to review the priorities which we should have in regard to the utilisation of the existing resources. Here also 'utilisation of resources' means two things: one, the foreign exchange resources, and the other, the internal resources. The foreign exchange resource is a scarcity resource and, therefore, we have got to be very careful with regard to the proposals for the utilisation of foreign exchange resource in non-priority areas. When we reviewed the position.... (Interruption) Kindly do not interrupt. Please listen to me and then if you think I have made any mistake, you can point it out and I am prepared to learn from the learned professor.

Therefore, we had to take a decision whether we should go in for production of small car in the public sector which, according to the exercise we had made, indicated an order of Rs. 57

crores of investment, with roughly Rs. 17 to 20 crores of foreign exchange involved in it. This was the decision that we had to take, and the planning Commission also had to look into this. Our judgment was that we would not be justified, in the context of the new directions we had to take, to go in for a project of this type—production of 50,000 cars in the public sector investing Rs. 57 crores involving Rs. 17 to 20 crores of foreign exchange.

17.00 hrs.

But even in 1970 we had issued the letters of intent. So, they have to take their course. You cannot straightaway say, 'Because we have taken decision in these, we will annul all the letters of intent we have issued.' Therefore, the ordinary procedures applicable to letters of intent will have to be followed with regard to the letters of intent already issued. This is how the policy has emerged.

Now, if you want to ask me as to what is the definite policy of the Government, the policy of the Government is to give priority to the public transport system and to build up the public transport system as much as possible and, if any other developments take place, it should not be at the cost of foreign exchange, at the cost of the scarce resources of foreign exchange, but it should be within the possibility of the internal resources to the extent possible.

Another aspect I would like to place before the House for consideration of the hon. Members. Are we interested in the development of an indigenous technology in the crucial areas, and, automobile industry is a crucial area, and, therefore, are we interested in encouraging the development of an indigenous technology within the country as far as the crucial areas are concerned? Therefore, we took the decision that if it is indigenously developed technology, not involving foreign exchange, then we should encourage it and that is why, taking into account, the order

of investments involved in it, we thought that if this could happen within the private sector, we should not stand in the way, particularly, in the case of letters of intent which have already been issued and relying on those letters of intent, action has been taken and investments also have taken place. This is the most important thing which the hon. Members should keep in mind. This is how it stands.

Now, certain charges have been made with regard to Maruti Ltd. I take it quite seriously. I agree with Shyamnandan Babu that it is not just a matter to be brushed aside, particularly, when even from the Opposition, the integrity of the Prime Minister is attacked. I attach very great importance, particularly, with reference to the Opposition charges. If even the Opposition Parties begin to doubt the *bona fides* of the Prime Minister, then, to that extent, I think, we are on a very weak ground. Therefore, I am prepared to proceed on the basis that the Prime Minister has to keep the highest standards of public life. It is with reference to that, I want this House should judge her, with reference to what has happened in the case of Maruti Ltd. I have known what part the Prime Minister has played in this and I make bold to say that even judging by the highest standard of public conduct and public integrity, she has nothing to be ashamed of with regard to any action as far as this concern. I am prepared to stand by it. If anybody is able to prove, even to create an iota of doubt that she has personally used her power—I will come to the second part—that she has personally used her power, her position for the purposes of gaining an advantage to her son, I can give the assurance to this hon. House that she will be first to pay the penalty for that. That is one aspect.

Secondly, I do agree that there may be some enthusiastic friends of hers who may have taken action

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which may be objectionable. Even in that case, if it had come to her notice and if she had permitted this to be taken, these irregularities to be committed, then also she has to regret for that. And even with regard to that, I am prepared to say that there is absolutely nothing for her to regret. It is from this aspect.

I want you to consider the facts with regard to the issue of the letters of intent and how the matter has proceeded till now. It is not as if in 1970 Sanjay Gandhi just jumped from somewhere without any background whatsoever and asked for a letter of intent. As was pointed out by some friends, as a young man, trained in the automobile industry, he thought it would be possible to fabricate a car within the country without using any raw materials from outside or without any components from outside it should be possible to fabricate a car within the country and he thought.. (Interruptions) kindly wait.

We have got so many M.Sc.s and Ph. Ds. Here also, I am sure, there are some Ph. Ds. I wonder how many can produce one small article on their own. It is not so much the Ph. D. or M. Sc. that matters. What matters is talent. There is some talent which is required for the purpose of developing, designing and fabricating a machinery.

SHRI VASANT SATHE (Akola): Which degree did Ford have?

SHRI C. SUBRAMANIAM: Rightly or wrongly, I also had my own doubts, when this young man indulged in this art of fabricating a car, whether with this background he would be able to produce that car. But he said: I have the confidence, give me a chance. As somebody said, without food, without sleep, he was labouring for this in his workshop, unknown to anybody, and even to the agency of his dear mother that

this follow is spoiling his health. And when, out of those efforts, he produced two cars, fabricated out of our indigenous materials, and asked me to ride in it, I said: You are to be congratulated. I had my own doubts whether it would be possible for you to do this at all.

I looked into every part to find out whether anything had been imported and whether everything had been fabricated from materials within the country. I was quite satisfied. It was on this basis that I also encouraged him and said: You seem to have some talent; go on. It is on this basis, when he applied for the production of this car and said, "I am prepared to compete with anybody else who wants to compete within the production of an indigenous car." It was on the basis that the letter of intent has been issued. Now further action has been taken on that basis.

The main attack has been with reference to the acquisition of land. I wish that the Hon. Member had given notice to me that particularly this is the policy which he was going to attack,—not the car policy, but the acquisition of land policy,—because, then I would have got all the facts and figures.

Acquisition is done by a statute, it is not by Government order alone. There are rules regulating acquisition and any infringement of the rule or the statutory provision can be taken to a court of law and can be objected to and the whole acquisition proceedings can be set aside. And, therefore, now to come and say that there has been abuse of the power by Government in the exercise of this statutory power is not the correct position. It is not one person who is affected. Even according to them, hundreds of persons have been affected. They could very well have taken it to a court. The court has the power to

'judge whether the statutory procedures have been followed or else, to set them aside. If notice had been given, perhaps, I could have verified some of the facts. But, on the face of it, it is not an arbitrary Act with which anybody can get away. With regard to such acquisition from hundreds of farmers who live in this enlightened area, and where there are political parties also, to get advantage of these, if they are adversely affected, do you think everybody would have kept quiet? A large agitation would have started on the basis that Government's compensation or solatium is not adequate in the matter. After all, Rs. 11,000 is for what? This is not for urban land which is used for building, but for agricultural land Rs. 11,000 is not a low price.

SHRI JYOTIRMOY BOSU: How do you know?

SHRI C. SUBRAMANIAM: How do you know—that it is not adequate? Hon. Members pointed out about Ghaziabad and Faridabad where such lands have been acquired and what is the price that has been paid. And, therefore, this is how we have to make the judgment. And, simply because you want to accuse somebody, you cannot come and say, Rs. 11,000 is inadequate, when persons aggrieved have not taken any action whatsoever . . .

AN HON. MEMBER: He says, Rs. 60,000.

SHRI C. SUBRAMANIAM: He is entitled to mention any figure, but I cannot say that. Rs. 11,000 in my view is adequate. I know what agricultural land is, and I have acquired, as Minister in the State Government, land for industrial purposes, but we acquired at a stretch 500 acres for the purpose of industrial development, and that is why Tamil Nadu stands in the forefront today. This is one aspect of it.

Secondly, even if it has been acquired rightly, it may be said that they had acquired so much of land for Maruti Ltd. It is very well known, and if hon. Members would only refer to their Chief Ministers, they will know it, that with regard to the small car project, here has been so much of competition between State and State that the small car project should go to their own State. Therefore, particularly when it comes in the private sector naturally the Chief Ministers are interested in attracting this to their own States. There is nothing surprising in this if they give various facilities so that it comes to their own State.

After all, for Shri Sanjay Gandhi, even nearby, Haryana was available near Delhi, Punjab was available and U.P. was available . . .

SHRI VIKRAM MAHAJAN: Hima-chal Pradesh was also there.

SHRI C. SUBRAMANIAM: Rajasthan was also available, and, therefore, it was open to him to go anywhere and still be near Delhi. Therefore, if one Chief Minister wanted to ensure that his car project with a potential of 4000 jobs in this and other subsidiary occupations also comes to his State and if a Chief Minister shows interest in attracting this, that is something which should not be objected to. No doubt, even for this, they should not go out of the way and there should not be any irregularities. If there are any irregularities, if there are any allegations made, I want to give you this assurance, that though it has been done for Maruti Ltd., if any irregularities are alleged and proper documentation is given for the purpose, we are prepared to go into it even now and see and find out whether any irregularities have been committed even for Maruti Ltd.

SHRI SHYAMNANDAN MISHRA: What about the defence installations? How are they going to take them away from there now?

THE MINISTER OF STATE (DEFENCE PRODUCTION) IN THE MINISTRY OF DEFENCE (SHRI VIDYA CHARAN SHUKLA): Nothing has to be taken away. There is no objection from them.

SHRI C. SUBRAMANIAM: Shri Shyamnandan Mishra made a point and somebody also had made the point. That was why I sent for the Defence Minister and he tells me that there is no such infringement as far as their works are concerned . . .

SHRI SHYAMNANDAN MISHRA: Let him say that.

SHRI VIDYA CHARAN SHUKLA: There is no basis for that.

SHRI C. SUBRAMANIAM: I am saying it on his behalf. My saying it is much more responsible than even his saying it.

Therefore, acquisition of land and allotment of land cannot be the basis for suspecting or attacking the integrity of the Prime Minister. This is the point that I want to make.

With regard to any other matter, I am prepared to throw open the files in the Government as far as this is concerned. If anybody points out anywhere a preference which has been shown to Shri Sanjay Gandhi, which has not been shown to others, then I am prepared to say that 'Yes, we have gone wrong'. On the other hand, if you look into it, you will find that nothing has been given to Shri Sanjay Gandhi which has not been given to others. Perhaps, in certain cases, we have been very cautious about it so that it may not be alleged that because it is Shri Sanjay Gandhi, therefore, some preferences are being shown.

Apart from the fact that they are connected as mother and son, and the son is naturally having an industrial project, if it is said that therefore there should have been something which the Prime Minister should have

influenced or which the Prime Minister's friends at least should have influenced, of which she should have had knowledge, then I would say that I am not able to find any substance whatsoever in all the allegations that have been made on the subject.

This is where I would like to say this. I do not want to say that it is because of political frustration or political vindictiveness that these things are being said. I take it that all hon. Members are interested in the integrity of the Prime Minister so that the name of the country is kept flying high. It is from that point of view that I welcome this discussion, so that it may be possible for us to place before this House and the country also that there is nothing shady as far as this is concerned, and there is no transaction and no step which has been taken about which we need regret or about which we need be ashamed of. This is the point which I want to make.

I would like to put this to the House. If a young man is able to design, develop and fabricate a motor car, and we see it with our own eyes, the car, would you encourage him or would you throw all this mud on him and say, 'No, no. Nothing should happen, because he happens to be a son of the Prime Minister'? This is one of the biggest developments that is taking place in the automobile industry on the basis of a technology evolved within the country, trying to fabricate a car.

Somebody said it is not going to be roadworthy. If it is not going to be roadworthy, nobody is going to purchase it. That will be his funeral. Will anybody go and take all these steps, with all these discussions, if he does not have the confidence that he is in a position to fabricate this car and make it run, not only make it run but create confidence in the purchasers? The purchasers are not all going to be fools. Nobody will say

that because it is the Prime Minister's son's car, everybody will go in for it and invest Rs. 12,000 on purchasing it? The number of units planned is 50,000 per year. I can understand one or two cars may just sell like that. But who will go in for the manufacture of 50,000 cars to be sold unless he has got the confidence with regard to its roadworthiness and reliability? Who would venture on this big enterprise of producing 50,000 cars without that?

I am sorry the Sir Falstaff of the House is not here. He has gone away after making his speech, without waiting to hear the reply. He said he saw somebody's legs or that his wife saw them. Whether it is not a figment of his imagination or a figment of the imagination of his wife, I do not know. Any car may get into trouble.

SHRI SHYAMNANDAN MISHRA:
Then why figment?

SHRI C. SUBRAMANIAM: I do not know in what circumstances this breakdown was there. Ultimately, all this is not going to matter. Ultimately, when the car is produced and rolls out of the assembly line, it is the confidence of the purchasers which alone would matter. Without creating that confidence, however much we may back it up with all our support, it won't sell. Therefore, it will have to be judged on that basis.

Therefore, I would appeal to hon. members: instead of encouraging such an effort, such a pioneering effort particularly by a young man, do not try to throw all these obstacles in the way. Not only will you be creating difficulties for this man, but perhaps everybody else will hesitate before taking up any sort of this work,—designing, developing and fabricating new machines.

Therefore, I want to make this quite clear. As far as Maruti Limited is concerned, it is a genuine effort made by a young man who has got some self-confidence, not merely self-confidence, but some talent also, to produce this car. Instead of throwing mud at it, let us all wish that Maruti should succeed, that Maruti should run, even hop about in this country. It is that wish that I would expect from this House rather than obstacles put in the way.

I do agree that if, because he is the Prime Minister's son, anything untoward has happened, if anything undesirable has happened, it should be looked into. Again I want to give you this assurance that if anything is brought to our notice, it will be inquired into, and whoever it might be, friend or foe, if irregularities had been committed, either officially or unofficially, proper action will be taken. That assurance I want to give to the hon. House. If my hon. friend is interested in bringing facts with regard to irregularities to my notice, let him kindly make them over to me.

SHRI JYOTIRMOY BOSU: I will lay it on the Table.

SHRI C. SUBRAMANIAM: Placing a document like that does not mean much.

Therefore, it is only on that basis that we have got to go. I want to tell hon. members this, that while I am glad about this frank discussion, before we make an allegation with regard to a person occupying the highest office, we should hesitate, we should ponder. Unless you are on very substantial ground, merely on the basis of doubts, if you raise these matters on the floor of the House and put them before the world as well, you will be harming the interests of the country. Therefore, all of us who are interested in safeguarding the honour and integrity of the country, not only within the country but

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abroad also, should take care before we make these reckless allegations, to make some enquiry and try to find out what has happened.

Therefore, as far as this is concerned, I am categorical, and I want to give this assurance to this House, with regard to the automobile policy. We are looking into it along with industrial production. It is also under formulation. We shall try to formulate an automobile policy also. As far as Maruti, Ltd., is concerned, everybody can go with a clean conscience that nothing wrong has happened.

SHRI JYOTIRMOY BOSU: Sir....

MR. SPEAKER: Ten minutes.

SHRI JYOTIRMOY BOSU: I cannot, because I will have to meet the replies of so many Members. How can I finish in 10 minutes? Even before I had read the book written by Mr. Johnson where there is a reference to Mr. Subramaniam, I had always known him to be His Master's Voice or Her Master's Voice, and so today's speech of Mr. Subramaniam has not surprised me at all. The question is, I am surprised that he has not been sent yet with a love call to the United States. I am, however, fortunate and I am very pleased to say that he is here before us now.

I can tell you, Mr. Subramaniam through Mr. Speaker that for me we all have had to struggle for this debate, and almost for a month and a half, to get this debate through and the resistance that I faced on this question has never been experienced by me in the last six years of my life in the Lok Sabha.

Mr. Subramaniam has given us in his long rigmarole a mixture of half-truths. I clearly ask a few questions. Does this production of the car enjoy a very low priority does it enjoy a high priority? Is it

not a fact that the late Prof. Gadgil has disapproved the whole thing and as a result he had to quit and also as a result he died of shock?

Sir, if it was a must that we should go ahead with this car project, Mr. Subramaniam, why is it that you have abandoned your original idea of having a joint sector with market money, State fund, foreign collaborators' money and export-oriented production? Why is it that you have abandoned that?

Then, this long delay goes more to substantiate our allegation. They talked about Indian technology or concept in 1966. Who prevented you? You have been in power from 1947? Who prevented you from implementing it? Did you have somebody in mind at that time, say, Dr. Dharma Teja or some of his proteges? Did you have at that time in mind the idea that you should shelve this conception of yours? You conceived it but never delivered. That is the whole trouble.

Talking of resources, Mr. Subramaniam, I thought, was a knowledgeable man. Where are the resources going to come for the low priority items? You listen to me, Mr. Subramaniam.

MR. SPEAKER: Address the Chair.

SHRI JYOTIRMOY BOSU: Why is it that your valuable and scarce resources, both local and foreign exchange, should be utilised for a low priority affair? I wanted an explanation from the Government but you very cleverly escaped from that issue.

About this project, I do not mention but now you have provoked me. There have been hidden foreign exchange transactions and hidden importation of foreign machinery. I want a clear statement from you as

early as possible that you have physically verified these things and allowed the House to know them. You tried to water down the whole thing. Now that the assignment has been done, you are talking about going in for the public sector for the production of things for public transport. I must thank you and congratulate you for that.

About the local talent, we have heard your tall talks time and time again. We have heard about the suicides in the SCIR and IARI. Thereby you are thinking of bringing in legislation for stoppage of the brain drain because you cannot provide employment to the 70,000 unemployed graduate-engineers, not the hammer and chisel engineers, whom you have been encouraging. I do not want to say this. I am talking of graduate-engineers, holders of national awards and scholarships. They are employed to pump water or oil into your cars; Maruties to be filled in by graduate-engineers or engineers who have had the national talent awards! That is the irony of fate.

I want to know categorically and clearly, I expect it from Shri C. Subramaniam, for appearance at least he looks to be a sober person, under what circumstances and when and how you had extended this letter of intent whose normal life is six months to one year at the most. You have given it for two years three months to oblige somebody.

SHRI C. SUBRAMANIAM: I am sorry I missed that point. If you will permit me, it should not be thought that the life of the letter of intent has been extended only to Maruti. The letter of intent is for the purpose of giving time to make sufficient preparation to fructify into licence. Any person, not only Sanjay, anybody is entitled to ask for extension provided they have taken substantial steps, also prove to the satisfaction of the authorities that they have taken substantial steps and some more

steps have got to be taken and therefore we want extension. It is not two years. If you go into the history, some of the more intricate projects where it is not one year, but it requires three or four years. There are cases where letters of intent have been extended to three or four or five years taking into account the intricacies and the complexities of the industries concerned. Therefore it is not as if for Sanjay alone it has been extended. Particularly you yourself have been saying that they have put up building there, they have brought in machinery; you want me to verify if it is indigenous or foreign machinery. When all these steps have been taken and when he asks for extension, can we say: no, you have not taken any steps and therefore we do not want to extend. Thus, in the ordinary course extensions take place.

SHRI JYOTIRMOY BOSU: Now, I start where he ends. Mr. Subramaniam has made a desperate effort to take the House for a ride. I am quoting from Swaminathan Committee's report which he can challenge if he likes: "The letter of intent broadly indicates the conditions subject to which Government would be prepared to consider the grant of a licence and also specifies a definite period, varying from 6 to 12 months." Now, Mr. Subramaniam: Doctor, heal thyself. I ask you, Mr. Subramaniam, through the Speaker: can you tell us why you were required to bring one acquisition order and the moment a writ petition was filed on 1-3-1971, within four days the Advocate-General of Haryana Government appeared before the Court to withdraw the acquisition order, so that the writ became infructuous and the poor peasants, unlike you or Mr. Sanjay Gandhi, could not pay for the counsel every time, why is that you were required to bring an acquisition order once, de-requisition and then re-requisition once again? Can you convince anybody, up or down, that that is the proper thing to do? Tell

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me when your total acquisition was 420 acres (I.P.C. of course), more than 300 acres was for one individual unit or individual, why did you want to call it an industrial estate; because you wanted to bypass sections 38 to 42 of the Land Acquisition Act of the Central Legislature, that has made it mandatory for the company to pay for the full value of the land to the Government before they get it, enter into an agreement and publish it in the Gazette. Nothing was done. Everything was hoodwinked. The King can do no wrong! Therefore, Mr. Subramaniam, you are very nice I do not say; empty vessels make much noise (*Interruption*). About the price, I have got photostat copies of sale deeds which I have acquired from the Sub Registrar; I have got sworn affidavits about the price; if anybody can prove that these are wrong or fictitious, I shall take any punishment you may wish to give me. May I hand it over to your goodself for laying it on the Table for examination by the Government?

The sale and purchase deeds are always grossly understated because they want to avoid payment of stamp duty, income-tax, capital gains tax and because they want to deal in black money. Even the deeds I have got show Rs. 40,000 to 50,000. Is it not a fact that you are charging for a 2 acre plot Rs. 1,21,000 in Faridabad? You can ask the MP from that area.

श्री तीर्थ वृत्त (गुडगाव) : ये गलत बात कर रहे हैं। इनको गलत जान कहने की श्राद्ध हो गई है। श्री यशय गांधी क्योंकि प्राइम मिनिस्टर के लडके हैं, इसलिए यह इस तरह की बातें कर रहे हैं। जहाँ इंडस्ट्री पढ़ने नहीं थी। अब इंडस्ट्री यल एस्टेट बन गई है और इंडस्ट्रीज लग रही है। वहाँ जमीन की कीमत पहले बहुत कम थी। अब कुछ कीमत बढ़ी है।

SHRI JYOTIRMOY BOSU: Sir, I want to lay* these certified true copies of the registered sale deeds of recent times. Let Government examine them and satisfy itself.

Is there such a dearth of money for a car project of Rs. 17 crores in the public sector? You find funds for so many things. It is rather unusual. About the foreign exchange I have already stated. I expected him to give details of components and details of allowances shown to suppliers of these components. They are actual users' licences...

MR. SPEAKER: He should conclude now.

SHRI JYOTIRMOY BOSU: The Deputy Speaker asked me how much time I require and I said, half an hour. So many allegations have been made against my party and I would like to set the record straight.

Mr. Nahata talked about figures. Is production of car a low priority or high priority? That would satisfy everybody. Why is it that Maruti Limited do not require foreign technical collaboration and why is it absolutely necessary for the public sector? I do not understand this simple thing. If they can do without foreign collaboration, why is it that you cannot? What is your deficiency, we must know.

The *Parliamentary Times* subsidised by Lok Sabha wrote about me that I am after character assassination. I ask, those who have no character, what shall I assassinate? You have no character which I can assassinate (*Interruptions*).

MR. SPEAKER: Try to tell the truth. Do not say "It is subsidised by Lok Sabha". You are talking about other peoples' character, while not telling the truth yourself.

*The Speaker not having subsequently accorded the necessary permission the documents were not treated as laid on the Table.

SHRI JYOTIRMOY BOSU: I am told...

MR. SPEAKER: You may be told anything; but do not say here anything without verification. Do not do it.

SHRI JYOTIRMOY BOSU: Character assassination can take place only when there is a character. Who appeared on behalf of the Birlas before the Car Prices Commission and pleaded for the enhancement of price of the Ambassador car? The Chief Minister of West Bengal. So, who are the spokesmen of Birlas? The proof of the pudding is in the eating....(Interruptions).

SHRI B. K. DASCHOWDHURY: (Cooch-Bihar) Sir, a reference has been made to the Chief Minister of West Bengal How is it relevant?

MR. SPEAKER: He is not talking relevantly. This is not relevant at all....(interruptions)

SHRI JYOTIRMOY BOSU: Is it not a fact that one of the Birlas Shri B. M. Birla, has become friendly and made a heavy donation of Rs. 55 lakhs to your political party? You have received the money and today you are quarrelling about it....(Interruptions) I say "doctor, heal thyself"....(Interruptions) If anybody fights the monopolists, it is my party....(Interruptions) We have been demanding the nationalisation of one car plant. But the Minister scuttled it by saying that it is junk....(Interruptions) The whole thing has been nauseating and it requires a thorough probe. Mere utterances by Shri Subramaniam Will only make bad things worse... (Interruptions) If they have any self-respect left for themselves, they should immediately arrange for a probe into the matter.

MR. SPEAKER: I will now put the motion to the vote. The ques-

tion is:

"That this House notes with disappointment the policy of the Government in regard to manufacture of car."

Those in favour may say 'Aye'.

SOME HON. MEMBERS: Aye.

MR. SPEAKER: Those against it may say 'No'.

SEVERAL HON. MEMBERS: No.

MR. SPEAKER: I think 'Noes' have it.

SOME HON. MEMBER: 'Ayes' have it.

MR. SPEAKER: All right; we will have division. Let the lobbies be cleared.

Now, the Lobbies have been cleared.

I again put the Motion to the vote of the House.

The question is:

"That this House notes with disappointment the policy of the Government in regard to manufacture of car."

Those in favour may say, "Aye."

SOME HON. MEMBERS: "Aye."

MR. SPEAKER: Those against may say, "No".

SEVERAL HON. MEMBERS: No.

MR. SPEAKER: The "Noes" have it: the "Noes" have it.

The motion was negatived.