

out and the call also will not be maturing. (*Interruptions*). Will the Minister examine the functioning of this? And since the Minister has stated that public demands are met, is the Minister aware of the fact that the Calcutta Stadium is the biggest in Asia and the Calcutta Football ground will remain busy in the entire period, there are no PCOs there and whoever goes there comes out disappointed? Will he enquire about it and instal PCOs there.

SHRI RAM NIWAS MIRDHA : Any time the Stadium authorities or any responsible authorities who can take care of our instrument and want it, we will give it to them.

(*Interruptions*)

SHRI NARAYAN CHOUBEY : Even the coin which is put in the PCO machine is not coming out.

MR. SPEAKER : If it does not come out, you will have less burden!

(*Interruptions*)

SHRI RAM NIWAS MIRDHA : The Hon. Member wanted to know in Howrah which happens to be constantly using PCOs how many of them are out of order. He knows well that they are out of order sometimes. There are a variety of reasons for that. (*Interruptions*). Sometimes only. They are tampered. We admit they are tampered by people and if you happen to see a news item today in the *Times of India* which reproduces from the *London Times*, it says, the same problem obtains in London. Thousands of them... (*Interruptions*). The level of mischief-makers in Howrah is not much higher than in London. But the point is that because we have not come to a system where we can have fool-proof, tamper-proof Public Call Offices which are attended, we put our research people on this and they are attending.

PROF. MADHU DANDAVATE : It is a global phenomenon.

SHRI BHAGAWAT JHA AZAD : It is a Commonwealth phenomenon.

SHRI RAM NIWAS MIRDHA : It is a global phenomenon.

Production of Maruti Cars

*837. **SHRI DINESH SINGH :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the percentage of Maruti Deluxe Cars and Maruti Ordinary Cars in the total production of Maruti Cars;

(b) whether there is an over production of Maruti Deluxe Cars which are not being lifted by purchasers; and

(c) what is the break up of the cost of extra fittings in Maruti Deluxe Car over that of Maruti Ordinary Car?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS AND IN THE MINISTRY OF HOME AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) Percentage of Deluxe and Standard Maruti Cars in the total car production upto 30-4-1985 was approximately 22 and 78 respectively.

(b) No, Sir.

(c) It will not be in the commercial interest of the company to disclose this information.

SHRI DINESH SINGH : Mr. Speaker, Sir, it is not my custom to try to disprove Ministers in the House, but for the Minister's benefit I think it would be useful for him to enquire from the factory as to how many offers of Deluxe Cars were made to people and how many have been turned down. If he wishes, I will send him some letters myself.

MR. SPEAKER : Wouldn't they automatically cease production of the thing which is redundant?

SHRI DINESH SINGH : No, Sir, it is not that. They don't do this because there is a demand and it is taken up by those who may not have registered and this is where the unfortunate practice of blackmarketing comes in.

Secondly, Sir, it is said that it is not in the commercial interest of the company to disclose the break-up. There is the cost of the ordinary car. And one knows the cost of

extras that are put in the Deluxe Car. If you add all these things, you get the cost of the Deluxe Car. There is no commercial interest or secret involved in this matter. I have taken the trouble to add them up. The cost of accessories that are extras from the ordinary to the Deluxe Car was calculated and it would come to only Rs. 15,000. That means, on each car, the company is making over Rs. 17,000 as profit. Is it justifiable for a public sector enterprise to make this kind of profit when there is a demand for that car on a large scale? Would it not be possible for the Minister to direct the company that they should make only one category of cars and those who wish to have the extra accessories could indicate so and these could be added on?

SHRI ARIF MOHAMMAD KHAN : Sir, the production of standard Maruti Cars has not been affected on account of production of Maruti Deluxe Cars. The rationale behind the production of Deluxe Car was to generate surplus so as to meet the overall objective of the company, breaking even in 1984-85. The production of Deluxe Car was necessary because of the comparatively low price of the Ordinary Car and the relatively higher cost of production in the first year.

PROF. MADHU DANDAVATE : That is not the question. You are replying independent of the question.

SHRI ARIF MOHAMMAD KHAN : I am not replying independent of the question. The very reason for producing Deluxe Cars was that we can meet the expenditure. The Standard Maruti Car is being provided at low cost. *(Interruptions)*. I think, that was the question asked and I am replying to that.

SHRI DINESH SINGH : I would like to ask second supplementary.

SHRI ARIF MOHAMMAD KHAN : Let me complete the reply. The purpose of producing Deluxe Car was to make the company break even in 1984-85 itself. The cost of the Standard Maruti Car is much lower than the Deluxe Maruti Car. We do not deny that. We are getting more profit on Deluxe Maruti Car so that we can maintain the prices which were announced earlier and that was the reason. That till the end of

the last financial year, no increase in the cost of Maruti Car was announced. That is, the reason why we went for the production of Maruti Deluxe Cars. Offers might have been declined by certain customers to whom the offers were made by the Maruti Udyog Limited. But at the same time, Deluxe Maruti Cars are not lying either with the Maruti Udyog Limited or with the stockists... Whatever production has been made, that has already been taken away.

SHRI DINESH SINGH : ...in the blackmarket.

SHRI ARIF MOHAMMAD KHAN : Not in the blackmarket.

PROF. N. G. RANGA : Let the rich people pay more.

SHRI DINESH SINGH : Would the Minister kindly state what was the target for production in the year 1984-85 and how much of it was fulfilled and what would be the target for this year?

SHRI ARIF MOHAMMAD KHAN : Sir, one more point was made by the Hon. Member—it was about the cost structure—that the cost and profit structure of even Ordinary Standard Maruti Car has not been disclosed. We do not consider it proper to disclose the cost structure in the commercial interest of the company.

PROF. MADHU DANDAVATE : Sir, the Hon. Member has mentioned about the cost structure. That should be expunged.

MR. SPEAKER : What is that?

SHRI ARIF MOHAMMAD KHAN : It is not with the Maruti Car alone. This is the standard practice with all the commercial companies. They do not disclose either the cost structure or the profit structure. That is why, we do not think that it is in the commercial interest of the company to disclose it. *(Interruptions)*. I am combining both.

For 1984-85, the total production of Maruti Cars was 14,924, and Maruti Deluxe was 5,429.

The production has exceeded the target which was fixed by the Maruti Udyog Ltd.

SHRI S. JAIPAL REDDY : What are the criteria for the Government....

(Interruptions)

I have always been very straight in putting my question.

What are the criteria for the Government to assert that Maruti Udyog Ltd. has started production; when almost all the major parts happen to be the imported ones? They are merely assembled here.

Will the Government tell us as to what is the production of indigenisation achieved so far and when will the company be able to indigenise the production completely?

MR. SPEAKER : We have already got an answer to that effect last time.

SHRI ARIF MOHAMMAD KHAN : I think that the query made by the Hon. Member does not relate to this question. I have already replied in this House that in-house indigenisation of the Maruti Udyog Ltd. has been achieved as per the revised target. But, the ancillary development has not taken place as we had envisaged and planned. The exact figures are not available with me at the moment.

(Interruptions)

SHRI S. JAIPAL REDDY : What are the targets that have been achieved? What are the targets fixed?

SHRI ARIF MOHAMMAD KHAN : I need a separate notice for this.

SHRI S. JAIPAL REDDY : He said he answered earlier...

MR. SPEAKER : When I allow a supplementary, you make it a debate. Please don't.

SHRI S. JAIPAL REDDY : I have framed the question ..

MR. SPEAKER : You stick to that only.

SHRI CHIRANJI LAL SHARMA : Will the Hon. Minister inform the House whether the target for the year, 1984-85 has been achieved or not?

Will the Hon. Minister kindly assure the House that he would institute an inquiry into the allegation made that persons who booked their Maruti Standard Cars have not been given cars in their turn? I quote my own case. I was informed that my number was about 16,000 and odd. I fail to understand as to why I have not got my turn.

Will the Hon. Minister institute an inquiry as to why the persons who booked the Cars are not given the Maruti Standard Cars in their turn when the claim is made by the Hon. Minister that the target has been achieved?

SHRI ARIF MOHAMMAD KHAN : The target has been achieved but the booking was much more than the production which has been achieved. The target for 1984-85 was only 20,000 and I have already got the figures that the production has been more than the target.

As regards the indigenisation programme which the Hon. Member was asking, we have already

(Interruptions)

I will give the information.

(Interruptions)

MR. SPEAKER : Why are you objecting when the Minister is giving the information?

SHRI ARIF MOHAMMAD KHAN : We have already achieved the figure of 27 per cent indigenisation at present and, as I have already stated, the in-house indigenisation programme is as per the revised target and, as regards the ancillary development, there has been shortcoming on that account.

SHRI G. G. SWELL : Maruti Car production is in collaboration with the Japanese firm and the crux of the question is more production; to solve the problems of the consuming public as well as of the factory, industry. In Japan, one worker produces 100 cars a year. I am not suggesting that we are going to reach that level at this stage. But has the Government or the industry made a study, even at this stage, how many cars one worker in the Maruti will produce in one year?

MR. SPEAKER : I do not think he has got the statistics now.

Transfer of Land Lease to Cooperative Societies

*838. SHRI G. S. GHOLAP : Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) the policy of Government regarding land belonging to Union Government given for manufacture of salt to the labour cooperative societies in different States ;

(b) whether it was given on scheduled rate or on tender basis;

(c) the normal practice in Maharashtra for leasing of Union Government land to the cooperative societies; and

(d) the action taken to remove the disparity, if any ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS AND IN THE MINISTRY OF HOME AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) and (b). Government is assigning land for manufacture of salt by renewal of leases on scheduled rates. However, in case of virgin land, land resumed by the Government and land on which salt works have been constructed by the Government, land is assigned by inviting tenders. Certain concessions have, however, been extended to the Cooperative Societies of weaker sections viz. SC/ST/Adivasis etc., in cases where land is assigned by inviting tenders.

(c) Land under Government Salt works is assigned by inviting tenders. In the case of Cooperative Societies of weaker sections, concessions mentioned above are applicable.

(d) Does not arise.

SHRI G. S. GHOLAP : It has been replied that the same procedure is followed throughout India. But in Maharashtra, specially in the Bombay region, there are four salt works where this procedure is not followed, where tenders are called. Especially

in the Janata regime, two Societies were fighting and, therefore, it was decided that tenders should be called. But previously no tenders were called and only scheduled rates were followed. Why is the same system not followed ? The Sub-Committee of the Consultative Committee has also decided that the scheduled rates should be followed. The Advisory Board also has decided that the same procedure should be followed. So, what is the Government's decision ?

SHRI ARIF MOHAMMAD KHAN : The leases in respect of these salt works are granted to cooperative sector for a period of three years on the basis of tenders. On the request of M/s. Sarvodaya Adivasi M.U.S.S. Ltd., the Government gave these four salt works to them on lease from 1-10-1957 to 30-9-1969 in different spells and on different lease amounts. Meanwhile, another Cooperative Society named Mithagar Kamgar Sahkari Sangh Ltd. requested the grant of lease of these salt works to them. The Government then decided to invite tenders for leasing these four salt works in two blocks of two salt works each. Because another Society came in, we had to invite tenders, but it was done much before.

Another point I would like to make is that the Maharashtra State Electricity Board has requisitioned these lands for installation of a thermal power station and as such, these salt works have been leased only upto 30-6-1985.

It is true that the Consultative Committee had made a recommendation that lease of land to labour cooperative societies should be for a period of 20 years on a ground rent at Rs. 2/- per acre per annum and assignment fee at Re. 1/- per tonne of salt produced and issued. But this recommendation was not accepted by the Government, and in the light of the requisition which has been made by the Maharashtra State Government for this land, I do not think any action is needed at this stage.

SHRI G. S. GHOLAP : Just now the Minister has stated that the land is under requisition or acquisition. We have received a letter in writing that this land was to be acquired, but the proposal has now been dropped. May I know whether the Govern-