

and whether soundness of their construction has since been tested? What steps the Government propose to take to check recurrence of such incidents in future with regard to the network of towers that we are going to have during the Seventh Five Year Plan?

SHRI RAM NIWAS MIRDHA : Sir, this tower was under construction at Lalgarh in Bikaner. Work on this tower had started in 1985 and it had been raised upto a height of 80 metres and it was to be raised upto a height of 100 metres. But, in the meantime, high velocity winds struck on the 12th June, 1985 due to which this tower, which was under construction, collapsed and with it collapsed the chimney of Bikaner Power House. All this happened due to high velocity winds.

SHRI HARISH RAWAT : Sir, let the hon. Minister also indicate the speed of the winds. (*Interruptions*)

It would have been better, had the hon. Minister said whirl-wind or storm..... (*Interruptions*)

MR. SPEAKER : In Rajasthan, high velocity winds blow.

SHRI RAM NIWAS MIRDHA : Sir, it is being investigated. Its foundation is intact, it has not collapsed. The tower collapsed due to strong winds while it was under construction and we are investigating into it. We are investigating whether there was some defect in design or whether structure was weak and action would be taken on the basis of the findings of the investigation.

SHRI VILAS MUTTEMWAR : Are any step being taken to check the recurrence of similar incidents in future?

SHRI RAM NIWAS MIRDHA : The information collected by us has revealed that during the past so many years, only three such incidents have taken place involving collapse of towers under construction. Investigation in those cases was also conducted and report thereon is also with us. On the basis of this report we are advising the people engaged in research to change the design. But this incident has occurred all of a sudden. Steps on how to check recurrence of similar incidents will be taken only after the report is received.

[English]

SHRI M. RAGHUMA REDDY : Sir, in Andhra Pradesh, the MLAs are not being provided telephone connections. The MLAs who had been elected in 1983, have fortunately been elected in 1985 also. We have given many representations but not a single MLA has been provided a telephone connection in Andhra Pradesh. I would like to know whether the Government is giving stepmotherly treatment to Andhra Pradesh because it is being ruled by Telugu Desam, or whether the Minister is going to give telephone connections to all the MLAs immediately. Since they are also public representatives, they are also representing their constituencies, they must be provided telephone connections immediately.

SHRI RAM NIWAS MIRDHA : No big tower is going to collapse in Andhra Pradesh.

Manufacture of Passenger Vehicles

*314. **SHRI RANJIT SINGH GAEKWAD :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state : (a) whether Government have liberalised licensing for manufacture of passenger vehicles in the country ;

(b) the number of licences or letters of intent so far issued for manufacture of passenger vehicles, with names of foreign collaborators ;

(c) the annual capacity of vehicles of each of the manufacturing companies ; and

(d) the likely market price ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY AND COMPANY AFFAIRS AND IN THE MINISTRY OF HOME AFFAIRS (SHRI ARIF MOHAMMAD KHAN) : (a) In terms of notifications issued in January, 1985, motor vehicles have been grouped into two main categories of 2-wheelers and 4-wheelers for the purpose of licensing.

(b) and (c) A statement in respect of major manufacturers is given below.

(d) As there is no control on prices, information regarding the prices of different makes and models of vehicles is not maintained by the Ministry. However, this information is available with the manufacturers/dealers.

Statement

S.No.	Name of the manufacturer	Approved Capacity	Name of the present collaborator, if any
I. FOUR WHEELERS (in nos.)			
A. Passenger Cars			
1.	M/s Maruti Udyog Limited	1,00,000	M/s Suzuki Motor Co., Japan
2.	M/s Premier Automobiles Ltd.	28,600	M/s Nissan, Japan (Engine & Transmission)
3.	M/s Hindustan Motors Ltd.	50,000	M/s Isuzu Motor Co., Japan (for Engine Transmission and Axles)
B. Commercial Vehicles			
1.	M/s TELCO	78,000	—
2.	M/s Ashok Leyland Ltd.	45,000	M/s Leyland UK (for cab only)
3.	M/s Mahindra & Mahindra Ltd.	13,000	M/s Automobiles Peugeot, France
4.	M/s Bajaj Tempo Ltd.	30,000	M/s Daimler Benz, West Germany
5.	M/s Maruti Udyog Limited	40,000	M/s Suzuki Motor Co., Japan
6.	M/s Standard Motors Products of India Limited.	27,500	Austin Rover, UK (Passenger car and LCV engine)
7.	M/s Allwyn Nissan	10,000	Nissan Motor Co. Japan
8.	M/s DCM-Toyota Ltd.	15,000	Toyota Motor Corporation, Japan
9.	M/s Eicher Motors Ltd.	12,000	Mitsubishi Motor Corporation, Japan
10.	M/s Swaraj Mazda	10,000	Mazda Motor Corporation, Japan.
II TWO WHEELERS			
1.	M/s Bajaj Auto Limited	570,000	M/s Kawasaki Heavy Industries, Japan
2.	M/s Kinetic Honda	150,000	M/s Honda Motors Co., Japan
3.	M/s Ind-Suzuki	200,000	M/s Suzuki Motor Co., Japan
4.	M/s Hero Honda	200,000	M/s Honda Motor Co., Japan
5.	M/s Scooters India Ltd.	150,000	—
6.	M/s Lohia Machines Ltd.	100,000	M/s Piaggio s.p.a, Italy
7.	M/s Escorts Limited	230,000	M/s Yamah Motor Co., Japan
8.	M/s Enfield India Ltd.	120,000	Zundapp Works, West Germany
9.	M/s Ideal Jawa	92,000	Polytechna, Czechoslovakia
10.	Maharashtra Scooters Ltd.	73,000	—
11.	M/s Vespa Car. Co.	200,000	Piaggio s.p.a., Italy
12.	Kinetic Engg. Co.	400,000	—
13.	M/s Majestic Auto	110,000	—
14.	M/s Sundaram Clayton	354,000	—

SHRI RANJIT SINGH GAEKWAD :
 Sir, looking to the first part of the question the answer given by the Minister is not at all satisfactory, nor is it relevant. I have asked whether the Government has liberalised the licensing for manufacture of passenger vehicles. Besides this, I would like to know how many applications are still pending with the Government for further manufacturing of passenger vehicles and whether a survey has been made to find out the need of the country for such vehicles.

SHRI ARIF MOHAMMAD KHAN :
 Sir, the hon. Member has asked me to specify the steps that have been taken to liberalise the policy. He can use whatever term he likes. But I would like to say that the Government has taken many steps towards better development of automobile industry. And the broad-bending is one of them. Apart from that many other incentives have also been given. The commercial vehicle industry was declared open for the participation of larger industrial houses. Similarly, in April 1982, the Government included passenger cars in Appendix I thus allowing large houses and FERA Houses to participate in the establishment of these industries and also permitted them to regularise excess capacity and take advantage of automatic growth. The Government have also allowed concessional rate of customs duty on import of critical components for manufacture of commercial vehicles and passenger cars subject to the approval of phased manufacturing programme and certification of fuel efficiency by DGTD and the Department of Heavy Industries.

About the number of applications which are pending, the information is not available with me at the moment. That information I will make available to the hon. Member.

SHRI RANJIT SINGH GAEKWAD :
 More manufacturers of vehicles means more vehicles on the road ; more vehicles on the road means congestion on the road and pollution of air and sound. These hazards the general public has to face, if there are more vehicles on the road. So, I would like to know, though I mentioned this in my earlier question, whether a survey has been done for the requirement of more vehicles and whether these hazards

have also been looked into when licenses are being issued for manufacturing of vehicles.

THE MINISTER OF CHEMICALS AND FERTILISERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : Licenses for passenger cars have been issued to three major companies. One is Maruti Udyog Limited ; number two, is Premier Automobiles Limited and number three is Hindustan Motors Limited. So far as the commercial vehicles are concerned, heavy duty vehicles and also light commercial vehicles ten licenses have been issued. And recently the Government has introduced a broad-bending scheme. I may be permitted to explain what is this broad-bending scheme. So far as four wheeler vehicle is concerned, if a company is manufacturing trucks, they are at liberty to manufacture passenger cars within the licensed capacity ; if the company is manufacturing passenger cars, they are at liberty to manufacture trucks within the licensed capacity and if the company is manufacturing jeeps, they are at liberty to manufacture within the licensed capacity any other four wheeler vehicles.

SHRI RANJIT SINGH GAEKWAD :
 Sir, this is not the answer to my question.

I had said manufacturing of more vehicles means more vehicles on the road ; more vehicles on the road means congestion, accidents on the roads plus there is more of air and sound pollution, which the general public has to face. For that purpose, I had asked the Minister whether a survey has been done to find out the number of extra-vehicles that can be put on to the road ?

SHRI VEERENDRA PATIL : Sir, I require a notice for that.

SHRI S. JAIPAL REDDY : I will confine myself to four-wheeler passenger cars. The Minister was good enough to tell the House that only in respect of three companies this license has been given, but under the broad-bending scheme all other companies would also be permitted to produce passenger cars as a consequence of which Standard Motors has entered into collaboration with Austin Rovers for production of Standard Rovers.

I would now like to know whether it is not a fact that licences given for production of passenger cars would now be of the order of half a million. I would also like to know whether it is not a fact that the Prime Minister while reviewing this sector observed recently that the domestic market in the country would not be so big as to exceed the domestic demand. If so, what are the reasons for the grant of so many licences and for the grant of such licensed capacity.

SHRI VEERENDRA PATIL : I explained that these companies, before they think of switching over to any other model of four wheeler, make a market survey. They work out the economics of the project and then only they can think of that. So far as the Standard Motors is concerned, the hon. Member has referred to it. Standard Motors is already manufacturing standard motors and within the licensed capacity they want to manufacture Standard Rover with the collaboration of Rovers, that is, with the UK collaboration.

SHRI P. CHIDAMBARAM : Is it not a fact that a study was made some years ago when it was found that the pent-up demand for passenger vehicles was estimated to be only one lakh vehicles? If so, how does the Government grant licences for so many passenger vehicles without estimating the annual demand and the annual increase in the demand also?

SHRI VEERENDRA PATIL : I may inform the House that till Maruti came into the picture and started production, so far as passenger cars were concerned, it was sellers' market it was not a buyers' market. The policy of the Government is to see that passenger cars or trucks, whatever they are, should be always buyers' market; it should not be sellers' market. In order to see that it becomes buyers' market, we have to produce more. Therefore, to that extent, I think, we have not reached that stage where we can say that we are producing much more than what we can use in the country.

SHRI S. KRISHNA KUMAR : For the last 38 years since independence we in the country have had to make do with poor quality cars because of the excessive protection given to the manufacturers. In all the foreign countries the quality is

kept at a very high level because of the competition which is allowed. Even in the case of Maruti cars there is an apprehension that the quality is going to go down when more and more components are going to be indigenised. Against this background, what are the steps going to be taken by the Government to encourage competition to see that the Maruti level of quality is ensured in respect of all passenger cars marketed in our country?

SHRI VEERENDRA PATIL : Now in the automobile industry, it is a competitive market. Because, earlier, there were only 2 or 3 companies which were manufacturing cars. As I already said, it was a Sellers' market. Even for getting Ambassador, for getting Premier, these users had to register and wait for years together. And today, after Maruti, there is a competition. I agree with the hon. Member that we are not in a position to produce quality cars without foreign collaboration. Therefore we are allowing foreign collaboration with the stipulation that whatever foreign collaboration is allowed, whatever technology is allowed, that technology has to be absorbed within a period of 5 years. Therefore, before approving the foreign collaboration agreement, we insist on producing the indigenisation programme; and in this indigenisation programme we insist that nearly entire product should be indigenised within a period of 5 years. Today it is only 3 or 4 companies who are producing passenger cars but nearly half a dozen companies would be producing passenger cars. I think very soon it is going to be buyers' market and the country is going to get quality cars at a reasonable price.

SHRI PRIYA RANJAN DAS MUNSI : May I know whether it is a fact that Hindustan Motors brought out a model 'Contessa' which was found to have lot of defects and without technical clearance it was sold in the market? Buyers are now complaining about serious technical defect in the engine but no action has yet been taken by the Management to compensate the same. Will the hon. Minister persuade the Management to compensate the buyers and also see that in future such things do not repeat?

SHRI VEERENDRA PATIL : So far as Hindustan Motors Ltd is concerned,

their approved capacity is 50,000. The name of their present collaborator is Isuzi Motor Company, Japan. If there is any complaint we will certainly look into that.

WRITTEN ANSWERS TO QUESTIONS

[English]

***307. SHRI ANANTA PRASAD SETHI :** Will the Minister of PETROLEUM be pleased to state :

(a) whether it is a fact that Government have recently reviewed their policy to wipe out the current waiting list of LPG connection in the country ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) : (a) and (b) Persons on the waiting list for LPG connections are proposed to be given LPG connections under the annual enrolment programme. The target for the year 1985-86 is 17.50 lakhs. Release of new LPG connections in future years would be made keeping in view LPG availability, augmentation of bottling capacity, and other infrastructure facilities.

Supply of adequate Levy Cement to Assam

***308. SHRI ANANDA PATHAK :** Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether the construction works in Assam have come to a halt following the failure of the Cement Corporation of India to supply levy cement to that State according to the scheduled quota ;

(b) if so, the details thereof ; and

(c) the steps to be taken by Government to ensure regular supply of cement and prevent recurrence of such situation ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) to (c) Allocation and despatches of levy cement to the State of Assam under the State quota including Irrigation and Power projects during the

second quarter of 1985 (April—June 1985) have been as under :

Allocation under State quota including Irrigation and Power	Despatches including for Irrigation and Power
69, 800 tones	38,834 tonnes (Provisional)

Of the above, the share of despatches from the cement factories of Cement Corporation of India (CCI) viz. Bokajan (Assam), Mandhar (M.P.), Akaltara (M.P.) was 20,777 tonnes (Provisional) representing 53.50%. It is, therefore, not correct to say that construction works in Assam have come to a halt on account of non-supply of levy cement by the cement factories of Cement Corporation of India.

The shortfall in despatches as against allocation is primarily due to constraints in movement of cement by rail across Farakka. Priority is being accorded to cement despatches to Assam to improve the situation.

Sale of Drugs at Low Price by Public Sector Drug Companies to Private Sector Companies

***309. SHRI BIMALKANTI GHOSH :** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether some public sector drug companies have during the past fifteen months sold their products to some private sector 6 APA producing units at rates lower than that fixed by Government ;

(b) if so, the details thereof and the reasons therefor ;

(c) the loss sustained by the public sector undertakings as a result of such sale ; and

(d) whether the drugs sold at lower rates for own consumption of the said 6 APA producers were subsequently re-sold by them at higher prices to other companies ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) (a) to (c) : The prices fixed by the Government under the Drugs (Prices Control) Order, 1979 are the maxi-