

time because of so many other constraints, because of the situation there and the resources factor. They are trying to do it and they want us to commit ourselves to make the gas available to them for setting up industries.

In so far as the bottling capacity for the entire country is concerned, there is a definite constraint. This is likely to become absolute if they don't increase it further during the 7th Plan period.

Collaboration agreements for auto parts with Japan

*26. SHRI BRAJAMOHAN MOHANTY: Will the Minister of INDUSTRY be pleased to state :

(a) the number of collaboration agreements signed during the last two years for manufacture of auto parts with Japan and other countries ;

(b) whether any study has been conducted about the impact of such collaboration on indigenous manufacturers ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT (SHRI M. ARUNACHALAM) : (a) During 1984 and 1985, 83 regular foreign collaborations have been approved in the auto ancillary sector. Out of this 22 collaborations are with Japanese manufacturers.

(b) & (c). No, Sir.

SHRI BRAJAMOHAN MOHANTY : Out of the 83 regular collaborations, I don't know how many irregular collaborations are there. May I know whether the technology transfer is stipulated in the collaboration agreement. If so, of which category ; viz., not available in the country that is being imported or available but to meet the high domestic requirement it is being imported or to promote the export potentiality ; in respect of which of these categories how many collaboration agreements have been entered into,

THE MINISTER OF INDUSTRY (SHRI NARAYAN DUTT TIWARI) : There is nothing irregular I would like to assure the Hon. Member. There are only regular collaborations. For some time talks are going on with different collaborators and these are mentioned in the Press. So, it will refer to that.

Coming to the number of collaborations, mainly these collaborations refer to the advent of new ranges of vehicles which are being introduced in the country and which require new specifications and new standards regarding the components availability.

The Hon. Member is aware of the automotive transformation that is going on in the country. New models are coming in the various fields, two wheelers, three wheelers and four wheelers and these require new components. It is essential, rather quint essential for the development of the auto industry that we should have the new components.

The Hon Member would be happy to know that many among these auto ancillary industries which are now manufacturing indigenous auto ancillaries are also collaborating for manufacture of these new type of components. As I have mentioned in my reply, out of 83, 22 are with Japanese manufacturers ; out of 22, 12 are of the existing manufacturers. Out of 83, 43 manufacturers are also existing manufacturers. They are fully participating in modernising their technology in the field of auto ancillaries.

SHRI BRAJAMOHAN MOHANTY : Sir, in part (b) of my question I had asked whether any study has been conducted about the impact of such collaboration on indigenous manufacturers. The reply to this is that no study has been conducted. So far as existing Indian industry is concerned they are entering into collaboration but my question would be whether by this collaboration the Indian Indigenous industry will be affected and also when it will be possible for complete indigenisation of the technology ?

SHRI NARAYAN DUTT TIWARI : I may assure the hon. Member that in

substance our indigenous capability would not be affected. It will get upgraded and modernised which is necessary in the modern times. By and large the ancillary industry itself has welcomed such development in the field of automotive industry. They have welcomed it and it was evident in the Auto-Expo '86 Exhibition which was recently held at Pragati Maidan.

SHRI S. JAIPAL REDDY : When we enter into collaboration agreements in regard to basic models, should we also encourage separate collaboration agreements in regard to ancillary parts? Is that the best way of indigenising the modern technology. At this rate where do you draw the line, I would like to know from the Minister?

PROF. MADHU DANAVATE : It is a piecemeal method.

SHRI NARAYAN DUTT TIWARI : The hon. Member would agree that both are essential keeping in view the modern technological requirements. In most of the advanced countries in the world, ancillary development is also considered very essential so that the requirements of basic models are also met thereby. So, I would suggest that there is no harm in this. It is rather the usual procedure in most of the countries.

[Translation]

SHRI NARESH CHANDRA CHATURVEDI : Mr. Speaker, Sir, a number of collaborations are being signed to promote auto industry and a lot of emphasis is being given in this regard. But an essential item which would be required to run these automobiles is petroleum. When the price of petroleum was raised recently, one of the pleas given was to curb its consumption, but on the other hand, you are expanding the auto industries all along and are manufacturing the vehicles in a large number, which would tend to increase the petroleum consumption. Therefore, I would like to ask the hon. Minister whether he would effect a cut on this mode of transport or would he go on expanding this industry?

SHRI NARAYAN DUTT TIWARI :

The hon. Member would agree with me that we are passing through a phase of industrialization. In the context of industrialization, it is necessary to raise the efficiency of petrol per litre. This is very vital. Today, fuel efficient engines are being produced throughout the world. The usefulness of Maruti vehicle is that it gives more mileage per litre. Therefore, our intention is to import such technology as may reduce petroleum consumption and the vehicles give more mileage.

SHRI BALASAHEB VIKHE PATIL : When we are going ahead to reduce petroleum consumption by modernising the auto industry, is there any proposal before the Government to convert industrial alcohol into gasoline, as has been done by Brazil, to reduce petroleum consumption?

SHRI NARAYAN DUTT TIWARI : Although the suggestion of the hon. Member is worth considering, yet in today's context, we cannot compare ourselves with Brazil.

Sir, Sugar is not produced from Sugarcane in Brazil. They manufacture alcohol from sugarcane; only a negligible quantity of sugar is produced from sugarcane. I am told and so far as my information goes, that sugarcane in Brazil is used only for making alcohol. As against this, we in our country manufacture mainly sugar from sugarcane. Thereafter, it is used in molasses, etc.

[English]

Foreign aid for power generation

*28. **SHRI BALASAHEB VIKHE PATIL :** Will the Minister of ENERGY be pleased to state :

(a) whether Government are considering a proposal to seek foreign aid during the Seventh Five Year Plan period for installing 10,000 MW additional generating capacity of power in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI