

DR. K. L. RAO: The power shortage is acute in the northern region in Kashmir, Punjab, Haryana, and UP and in the south in Andhra. We are really concerned about the power shortage. In the northern region, the position because more difficult whenever Bhakra reservoir and Rihand reservoir are not filling up. We are hoping that in the next few years by connecting the various grids, it will be possible to get more power from M. P. and other areas and try to make good the shortage as much as possible. But the shortage will persist for the next two or three years and only after 1974-75, if we take up the projects we have planned, it will be possible perhaps to overcome the shortage. The shortage is not uniform throughout the country.

श्री सरजू पांडे : अभी मन्त्री जी ने स्वीकार किया है कि उत्तर प्रदेश में बिजली की भारी कमी है और इस समय भी बिजली की कमी से वहाँ बहुत परेशानी है—विशेषकर काष्ठ-कारों को, इसीलिए उत्तर प्रदेश में एटामिक पावर स्टेशन बनाने की बात सोची गई थी तो सरकार ने उसके सम्बन्ध में क्या निर्णय लिया है और इस योजना पर कब तक अमल किया जायेगा ?

DR. K. L. RAO: It is true that in U. P. there is the greatest amount of shortage of power in the country. We have planned to take up many projects to make up the shortage as early as possible. An atomic power station by itself is not going to make up the shortage. A number of other projects including the Tehri dam will have to be taken up to make up the shortage. So far as the atomic power station is concerned, the atomic energy department has been visiting various sites and Narora is one of the sites under serious consideration. But the main difficulty there is about the foundation. It being a seismic zone, they are worried about the design and whether it would be subject to seismic conditions. I hope it will be possible for us to finalise in the next few months.

MR. SPEAKER: The reply should be brief.

श्री जी० एस० मिश्र : मैं मन्त्री महोदय से जानना चाहता हूँ कि जब देश में पावर की

इतनी शॉर्टेज है तो कोल माइन हेड पर, खास कर मध्य प्रदेश में, बड़े पावर स्टेशन्स का निर्माण क्यों नहीं किया जाता है ? कोल माइन हेड से दूर पर बदरपुर में स्टेशन बनाया गया जिससे कोल की कठिनाई होती है तो ऐसा क्यों किया गया है ?

DR. K. L. RAO: Power stations are set up depending on a number of factors. One most important factor is load center. Wherever there is load, the power station must be near that. There must be water and coal. It is not the question of transport of coal that is giving us trouble. We have not taken up a large number of projects earlier and that is why there is shortage. Now we are taking up various projects. Whether they are located near coal pitheads or elsewhere, the number of years taken for the construction of the power house remains the same. Therefore, it is not so much a question of location of the power house, but it is a question of undertaking the work and pursuing it vigorously.

Closure of units in Kerala due to shortage of Billets and untested rails

*1239. SHRI A. K. GOPALAN: Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state:

(a) whether Government are aware that a number of units in Kerala which use billets and untested rails for the production of agricultural implements are closed due to the non-availability of raw materials; and

(b) the total assessed annual requirements of billets and untested rails in these units in Kerala, and the allotment made during the last two years, year-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI GHANSHYAM OZA):

(a) Government have no information of complete closure of any such unit in Kerala.

(b) According to the State Government the assessed requirement of raw material is 51,300 tonnes per annum if the units work to full capacity. Details of allotment to small scale units are not known since allotments to such units are made directly by Joint

Plant Committee. However, for the period October 1970-March 1971 an allocation for 3.75 tonnes of second class rail was made in favour of one unit in Kerala which is the only unit borne on DGTD list for the manufacture of agricultural implements.

SHRI A. K. GOPALAN: The Minister has admitted in the statement that while the actual requirement of Kerala is 50,000 tonnes the supply is less than that. May I know whether the gap between supply and requirement will be narrowed down so that there will be no closure or lay off?

SHRI GHANSHYAM OZA: It is true that supply is not according to the requirement and, as he rightly pointed out, it results, in lay off in certain units. We are making every effort to see that all the units get adequate supplies. But, as the hon. Member very well knows, steel is in short supply. We are trying to meet the demand as much as possible, particularly of the small-scale industries.

SHRI A. K. GOPALAN: During last year in how many factories there was lay off for want of billets and untested rails? Will he take steps to see that it does not recur this year also?

SHRI GHANSHYAM OZA: Up to October 1970 the billets and second class rails were not distributed through DGTD. Now that we have taken it over, we are making every effort to see that the industrial units, particularly in the organised sector, do not suffer. We share the anxiety of the hon. Member and we are doing the utmost within our capacity.

SHRI VAYALAR RAVI: The Minister is saying that he is not aware of the fact that some of the Units were closed. Is he not aware that a memorandum has been submitted to the Prime Minister, the Industries Minister and the Minister of Steel about the difficulties faced by the industries for want of this particular category of steel? If it is not a fact that these industries are suffering because of shortage created deliberately on account of the pressure from the steel rolling mills? What efforts are being made to see that the requirements of

the units, particularly in the small-scale sector, are met?

SHRI GHANSHYAM OZA: We are trying to see that the requirements of the Small-scale industries are fully met. But, as I said earlier, we are dealing with it only from October 1970. We are trying to see that the requirements of the small-scale Industries are fully met.

Demand and Production of Cars

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*1240. **SHRI M. SATYANARAYAN RAO:**
SHRI H. K. L. BHAGAT:

Will the Minister of INDUSTRIAL DEVELOPMENT be pleased to state:

(a) the total annual requirement of passenger cars in the country;

(b) the production capacity and the number of cars manufactured during the last three years, year-wise; and

(c) the reasons for shortfall in production, if any?

THE MINISTER OF INDUSTRIAL DEVELOPMENT (SHRI MOINUL HAQUE CHOUDHURY): (a) The Planning Group for Machinery Industries set up by the Planning Commission has estimated the demand for passenger cars at 75,000 Nos. per annum by 1973-74.

(b) The car manufacturers have given different figures of their production capacity at different times. The actual production has been 37,308 cars in 1968; 35,265 Cars in 1969; and 35,829 in 1970.

(c) The slightly lower production during 1969 and 1970 as compared to 1968 is due to one of the factories having remained closed for some time during each year due to economic and labour problems.

SHRI M. SATYANARAYAN RAO: It appears from the reply that there is a big gap between demand and supply. While the demand is 75,000 per annum the supply is 35,000 or 37,000. In view of this, is there any proposal to set up a unit in the public sector for manufacture of cars and, if so, when will be set up?