

whether the hon. Minister has familiarised himself with the topography of Calcutta to understand the problem...

MR. SPEAKER : He is going there shortly.

SHRI INDRAJIT GUPTA : The Dum Dum-Princep Ghat line has nothing to do with infra-city transport. It is intended to bring people from the outskirts on the north up to the Dalhousie office area by a line along the alignment which already exists in the old port commissioners' railway along this track.

SHRI HANUMANTHAIYA : This is what I have been told. I am not familiar with the topography. I shall do so, when I go to Calcutta

SHRI INDRAJIT GUPTA : He has already abandoned schemes without going to Calcutta. First, he has abandoned the schemes, and then he is going to Calcutta.

SHRI HANUMANTHAIYA : It is not a point for dispute. It is the Soviet study team's report which has been accepted. If the dispersal line has been vetoed it has been vetoed. In addition to what the report has recommended, if there is any further issue for consideration, I shall do so. That is what I have said.

SHRI INDRAJIT GUPTA : All right, let him go to Calcutta.

Manufacture of Scooters with Italian Collaboration

*182. **SHRI A. K. SAHA :** Will the Minister of INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRI) be pleased to state :

(a) whether Government are negotiating with the Vespa Company of Italy to collaborate in the manufacture of scooters in India in the public sector ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (AUDYOGIK VIKAS MANTRALAYA MEN RAJYA MANTRI) (SHRI GHANSHYAM OZA) : (a) and (b). A

statement is laid on the Table of the House.

Statement

(a) Yes, Sir.

(b) The Committee of Technical Experts, which had been set up to work out and advice Government on a suitable indigenous design of a scooter and programme of its production in the proposed public sector project, had come to the conclusion that no indigenously developed design of a scooter was readily available in the country, and that the development of a new design of a scooter from the drawing board stage to the stage of production might take about seven to eight years. The Committee had also pointed out that to set up a successful project for manufacture of scooters to cater to both the domestic and international markets, it was necessary that the model selected should be competitive with the best design of the world.

In the light of the findings of the Committee and in view of the growing imbalance between demand and supply of scooters in the country, it was felt that it would not be desirable to wait many years for a completely indigenous design to be developed for meeting the large and growing demand. Accordingly, Government decided to take up in the proposed public sector project a scooter model of a proven foreign design so that production could be established with as little delay as possible. In pursuance of this decision, offers had been invited from interested parties in foreign countries. In response, an offer of collaboration has been received from the firm in Italy manufacturing Vespa scooters.

SHRI A. K. SAHA : In view of technical and credit facilities available in the country, why does Government enter into collaboration with foreign manufacturers for this purpose ?

SHRI GHANSHYAM OZA : If I have heard him correct, I think he means to ask why Government does not encourage small scooter producers by giving them credit. As a matter of fact, we are going in a big way in producing scooters in the public sector. We are trying to encourage scooter producers using indigenous designs also. So many letters of intent have been issued both in the private and public sector.

SHRI A. K. SAHA : Apart from the announced negotiations with an Italian firm of scooter manufacturers for production in the public sector, what steps does Government take to encourage indigenous scooter manufacturers without foreign collaboration ?

SHRI GHANSHYAM OZA : It is the same thing. As I said, we are encouraging the private sector also ; we are encouraging some public corporations too, because we want to go on producing scooters on a mass scale to meet the increasing demand. In view of this huge requirement, we want a foreign design which can be put quickly into the market.

SHRI BHAGWAT JHA AZAD : If I am correct in assuming from the statement of the Minister, scooter is not regarded by Government as an item luxury as a piece of bread is, according to the Finance Minister. May I know when the scooter so urgently required as per the statement will be before the public in the country.

SHRI GHANSHYAM OZA : It will take three years or so.

श्री सरजू पांडे : यह स्कूटर का मामला छोटी कार की तरह से बहुत दिनों से चल रहा है। मैं जानना चाहता हूँ कि क्या यह योजना ड्राप कर दी जायेगी ? अगर इस को प्राइवेट सेक्टर में बनाने का विचार है तो मैं जानना चाहता हूँ कि कौन सी कम्पनी ने इसके लिए अप्लाई किया है और किस स्थान पर इसको बनाने का विचार है ?

अध्यक्ष महोदय : यह इस सवाल के स्कोप के बाहर है।

श्री सरजू पांडे : उन्होंने खुद कहा है कि हमने प्राइवेट सेक्टर में भी अलार्क करने का विचार किया है।

SHRI GHANSHYAM OZA : I have said that we want to have it in the public sector. We have entered into negotiations. It is being actively considered and within a period of three years, we are going into production. At the same time, we are encouraging private sector people also as

also some corporation of the States in producing indigenously designed scooters in the country.

SHRI K. LAKKAPPA rose—

MR. SPEAKER : So Lakkappa is interested in Vespa !

SHRI K. LAKKAPPA : This Government has been making big promises since many years that it would meet the demand for scooters which is very much needed by the middle—and upper middle-classes in the country. But it is going very slow with the implementation of the promises. That being so, is the Government thinking of making use of technical knowhow available indigenously while simultaneously manufacturing scooters in the public sector/ before some negotiation for collaboration with outsiders. Secondly, they have said that offers have been invited from interested parties from foreign countries. Which are the other countries which are interested in manufacturing scooters in this country ? By what time would the Government be able to meet the demands for scooters in this country by manufacture both in the public and private sectors ?

SHRI GHANSHYAM OZA : About the first part of the question, I would say that we had appointed an expert committee to go into this matter to see whether any indigenous design is readily available for production. We are advised that it is not possible. Therefore, we went in for foreign collaboration and left the indigenously design to the private sector which is going to produce scooters on a small scale. About the second part of the question, we had offers from two firms, out of which we are considering the offer made by the Italian firm.

Running of Rajdhani Express with Vacant Seats

*183. **SHRI S. M. BANERJEE :** Will the Minister of RAILWAYS (RAIL MANTRI) be pleased to state :

(a) whether a number of seats in Rajdhani Express go vacant because no passenger is allowed to travel from Kanpur and Mughal Sarai to Calcutta ;

(b) if so, the reasons for sustaining this