

**श्री एस० एम० जोशी :** अध्यक्ष महोदय, मेरे मित्र श्री नाथ पाई ने अभी सदन को कहा कि जब वह उस कमेटी में काम करते थे...

**MR. SPEAKER :** We have also heard it. So, he need not repeat it.

**श्री एस० एम० जोशी :** मैं आगे पूछता हूँ कि ऐसी कोई अंडरस्टैंडिंग हुई थी, इनफॉर्मल अंडरस्टैंडिंग हुई थी कि जब सर्वसम्मति से कोई राय दी जायगी तो उसके ऊपर अमल किया जायगा ? मैं आपके द्वारा प्रधान मंत्री जी जो उस वक्त इस मुहकमे की मंत्री थीं उनसे जानना चाहूँगा कि क्या इनफॉर्मल अंडरस्टैंडिंग इस तरीके की हो चुकी थी या नहीं ?

**श्रीमती इन्दिरा गांधी :** कोई अंडरस्टैंडिंग खास तो नहीं हुई थी ।

**श्री मधु लिमये :** कभी तो सच बोलो ।

**SHRI NATH PAI :** I would not accuse her. I just want to put the record straight. If the Prime Minister wants to take today the position that there was no understanding, I am afraid that this is a departure from what exactly had transpired. We can summon the then chairman in this regard. The then chairman of the committee Shri Chanda called on us and said 'I had a talk with Mrs. Gandhi. Mrs. Gandhi also feels that the unanimous recommendations should be implemented.'

**AN HON. MEMBER :** That was the assurance by the then Information and Broadcasting Minister.

**SHRI NATH PAI :** I am telling you exactly what had happened. She said this in her informal talks 'Come along, join it, first start the work, let us see what recommendations you make'. This was repeatedly told to us. If she wants to change her attitude now, and talk differently, she is free to do so.

**MR. SPEAKER :** She has denied it already.

**SHRIMATI INDIRA GANDHI :** The point was that we would give the most serious consideration and respect to what they said.

**SHRI HEM BARUA :** May I seek a clarification from you ?...

**MR. SPEAKER :** Next question.

**H.A.L. AGREEMENT WITH DUNLOP COVENTRY, LTD.**

\*720. **DR. RANEN SEN :** Will the Minister of DEFENCE be pleased to state :

(a) whether the Hindustan Aeronautics Ltd., Bangalore, has entered into an agreement with Dunlop Coventry Ltd. of Britain for the manufacture in India of aviation products designed and developed by the latter;

(b) if so, what are the products proposed to be manufactured in India; and

(c) the terms of the agreement ?

**THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI L. N. MISHRA) :** (a) and (b). Yes Sir; HAL have entered into a licence agreement with Dunlop Rubber Company of U.K. for the manufacture in India of aircraft wheels and brakes and related equipment.

(c) In accordance with normal commercial practice it will not be advisable to disclose the terms of the agreement.

**DR. RANEN SEN :** The hon. Minister has said that it will not be in the public interest to divulge the terms of the agreement. Some of the terms are reported in a newspaper published in England. It is already known to the British public and to a section of the Indian public also. These terms are very derogatory to HAL and to India. One is that HAL or the Government of India would not through any other agency make without instruction and help from the Dunlop Coventry Company any of these particular items covered by the terms. I would like to know what stands in the way of the Government of India in publishing these terms and laying them on the Table.

**SHRI L. N. MISHRA :** About the particular items of the agreement to which the hon. Member has referred, I:

would say that when we entered into an agreement for a particular period of time, certain terms were agreed to. These terms are quite favourable to us. We have taken other points also into consideration and arrived at this agreement.

As regards laying them on the Table, it will not be in the public interest to do so because we have other negotiations also with other people or firms and it will not be proper at this moment to disclose all this.

DR. RANEN SEN : After HAL was established, it was stated in this House that with the collaboration of certain foreign companies production of certain parts were taken up and that HAL would be built up as a model organisation would soon take upon itself to build aeroplanes and parts without foreign help. With the collaboration of Avro company, Avro 748 was made by HAL. Now what has happened to these promises and assurances made in this House about making HAL independent, self-sufficient and self-reliant in regard to the manufacture of aeroplanes and parts and other connected things ?

SHRI L. N. MISHRA : No aircraft company anywhere in the world is 100 per cent self-reliant or self-sufficient. HAL is trying to be self-reliant in a progressive manner but it cannot be 100%.

SHRI HEM BARUA : May I seek a clarification from you ? Whenever a question is put on defence matters, the Minister always takes shelter behind public interest and refuses to disclose the information asked for. But may I submit that matters pertaining to the defence of this country are disclosed by British and American journals ? One of them is already with me. Even details of our arms requirements from different countries are to be found in these journals. In that context, why is it that the Ministers are in the habit of hoodwinking Parliament by saying that they will not disclose these matters relating to security on the ground of public interest, when these things are disclosed *in toto* by British and American journals ?

MR. SPEAKER : I cannot take a decision when they say that it cannot be disclosed in public interest. I cannot give a judgment. I do not know if it may be possible to come to a decision on that offhand. I do not know if I can take that responsibility, unless I know more details about it.

SHRI NATH PAI : Depending on the nature of it, you can give a decision.

SHRI SURENDRANATH DWIVEDI : Let the particular matter be examined by you.

SHRI L. N. MISHRA : I have no objection.

MR. SPEAKER : He will have no objection.

श्री मधु निमये : मैं प्रश्न नहीं पूछ रहा हूँ, लेकिन इसके बारे में मुझे यह कहना है कि यहाँ जब भी कोई प्रश्न उठाया जाता है तो उसके जवाब में कह दिया जाता है कि यह सार्वजनिक हित में नहीं है। मैं जानना चाहता हूँ कि इसके बारे में आप ने कोई निर्णय लिया या नहीं क्योंकि मैं दो साल से यह सवाल उठा रहा हूँ। मेरे कई प्रश्नों का जवाब इस तरह से आया है। एक सवाल मैंने ब्लैक-लिस्टिंग के बारे में पूछा था, लेकिन चूँकि मंत्री महोदय उसमें फँस जाते इसलिये उन्होंने कह दिया कि यह सार्वजनिक हित में नहीं है कि यह बतलाया जाय कि ब्लैक-लिस्टिंग करना किसकी जिम्मेदारी है। यह तो एक सवाल का जवाब है, मैं इस तरह के पचासों उदाहरण दे सकता हूँ। मैं जानना चाहता हूँ कि इसका फँसला कब किया जायेगा ? वरना प्रश्नोत्तर का कोई मतलब ही नहीं रहता है। सभी चीजों के बारे में इस तरह से हो रहा है।

MR. SPEAKER : Let me see. About blacklisting, I can understand. But as regards defence matters, I do not think I should take the responsibility. The Minister himself must take that responsibility. Of course, he would also like me to take that responsibility. But I cannot force the Minister to do anything. He was good enough to say that I would go into it.

**SHRI HEM BARUA :** I can show you the British and American journals concerned.

**MR. SPEAKER :** It is a serious matter. If I were to go through some files and then to ask him to disclose it, it would really be something like taking too much responsibility on the part of the Speaker in regard to these matters. There may be secret things involved. It will be too much of a responsibility for the Speaker to allow that to be disclosed.

**SHRI HEM BARUA :** Please do not forget that you are the custodian of the rights and privileges of the House and you have to discharge your responsibility.

**MR. SPEAKER :** Of course.

**SHRI VIKRAM CHAND MAHAJAN :** Did Government approach the USSR for the manufacture of such aviation products? If so, may I know the reaction of that Government to such request?

**SHRI L. N. MISHRA :** This is in connection with HF 24 and HJT 16. We did not approach the USSR for these.

**SHRI S. M. BANERJEE :** Certain portions of this agreement with the Dunlop Coventry have been published in the London *Times*. So it is no secret to Britishers and to Indians overseas. It is only secret to us. I leave that to your judgment.

I would like to know this from the hon. Minister. We entered into an agreement with foreigners for manufacturing the Avro 748. We are manufacturing all the parts from the wings to other things in Kanpur with the exception of the engines which are coming from Rolls Royce. As regards this Dunlop Company, it is known to Government that they have a monopoly in the matter of rubber tyres in India. Knowing this, why did Government enter into this contract with this company, thus increasing their monopoly in the country? Why were not global tenders invited?

**SHRI L. N. MISHRA :** There was no question of global tenders here. It was

not thought advisable by the HAL to invite global tenders. So far as the monopoly of Dunlop is concerned, till today we are having actually only bought-out materials in respect of items under this agreement. Now, we will have the know-how and other details and then we will be relying on ourselves for these things to a great extent.

**SHRI S. M. BANERJEE :** By what time?

**MR. SPEAKER :** We will be doing it as quickly as possible.

**SHRI P. GOPALAN :** What is the total import content of each product manufactured according to this agreement and what will be the cost of each product compared to the cost of imported components of the same type?

**SHRI L. N. MISHRA :** As I said earlier, the products are wheels, brakes and related equipment. I cannot give the break-up figures just now.

**SHRI INDRAJIT GUPTA :** For several years now, we have been told by the Defence Minister that as far as indigenous production of aircraft is concerned, we are moving rapidly towards self-sufficiency and self-reliance. After all these years, when we have already produced the Avro aircraft in HAL itself—aircraft with, I presume, wheels, brakes etc. not without them—why should it become necessary to go in for a collaboration agreement, specially when it is not concerning specialised equipment like electronic parts or something of that kind like engines, in which case one could understand the need for it but for wheels and brakes. Does it mean that so far as self-reliance is concerned, we are not moving forward, but moving backward?

**SHRI L. N. MISHRA :** It will be unfair to say that HAL planes have been flying without wheels and brakes. They are doing very well and their performance is very good. These are specialised items. Ordinary wheels are not used in these planes. HF 24 and HJT 16 are specialised types of planes and for that, we need special types of wheels. At the moment, we are not manufacturing them indigenously, but

buying them from abroad. We want to manufacture them in course of time. Therefore, we have entered into this collaboration.

**SHRI N. SHIVAPPA :** May I know whether the wheels and other parts which will be designed and manufactured by the Dunlop Company will suit the requirements of all our planes and if not, for which particular planes these parts will be designed and manufactured by this company? May I know whether before entering into an agreement with the Dunlop Company, we had called for quotations for designing and manufacturing the various parts from aeronautic companies in various parts of the world and if so, what are the details thereof?

**SHRI L. N. MISHRA :** These wheels are meant only for HF 24 and HJT 16, i.e. the Kiran. So far as the other part of the question is concerned, I have already said that they took into consideration other rubber companies also abroad, who have been supplying wheels for other aircraft, especially in UK and they came to the conclusion that Dunlop will be suitable since we have been purchasing from them so far mostly.

#### PRODUCTION AND IMPORT OF NEWSPRINT

\*721. **SHRI SITARAM KESRI :** Will the Minister of INFORMATION AND BROADCASTING be pleased to state :

(a) the quantity of Newsprint produced in the country and the total requirement of the same at present;

(b) whether newsprint is being imported and if so, the countries from which imports are made; and

(c) whether Government would consider the setting up of new plants for manufacture of newsprint to meet the requirements in full?

**THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI NANDINI SATPATHY) :** (a) The quantity of newsprint produced in the country is 30,000 m/tons per annum.

On the basis of the Newsprint Allocation policy for the year 1967-68, the total requirement has been estimated at 1,70,000 m/tons.

(b) Yes, Sir, from U.S.S.R., Czechoslovakia, Poland, U.S.A., Canada and Scandinavian countries.

(c) Yes, Sir. Some proposals to set up new plants for the manufacture of newsprint are under the active consideration of the Government. The rated capacity of Nepa Mills is also being increased from 30,000 to 75,000 m/tons.

**श्री सीताराम केशरी :** अख्तवारी कागज के उत्पादन के लिए जो फैक्ट्रियां आप विठायेंगे ये कब तक बँठ जायेंगी और क्या ये पब्लिक सेक्टर में बँठेंगी या प्राइवेट सेक्टर में बँठेंगी ?

**सूचना तथा प्रसारण मंत्री (श्री के० के० शाह) :** चार फैक्ट्रियां बनाने की कोशिश हो रही है। हिमाचल की फैक्ट्री के लिए तो नैंगो शिफ्ट पूरा हो गई है और शायद थोड़े दिनों में वह फाईनलाइज हो जाएगी। उसके अलावा एक महाराष्ट्र में बनाने की कोशिश है, एक उत्तर प्रदेश में, एक केरल में और एक मध्य प्रदेश में।

**श्री सीताराम केशरी :** इन चार फैक्ट्रियों में कितना उत्पादन होगा और क्या उस उत्पादन से जो अख्तवारी कागज की मांग है उसकी पूर्ति हो सकेगी ?

**श्री के० के० शाह :** इकोनॉमिक फैक्ट्री 150 टन पर डे के हिसाब में हो सकती है। चारों स्थापित हो गईं तो छः सौ टन पर डे का उत्पादन होगा।

**SHRI S. K. TAPURIAH :** The minister has been good enough to admit that there is a shortage of newsprint and that we import a large amount of it. But he has not said that there has been definitely a considerable delay in the expansion of the capacity of Nepa mills or in setting up news plants. May I know whether he was received any representations from the newspapers, particularly small newspapers, that they are