

whether efforts have been made to export potato on the lines of export of vegetables and fruits and if so, what are the details thereof ?

MR. SPEAKER : No, not yet. It is not like hitting sixers. It needs consideration.

SHRI GIRDHARI LAL VYAS : While supporting your question, I want to know from the Hon. Minister whether there is any proposal to set up fruit and vegetable processing industries in Punjab, Haryana and Rajasthan in view of the large scale production of fruits and vegetables there ; and if so, the names of the persons who have submitted proposals in this regard ?

MR. SPEAKER : The programmes should be export-oriented.

SHRI VEERENDRA PATIL : It is for the people of the concerned State to think where fruit canning and agro industries can be set up. On our part, we shall consider the proposals whenever they are submitted to us. It is for the Agriculture Ministry to see how this industry can be developed and so far as the question of giving incentives for export is concerned, it is for the Commerce Ministry to see. However, as a matter of principle we shall endeavour to export as much as possible.

MR. SPEAKER : Even the export oriented technology, if needed, may be utilised.

SHRI VEERENDRA PATIL : We should do so if needed.

[English]

#### Restructuring of Maruti Udyog Limited

\*102. SHRI RAMASHRAY PRASAD SINGH :  
SHRI SATYENDRA NARAYAN SINHA :

Will the Minister of INDUSTRY AND COMPANY AFFAIRS be pleased to state :

(a) whether there is a proposal under consideration of Government to restructure the Maruti Udyog Limited, its capital holdings and convert the Company into a board-managed one; and

(b) if so, the details thereof ?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND INDUSTRY AND COMPANY AFFAIRS (SHRI VEERENDRA PATIL) : (a) and (b) . Maruti Udyog Limited have submitted a proposal to reduce the Government's equity to 40 per cent. As this involves basic policy issues, the proposal is being looked into.

[Translation]

SHRI RAMASHRAY PRASAD SINGH : Mr. Speaker, Sir, in the Maruti Udyog Ltd., which is a Public Sector Undertaking, Government's equity is 74 per cent whereas that of Japan is 26 per cent.

I want to know from the Hon. Minister under what circumstances the Maruti Udyog Ltd. which was in the private sector in 1983 was brought under the public sector and what are the compelling circumstances now for bringing it in the joint sector ?

(Interruptions)

MR. SPEAKER : Ask something new.

SHRI RAMASHRAY PRASAD SINGH : We want to know the circumstances under which this proposal for joint sector has come ?

SHRI VEERENDRA PATIL : Sir, Maruti Ltd. was nationalised in 1980 and now Government's equity in it is 74 per cent and that of the foreign collaborator 26 per cent. As per the agreement, they can have 40 per cent equity if they so decide. The company has now suggested that the Government's equity in it should be reduced to 40 per cent. The management is of the view that it cannot enjoy the advantages of a commercial private company if it continued to be a Government company. Automobile Industry has become very competitive, especially after liberalization of restrictions. Maruti Udyog has to follow the guidelines laid down by Bureau of Public Enterprises and as such it has many restrictions on it. It has to submit a proposal to the Government and seek approval even for making payment of wages or for undertaking some new work. Private Automobile Industry has 5 per cent management quota and the management of Maruti Udyog also wanted to manage the 5 per cent quota, but the Supreme Court has given stay in

this matter. The Supreme Court is of the view that since Government have 76 per cent equity share in it, it is not a private company, it is a Government company. Therefore, the management is of the view that if they reduce the equity share of the Government, this company can also enjoy the advantages. Government do not want to allot the equity shares so reduced to others. Instead, they want to give these shares to the financial institutions so that they may have their control on it. The management of the company has submitted this proposal to us to by-pass the legal restrictions. But the Government cannot consider it in isolation, because it is a nationalised industry and it is a general policy matter. That is why I have said that we have not taken any decision in this regard.

[English]

This is not a matter which can be considered in isolation because it involves a larger policy questions. Government has not taken any decision.

[Translation]

**SHRI RAMASHRAY PRASAD SINGH :** What was the share capital of Maruti Udyog when it was nationalised and what is its capital now and how much profit has it earned ?

[English]

**SHRI VEERENDRA PATIL :** I have the figures about the capital expenditure. The total project investment as planned was as under :

1982-83	Rs. 32.719 crores
1983-84	Rs. 71.836 „
1984-85	Rs. 50.919 „
1985-86	Rs. 59.56 „

The total investment is going to be Rs. 268.835 crores by the end of 1987-88.

**SHRI SATYENDRA NARAYAN SINHA :** The Hon. Minister has said that the proposal has been received from the Company for reducing the equity shares of the Government. They have also suggested that the share of the Japanese Government should be raised to 40 per cent. The reason adduced, as I understood it, is that it will

provide for operational flexibilities in this matter, to be able to compete with the private companies which are manufacturing automobile units. May I know Sir, whether this proposal by the Maruti Management was made under pressure from the Japanese, who have said that if the changes are not brought about and their share of equity is not raised, then there would be delay in the transfer of technology and that the indigenisation programme would also be delayed and also there would be delay in the expansion project for raising the capacity from 50,000 to one lakh cars ? This is what the Japanese told the Maruti Udyog and therefore due to pressure from them; they made this proposal. Is that so ?

**SHRI VEERENDRA PATIL :** It is not correct to say that the Company has made this proposal under the pressure of the collaborators. So far as the equity of the collaborators is concerned, it is already agreed in the beginning that they can go upto 40 per cent within a period of five years and they have to take a decision whether they will be satisfied with the existing 26 per cent. If they want to go, they can go upto 40 per cent. They cannot go beyond 40 per cent. I can make it categorically clear that it is not at all under the pressure of the collaborators.

**SHRI SATYENDRA NARAYAN SINHA :** You have said that it involves policy matter. How long are you going to take to decide this matter regarding reducing the share of the Government's equity ?

**SHRI VEERENDRA PATIL :** I made it very clear that this is only a proposal. Government has not taken any decision.

**MR. SPEAKER :** It is all right. It has been explained.

**SHRI P. KOLANDAIVELU :** In today's *Indian Express*, it has been stated that "Maruti takes them for a ride". Under this heading, there is a news item, in which it has been stated that the state-owned Maruti Udyog collected about Rs. 9 crores from thousands of aspirants for Maruti deluxe cars. But so far they have not delivered the cars. From March onwards, the deposits are with the Maruti Udyog Limited. No interest has been paid to those who have deposited, nor was delivery of the

cars made to them. I think there is mismanagement in Maruti Udyog Limited. That is why the delivery is not being done properly. May I know from the Hon. Minister whether such deluxe cars or ordinary cars would be delivered to the aspirants who have already deposited their money with the Maruti Udyog Limited ?

**SHRI VEERENDRA PATIL :** Recently, there has been some difficulty in the production and delivery of cars. But so far as the programme of producing deluxe cars is concerned, I must compliment the Company because they have already exceeded the target. In the year 1984-85, the target was 4,000 deluxe cars out of 20,000 vehicles. Against a target of 4,000, they have produced about 5,400 cars. In 1985-86, that is the current year, the target is 6,000 and they expect that the production may go upto 9,000. Recently, there has been difficulty because they are not getting air-conditioners. There is only one supplier who is manufacturing these air-conditioners, and for manufacturing car air-conditioners, he has to import parts like compressors and other components from other countries. The parts are coming and they are lying at Bombay, but because of some transport bottlenecks, they are not coming upto Faridabad, where they have got their unit. Therefore, there has been some delay in getting these air-conditioners. We are sorting it out and we will see that so far as the Deluxe Cars are concerned, against all those bookings, delivery is made as early as possible.

**SHRI C. MADHAV REDDI :** I do not follow the logic of the Hon. Minister in off-loading the shares for the Maruti. He says that these shares are supposed to be transferred not to the individuals but to the financial institutions, just to see that this is not a Government company. But I would like to point out that even if the shares are transferred to the public financial institutions, it will remain a Government company. In view of this, and in view of the fact that Maruti Company is making profits and that Cars are selling at a profit—and with a high premium—would the Minister consider outright rejecting this proposal ?

**MR. SPEAKER :** This is under consideration. They have done nothing.

#### Vibration Tests Conducted by ONGC in and Around Calcutta

\*104. **SHRI R. P. DAS :** Will the Minister of PETROLEUM be pleased to state :

(a) whether any vibration test has been conducted by the ONGC in and around Calcutta;

(b) if so, when and the details thereof;

(c) the names of those areas where such test has already been conducted and names of those areas where such test is to be conducted;

(d) whether Government have received any report of such test; and

(e) if so, the details thereof ?

**THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM (SHRI NAWAL KISHORE SHARMA) :** (a) Yes Sir.

(b) The surveys have commenced since 1982-83 and the party has acquired 933 SLK of data till June, 1985.

(c) The surveys have already been conducted in Bandel, Lakshmi-Kantapur, Calcutta and Ghatakpukur. The surveys are likely to be conducted in Chinsura, Pandua and Kalna.

(d) and (e). The results of these surveys are to be evaluated by ONGC only, which they are doing.

**SHRI R. P. DAS :** The reply of the Minister is very short and brief, and I am not at all satisfied with the reply.

> In view of the fact that Bangladesh has already struck oil in the Gangetic valley a few years back, and that Bangladesh is trying to sell the commodity to India also, and since Calcutta, 24-Parganas, Nadia, Hooghly and other parts of West Bengal are on the same sub-Himalayan structure as that of Bangladesh, there is every possibility that there is oil in this part of the country.

**MR. SPEAKER :** Everyone wishes that.

**SHRI R. P. DAS :** I mean hydrocarbon, gas etc. In this context, I would