

SHRI NARAYAN DATT TIWARI : I do not have ready information on this because it concerns a specific undertaking, BHBL.

SHRI S. JAIPAL REDDY : It is evident from the Minister's reply that substantial sums are being shown to be expended by the private sector units on their in-house R & D undertakings. I would like to know whether it is a fact that these in-house R & D undertakings are being used mainly for dodging taxes and if so, what steps are Government contemplating to prevent such misuse of tax concessions in this area.

SHRI NARAYAN DATT TIWARI : I do not have any information regarding any unit having dodged taxes, but I will be thankful if the hon. Member can give me some examples.

SHRI S. JAIPAL REDDY : I have referred to many such specific cases in my speech on Science & Technology Demands.

SKD and CKD units in Automobile Industry

*372. **SHRIMATI KISHORI SINHA :** Will the Minister of INDUSTRY be pleased to state :

(a) whether Government have decided to eliminate semi knocked down condition (SKD) and completely knocked down condition (CKD) units based on imported components in the automobile industry ;

(b) if so, the present import content in each brand of automobiles ; and

(c) how Government propose to indigenise these components ?

THE MINISTER OF STATE IN THE DEPARTMENT OF INDUSTRIAL DEVELOPMENT (SHRI M. ARUNACHALAM) : (a) Imports are permitted as per phased manufacturing programme approved by the Government.

(b) A statement indicating the phased manufacturing programme approved in respect of various vehicles is given below.

(c) Government have encouraged the component manufacturers to upgrade the technology including obtaining foreign collaborations. Various measures such as de-licensing of auto-ancillary industry, fiscal concessions, broad-banding, etc. have also been taken by the Government.

Statement

Name of the Unit	Vehicle	Percentage import content as per approved PMP	
		1st Year	2nd Year
1	2	3	4
1. M/s Hindustan Motors Limited.	Passenger Car (only Isuzu Engine & Transmission.)	71.40	56.50
2. M/s Premier Automobiles Limited.	Passenger Car only Nissan Engine & Transmission.	72.75	54.63
3. M/s Standard Motors	Passenger Car (Rover 2000)	32.37	(a) 22.25 for 1000 cars. (b) 16.31 for 2500 cars.

1	2	3	4	
4.	M/s Sipani Automobiles Limited	Passanger Car (Dolphin)	29.60	16.12
5.	M/s Allwyn Nissan	LCV	56.59	43.60
6.	M/s DCM-Toyota	LCV	57.79	45.41
7.	M/s Swaraj Mazda	LCV	56.60	43.00
8.	M/s Eicher Mitsubishi	LCV	55.87	40.00
9.	M/s Hindustan Motors	(i) LCV	55.00	40.00
		(ii) HCV	56.78	39.11
10.	M/s Bajaj Tempo	LCV (Daimler Benz)	37.50	20.00

The import content of Maruti Udyog Limited for the year 1986-87 is 53% for Cars and Vans and 68% for Gypsy

TWO-WHEELERS :

1.	Bajaj Auto Limited	KB 100 cc Motorcycle	40.0	30.0
2.	Lohia Machines Ltd.	100/150 cc Scooters	40.0	30.0
3.	Ind-Suzuki Ltd.	100 cc Motorcycle	42.39	28.03
4.	Hero Honda Limited	100 cc Motorcycle	38.63	26.05
5.	Escorts Ltd.	100 cc Motorcycle	38.95	26.21
6.	Chamundi Mopeds	50 cc Mopeds	39.26	24.23
7.	Enfield India Ltd.	50 cc Mopeds	40.0	24.0
8.	APSL	100 cc Scooters	39.46	30.34
9.	Kinetic Honda	100 cc Scooters	38.63	26.05

SHRIMATI KISHORI SINHA : I would like to know whether there is any arrangement in the Ministry to monitor the imports and the manufacture of the vehicles as per the phased manufacturing programme. If so, how long will it take to indigenise our vehicles completely.

THE MINISTER OF INDUSTRY AND MINISTER OF PETROLEUM AND NATURAL GAS (SHRI NARAYAN DATT TIWARI) : It is the Dte. Gen. of Technical Development which monitors the phased manufacturing programme. It would be difficult to

generalise the implementation of this phased manufacturing programme because the implementation differs from case to case. It may be different for two-wheelers, it may be different for three-wheelers, cars and commercial vehicles. It depends upon the status of the manufacturing programme, the collaborator, the specific conditions related to a particular project.

SHRIMATI KISHORI SINHA : In reply to Part (c) of my question, it has been stated that Government have encouraged component manufactures to upgrade technology. May I know whether the Government is insisting on greater allocation of more than Rs. 2 crores for research and development because some foreign collaborators very frequently change the design with the result that we are depending on them continuously ?

SHRI NARAYAN DATT TIWARI : As I have mentioned, the designs have been changed by Hindustan Motors and Premier Automobiles only regarding their engines. Hindustan Motors has the Isuzu Engine and the Premier Automobile has the Nissan Engine. These are fuel-efficient engines and these are also being indigenised. A lot of fuel will be saved if we have these engines.

SHRI PRATAP BHANU SHARMA : I would like to know from the Hon. Minister as to how much foreign exchange has been spent to put these automobile components during the last three years. I would also like to know whether the companies mentioned in the reply have achieved the phased indigenisation programme of these components. If not, what action the Ministry of Industries is going to take against these industries who have violated the commitment ?

SHRI NARAYAN DUTT TIWARI : As far as statistics go, we are devising a machinery by which the permission given by DGTD, the actual import licence given by the Dte. Gen. of Imports and Exports and also the actual quantity imported at the port by the Customs—all these statistics are properly evaluated and processed. Therefore, we do not have a specific data base to keep update our

figures. We have discussed this matter. We are trying to have an appropriate data base.

Whatever figures are available, according to them, components worth Rs. 134 crores for all categories of automobile—for passenger cars, commercial vehicles, jeep, scooter, motor vehicles, mopeds—were imported in 1984-85.

Divisional Telephone Committees in Maharashtra

*373. **SHRI S.G. GHOLAP :** Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of Divisional Telephone Committees in Maharashtra and their composition ;

(b) the term of the Committees and when they will be reconstituted ; and

(c) the criteria to get a telephone out of turn ?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI RAM NIWAS MIRDHA) : (a) There are no Divisional Telephone Advisory Committees.

(b) Does not arise in view of reply to part (a) above.

(c) The information is given in the Statement below.

Statement

Permanent telephone connections can be sanctioned on out of turn priority basis to provide traffic relief to heavy callers, or due to an area change in multi-exchange telephone system when the 'main telephone' or its 'external extension' is involved in the area transfer. Heads of Telecommunications Circles and Telephone Districts can also sanction telephones in deserving cases on merits at their discretion from the 'OYT-Special' and 'Non-OYT-SS' priority categories. Members of Telecom/Telephone Advisory Committee also recommend sanction of telephone on