

SHRI DINESH SINGH : Negative approach is an attitude of mind which is more on the other side than on this side. We are positively running the government and they are negatively, constantly criticising it.

SHRI PILOO MODY : We are positively opposing this government.

SHRI S. K. TAPURIAH : They are ruining the country and not ruling the country.

SHRI LOBO PRABHU : The Minister gave an assurance some three months ago that within three months he would reduce, if not eliminate, the backlog of applications for licencé. What is the present backlog? Secondly, considering that at the moment industrial investment is at its lowest ebb, considering at the moment finance is not available for investment going on because of its going altogether to the public sector, considering at the moment there is excess capacity, why is the government not ending the policy of restriction implied in licensing?

SHRI DINESH SINGH : Because it does not meet the social objectives that we have in mind for the country...*(Interruptions)*

SHRI PILOO MODY : Inefficiency is the social objective of the Government.....*(Interruption)*

SHRI RANGA : That is not the correct answer. That is not a proper answer either. My hon. friend has mentioned all these so-called social objectives which the hon. Minister is supposed to keep in his mind and also their administration. In the light of all these things, why is it that these delays are taking place? That is the question. It is not a proper answer for him to say that it does not meet the social objectives...*(Interruption)*. His own Prime Minister is said to have confessed the other day that there are delays, that they are trying their best and that she is exerting her administration to avoid these delays. What steps is this friend going to take and proposes to take?

SHRI DINESH SINGH : This question relates to collaboration with Japan.

SHRI RANGA : No.....*(Interruption)*

SHRI PILOO MODY : It relates to delays and illustrates them with Japan...*(Interruption)*.

SHRI RANGA : We are not here to hear lectures on their policy. We know their policy...*(Interruption)*. He should take some trouble, study this and give proper answers...*(Interruption)*.

SHRI PILOO MODY : It says, whether the Japanese investors are also discouraged in addition to others. I think, it is very unfortunate that my leader, Professor Ranga, had to get up and extract some answer from him. It would have been much better if you had done it yourself.

MR. SPEAKER : Thank you, I will play your role now...*(Interruption)*.

SHRI P. G. SEN : The Minister says that they are going to do something with Japanese collaboration. I want to know whether they are taking into consideration collaboration in small sector industries or in heavy industries.

SHRI DINESH SINGH : We have published these lists which are the guidelines about industries in which foreign investment and technical know-how are allowed and in which we are not allowing import of foreign technology or investment. These have been published from time to time and I shall be glad to send one to the hon. Member if he so desires.

SHRI P. G. SEN : I wanted to know with regard to Japan. The list might be a big list.

डेकेदारों द्वारा बोकारो इस्पात कारखाने
के निर्माण में विलम्ब

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*572. श्री रामावतार शास्त्री :
श्री शशि भूषण :
श्री राजदेव सिंह :

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री
यह बताने की कृपा करेंगे कि :

(क) क्या ठेकेदारों द्वारा विलम्ब करने की नीति अपनाये जाने से बोकारो इस्पात कारखाने के निर्माण में विलम्ब हो रहा है;

(ख) यदि हाँ, तो स्थिति में सुधार करने के लिये सरकार द्वारा क्या कार्यवाही की गई है; और

(ग) उक्त कारखाने का निर्माण सम्भवतः कितनी अवधि में पूरा हो जायेगा ?

THE DEPUTY MINISTER IN THE MINISTRY OF STEEL AND HEAVY ENGINEERING (SHRI MOHD. SHAFI QURESHI) : (a) No, Sir.

(b) Does not arise.

(c) According to the present schedule of construction, the erection of the first blast furnace is to be completed by December, 1971, and the entire first stage by March, 1973.

श्री रामावतार शास्त्री : मंत्री महोदय के जबाब से ऐसा लगता है कि बोकारो कारखाने के निर्माण के लिये जिन कंट्रैक्टरों को कंट्रैक्ट दिये गये थे, उनके पापों पर वह पर्दा डालना चाहते हैं। अगर ऐसी बात न होती या अगर उन्होंने कल के 'पेट्रियट' को देखा होता जिसमें लिखा है :

''डिमान्ड्स फार हायर प्राइस, मैन्युफैक्चरर्स आफ रिफ़ैक्टरीज गो बंक आन कंट्रैक्ट''

इस तरह का जवाब न दिया होता। यह जो समाचार उसके संवाददाता ने वहाँ से भेजा है, मैं उसमें नहीं जाना चाहता, लेकिन मैं यह सवाल पूछना चाहता हूँ :

(क) क्या यह बात सच है कि कंट्रैक्ट सम्बन्धी समझौते का उल्लंघन कर ठेकेदारों ने बोकारो तथा इस्पात के दूसरे कारखानों को सप्लाय किये जाने वाले सामानों की मूल्य-वृद्धि के लिये सरकार के राजी न होने पर सप्लाय

बन्द करने की धमकी दी है? यदि हाँ, तो सरकार की प्रतिक्रिया इस सिलसिले में क्या है?

(ख) क्या यह बात सच है कि इंडियन फायर ब्रिक्स एंड इन्सुलेशन कम्पनी ने जो सब से बड़े कंट्रैक्टर है, सामानों की सप्लाय के वर्तमान आर्डर की कीमतों में 125 प्रतिशत की वृद्धि कर दी है यानी 35.15 लाख रुपये के कंट्रैक्ट के लिये 86 लाख रुपये की माँग कर रही है? यदि हाँ, तो इसके सम्बन्ध में सरकार ने उक्त कम्पनी के विरुद्ध कौन सी कार्यवाही की है ?

अध्यक्ष महोदय : आप इत्तला दे रहे हैं, सवाल कहाँ पूछ रहे हैं। अब तो पार्लियामेंट का टर्म खत्म होने वाला है, कब तक आप इस तरह करते जायेंगे ?

श्री रामावतार शास्त्री : यह बहुत जरूरी है। आप उनको दबायें नहीं। मंत्री महोदय को जवाब देना चाहिए।

अध्यक्ष महोदय : इसमें दबाने का सवाल नहीं है। मुझे भी अपना फर्ज अदा करना पड़ता है। आप खुद इत्तला देते हैं और फिर पूछते हैं कि क्या वह दुरुस्त है।

श्री मुहम्मद शफी कुरेशी : माननीय सदस्य ने जो प्रश्न पूछा था उसके उत्तर में जो कुछ मैंने कहा है वह बिल्कुल सही है। हमने ठेकेदारों से बात की है। फेब्रु की तरह से कोई रुकावट नहीं है। दूसरी बात यह कि जो सप्लायर्स इन्क्विपमेंट और मशीनरी सप्लाय कर रहे हैं बोकारो स्टील को, उसमें कुछ कठिनाइयाँ जरूर हैं लेकिन गवर्नमेंट बोकारो स्टील का जो मैनेजमेंट है उसका वकस परिणाम इन बातों की तरफ ध्यान दिला कर इन मसायल को हल करती है।

दूसरी बात उन्होंने इंडियन फायर ब्रिक्स एंड इन्सुलेशन कम्पनी के बारे में पूछी। यह सही बात है कि इस कम्पनी ने 34 हजार टन रिफ़ैक्टरीज बोकारो स्टील को दी है, जिसकी

कीमत तकरीबन 31 लाख ६० बनती थी। कुछ माल सप्लाई करने के बाद उन्होंने गवर्नमेंट से कहा कि कीमत बढ़ा दी जाय और बजाय 31 लाख ६० के 32 लाख ६० अदा किया जाये। यह तजवीज गवर्नमेंट ने नहीं मानी है। हाल ही में यानी सैप्टेम्बर में उनके साथ एग्रीमेंट हुआ है जिसके तहत वह मान गये हैं कि पुराने रेड्स पर ही वह बोकारो को रिफ्रैक्ट्रीज सप्लाई करेंगे। इसलिए कीमत बढ़ाने का सवाल पैदा नहीं होता।

श्री रामावतार शास्त्री : क्या यह बात सच है कि गत जुलाई मास में इस्पात एवं भारी इंजीनियरिंग मंत्रालय एवं रिफ्रैक्ट्री बनाने वालों की आयोजित बैठक में स्थिति का सिंहावलोकन करने के बाद कोई निश्चय किया गया था ? यदि हाँ, तो उसका व्यौरा क्या है ? क्या यह सच है कि कंट्रक्टरों ने उक्त समझौते को भी तोड़ दिया है ? यदि हाँ, तो उनके विरुद्ध कौन सी कार्यवाही की गई है ?

श्री मुहम्मद शफी कुरेशी : जैसा मैंने अभी कहा जो इंडिजिनस तरीके से रिफ्रैक्ट्रीज सप्लाई करते हैं बोकारो स्टील को उनके साथ गवर्नमेंट की बातचीत की है। उन्होंने कीमत बढ़ाने का मुतालबा किया था। लेकिन कीमत बढ़ाई नहीं गई है। बातचीत तो इन बातों पर होती ही रहती है।

श्री शशि भूषण : बार-बार शेड्यूल चेन्ज होने की वजह से बराबर बोकारो को नुकसान होता रहा है। इस्पात कारखाने की भट्टियों को ईंट सप्लाई करने वाली जो कम्पनी है, जिसने आप से दुगुनी कीमत मांगी है, अगर वह सप्लाई नहीं करती तो आपको प्रोजेक्ट जल्दी नहीं बन सकेगी। इसलिए क्या सरकार उस कम्पनी को अपने हाथ में लेने का विचार कर रही है या उनको ब्लैक लिस्ट करके दूसरों को दे रही है ? मैं यह भी जानना चाहता हूँ कि सोवियट यूनियन ने जो सामान भेजने के वाकदे किये थे वह वक्त पर पहुँचे या नहीं ?

श्री मुहम्मद शफी कुरेशी : जहाँ तक पहले सवाल का ताल्लुक है माननीय सदस्य ने पूछा कि जो रिफ्रैक्ट्रीज के सप्लायर्स हैं अगर वह कंट्रैक्ट के मुताबिक बिक्स और रिफ्रैक्ट्रीज सप्लाई नहीं करते तो क्या गवर्नमेंट उन कारखानों को ले लेगी ? अभी तक बातचीत चल रही है, लेकिन अगर हम देखेंगे कि यह लोग किसी अच्छी बात पर राजी नहीं होते तो गवर्नमेंट को इसमें कोई दिक्कत नहीं है कि वह कारखाने को इंडस्ट्रियल डेवलपमेंट रेगुलेशन ऐक्ट की तहत अपने कब्जे में ले ले और रिफ्रैक्ट्रीज की सप्लाई को ठीक करे।

जहाँ तक रशिया से माल आने का ताल्लुक है, वह शेड्यूल के मुताबिक आ रहा है।

SHRI RAJ DEO SINGH : Is the Minister sure that the date in no case will be advanced and also is there any clause in the agreement for penalising the contractor ?

SHRI MOHD. SHAFI QURESHI : I do not know what dates the hon. Member means, whether he means the scheduled construction dates of the steel plant. I can assure the House that we are not trying to advance the dates of construction.

So far as the penalty clause is concerned, it is always there in the contract itself.

SHRI R. K. AMIN : It seems that the hon. Minister is not properly briefed. Only quite recently a Committee of Parliament has gone through the factors responsible for the delay of the Bokaro Steel Plant and in his answers none of the reasons he has mentioned. Probably, it seems, he has not gone through that report at all and has not taken into consideration the action to be taken which has been recommended by the Committee.

SHRI MOHD. SHAFI QURESHI : Which Committee ?

SHRI R. K. AMIN : The Committee of Public Undertakings made the recommendation last year. May I know whether the designs supplied for the refractories by the

USSR are responsible for the delay in the supply of refractories ?

Secondly, may I also know whether the sequence of the machinery which is being supplied by the USSR is also mainly responsible for the delay ?

SOME HON. MEMBERS : Shame, shame.

SHRI R. K. AMIN : May I know—you have not given the answer for (c)—the date by which you propose to complete the Bokaro Steel Plant and the reasons why you think so ?

THE MINISTER OF STEEL AND HEAVY ENGINEERING (SHRI B. R. BHAGAT) : To the recommendations of a Parliamentary Committee we always give due consideration and we are fully aware of that. (Interruptions)

We have given the reply fully conversant with the thinking of the Committee, and the reply is correct.

Now, the question asked by the hon. Member is : whether the delay in supplies from the indigenous sources has been because the specification of the USSR consultants. The specification is strict in this. There is no doubt about it and the USSR consultants are very strict about the specifications of the refractories because they think this is the key to the functioning of the plant and it is important that the specification should be adhered to. But there have been cases where it cannot be supplied and so they are either imported from there or after discussions with them they have been able to relax the specifications in certain cases. So, it cannot be said that because of the specifications, the supplies are delayed. There is no issue of that nature.

Secondly he has asked whether there have been out of schedule supplies of the machinery from USSR. The machinery supplied from USSR are according to schedule and there is no delay. The real delay is in the supplies of equipment from the Heavy Engineering Corporation. (Interruptions). Not only there is insufficiency of supply, but there are also

supplies out of schedule, but not the supplies from USSR.

SHRI CHENGALRAYAI NAIDU : There was also an half-an-hour discussion on the Bokaro steel plant previously. Is it not a fact that the plans supplied by the Russians are defective and due to the defective plans given to them, the Heavy Engineering Corporation is not able to complete supplies in time ? Will the Government find out and ask USSR to supply correct plans and not to delay things like that.

Is it a fact that due to the abnormal delay the steel which will be produced in this plant will be as costly as silver ?

AN HON. MEMBER : Almost.

SHRI A. C. GEORGE rose—

MR. SPEAKER : You are a new Member. I have to shift from this side to that side. Again you are getting up every time. Two members from your side have already put questions. I am sorry.

SHRI B. R. BHAGAT : The Heavy Engineering Corporation has enough orders on them to go on for another two years at least and the plans for those orders are all available to them.

AN HON MEMBER : Is it defective ?

SHRI B. R. BHAGAT : Nobody has said it. It is for the first time that I hear this. Has any Parliamentary Committee said so, to which the hon. Member refers ? Nobody has said so far. If they are defective, I will certainly look into them. But it has not come to our notice. I think this is the first time this has been said.

SHRI CHENGALRAYAI NAIDU : What about the cost going up ? It will cost as much as silver.

SHRI A. C. GEORGE : There is an alarming revelation made by an hon. Member of this House. This has come in today's newspaper wherein it has been said that Bokaro steel will cost Rs. 4,100 per tonne, as against Rs. 1800 which is being sold by Hindustan

Steel at present. Will the hon. Minister clarify it? This is stated by Shri Atal Bihari Vajpayee. It has come in today's paper.

MR. SPEAKER : Are you asking about the cost of steel or the capital cost ?

SHRI A. C. GEORGE : There is a specific figure quoted, namely, Rs. 4100.

MR. SPEAKER : Selling price is not with him.

SHRI MOHD. SHAFI QURESHI : He is asking about the capital cost of production, Sir. There is a lot of difference between cost of production and capital cost. My hon. friend has stated that Shri Vajpayee has said that the steel produced in Bokaro will be sold at Rs. 4100 per tonne. Shri Vajpayee is a forceful speaker and I do not know how he said that, Sir, the investment cost per tonne in Bokaro would be Rs. 2500 per tonne, not Rs. 4100 per tonne, as stated by Shri Vajpayee.

SHRI SURENDRANATH DWIVEDI : We have been told by the hon. Minister that the delay was not on account of Russian supply, but it was from the side of the Heavy Engineering Corporation. The Minister said some time back about lack of orders in the Heavy Engineering Corporation and therefore there is unutilised capacity in the factory. The Heavy Engineering unit has been set up in collaboration with Czechoslovakia and Russia. I would like to know particularly why the Heavy Engineering Corporation has not been able to meet the requirements of the Bokaro steel plant in time.

SHRI B. R. BHAGAT : I said already, there is no lack of orders. They have enough orders to go on for another two years. In the first stage production orders are all placed on HEC. But the production schedule in HEC has not picked up sufficiently. Every effort is being made to see that the supply of equipments and structurals from HEC is kept up to schedule and they step up the supply of backlog, so that the schedule of completion by December, 1971 of the first blast furnace will be maintained.

SHRI BAL RAJ MADHOK : Just now, we have been told that there is no delay in the supply of refractories according to the Russian specifications. May I know whether it is a fact that the Indian manufacturers are providing refractory bricks according to the Russian specifications, which are cheaper, but the Russian want Russian bricks to be imported, which are three times costlier and, therefore, they are rejecting the Indian refractory bricks, and if so, whether that is one of the causes for delay in the construction of this plant ?

SHRI B. R. BHAGAT : No, whatever orders the indigenous manufacturers can take, we are giving to them. Actually, we are thinking of setting up more refractory plants and thereby increasing the existing capacity. Whatever orders can be taken by the indigenous manufacturers are given to them; it is only the balance...

SHRI BAL RAJ MADHOK : Is it a fact that it is a part of the report that they are deliberately not accepting the bricks supplied by the Indian manufacturers even though they fulfil the specifications and they are cheaper, because they want to import the bricks from Russia ?

SHRI B. R. BHAGAT : There is no deliberate attempt in this. The specifications are rigorous and hard because of the nature of the construction and the requirement, and where the bricks do not come up to the specifications, there is difficulty. But otherwise, there have been cases in which there has been first rejection, second rejection and third rejection. But the Indian manufacturers have been able to come up to the specifications and their supplies have been accepted.

Production of Scooters in Collaboration with U. A. R. and Yugoslavia

*575. SHRI BENI SHANKER SHARMA : Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether there is a proposal for joint production of scooter, under the economic