

made applicable to Scheduled Castes and Scheduled Tribes students.

**Shri Sonavane:** What are the States which have introduced this means test and what advantages are there in introducing this means test and putting the scheduled castes to botheration and hardship in producing these certificates?

**Dr. K. L. Shrimali:** We have asked all the State Governments to introduce the means test. The advantages are obvious; those who can afford should not receive scholarships. Scholarships are really meant for economically backward people.

**Shri Sonavane:** Is it to be taken that the Government has come to the conclusion that the scheduled castes have come up to the economic level of others by the introduction of this means test?

**Dr. K. L. Shrimali:** I would not say for the whole scheduled caste, but I would say there may be some individuals amongst the scheduled castes who have enough income and who should not receive scholarships.

**Shri N. R. Laskar:** Will the Hon'ble Minister be able to tell us the total number of scheduled castes who will come under this means test?

**Dr. K. L. Shrimali:** Approximately those who will be affected will be about 1 per cent.

**Shri Krishnapal Singh:** Is merit going to be no consideration for the award of scholarships?

**Dr. K. L. Shrimali:** We have merit scholarships also.

श्री बड़े : क्या यह सच है कि मीज टैस्ट के लिये तहसील तहसील में, कलेक्टर कलेक्टर में घाठ घाठ बार चक्कर लगाने पड़ते हैं और इतने चक्कर लगाने पर भी मीज टैट मिलता नहीं है ?

डा० का० ला० श्रीमाली : इस में कहीं पर भी कोई कठिनाई हो तो वहां की राज्य सरकार को आप इतिला दीजिये । अगर आप

मुझे भी इतिला देंगे तो मैं भी जो कुछ हो सकेगा करूंगा ।

**Shrimati Sarojini Mahishi:** May I know the main grounds on which the committee has not recommended the means test for scheduled castes?

**Dr. K. L. Shrimali:** I do not know of any committee which has made this recommendation.

**Shri Basumatari:** What are the criteria fixed for this means test for scheduled castes?

**Dr. K. L. Shrimali:** Scheduled Caste students whose parents 'or guardians' income exceeds Rs. 6000 per annum are not given scholarships.

#### 6 Manufacture of Auto Parts

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\*827. { Shri Subodh Hansda:  
Shri S. C. Samanta:  
Shri B. K. Das:

Will the Minister of Steel and Heavy Industries be pleased to state:

(a) whether it is a fact that there is a shortage of raw materials for the manufacture of Auto parts; and

(b) if so, what steps Government are taking to meet the shortage?

**The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi):** (a) Yes, Sir.

(b) The major raw materials required for Auto parts are tool and alloy steel and non-ferrous metals which have to be imported. Every effort is being made to meet the requirements within the limited foreign exchange resources available.

**Shri Subodh Hansda:** May I know whether this shortage is due to the import cut or due to any other reason?

**Shri P. C. Sethi:** The shortage is due to overall shortage of foreign exchange.

**Shri Subodh Hansda:** May I know how many firms are at present using these indigenous raw materials for manufacture of these auto parts in our country?

**Shri P. C. Sethi:** At the moment, there are about 100 units covering practically all the ancillary items.

**Shri S. C. Samanta:** May I know whether any substitutes have been tried in the place of these raw materials which we import?

**The Minister of Steel and Heavy Industries (Shri C. Subramaniam):** The raw materials required are tool and alloy steel and non-ferrous metals. I do not think it would be possible to have substitutes for these; but attempts are being made to produce the tool and alloy steel and non-ferrous metals within the country.

**Shri B. K. Das:** May I know whether there is a total ban on the import of raw materials or any metal is being imported?

**Shri C. Subramaniam:** There is no total ban. As a matter of fact, for the period October, 1961 to March, 1962 an allocation has been made for Rs. 146 lakhs. Therefore, there is no question of complete ban.

**Shri Indrajit Gupta:** Is it a fact that this shortage is not confined to raw materials for auto accessories but also raw materials for automobiles and trucks; if so, may I know whether some of the producers have used this as a plea for reducing their output?

**Shri C. Subramaniam:** I do not want to answer the second part of the question, because it is a separate thing altogether. But I do agree that tool and alloy steel and non-ferrous metals are required not only for this purpose but other purposes also.

**Shri Sham Lal Saraf:** May I know whether we have reached a stage when auto parts made out of raw materials other than non-ferrous metals are exported out of the country?

**Shri C. Subramaniam:** Not to my knowledge.

### 3 Cotton Bailing Hoops

\*828. **Shri Dinen Bhattacharya:** Will the Minister of Steel and Heavy Industries be pleased to state:

(a) what is the national requirement of Cotton Bailing Hoops;

(b) whether Government still sanction licences for importing Cotton Bailing Hoops; and

(c) what assistance Government renders for the manufacture of Cotton Bailing Hoops by the manufacturing concerns of our country?

**The Deputy Minister in the Ministry of Steel and Heavy Industries (Shri P. C. Sethi):** (a) The demand is assessed at approximately 12,000 tons by 1965-66.

(b) No, Sir.

(c) Assistance is given by arranging supplies of raw materials from indigenous sources and by issuing import licences for plant, equipment, etc.

**Shri Dinen Bhattacharya:** May I know whether it is a fact that the factory which manufacture cotton bailing hoops in West Bengal asked for permission to manufacture this item and they were not granted the necessary permission to manufacture the same?

**Shri C. Subramaniam:** There is already sufficient manufacturing capacity. That will have to be taken into consideration when licensing fresh capacity.

**Shri Dinen Bhattacharya:** May I know whether the Government is aware that due to this refusal to sanction manufacture of these cotton bailing hoops by Messrs. J. K. Steel Company, a large number of their employees have been retrenched?

**Shri C. Subramaniam:** I cannot say that. Cotton bailing hoops are mostly required in Bombay. Therefore, as a matter of fact, production of this item should be encouraged in that area rather than in other parts of the country.