

(vii) Development of well-conceived growth centre with adequate provision of pre-industrialisation infrastructure;

(viii) Identification and development of new entrepreneurs in backward areas through well-formulated entrepreneurship development programmes;

(ix) Upgradation of skills of the local people including artisans in backward areas.

(b) All concerned agencies, including the Industrial Development Bank of India, would be formulating suitable schemes for development of backward areas in the light of the recommendations received from National Committee on Development of Backward Areas and accepted by the Government.

Expenditure incurred by I.R.D.P.

3514. SHRI K. MALLANNA: Will the PRIME MINISTER be pleased to state:

(a) what are the details regarding the expenditure that has incurred on the Industrial Research and Development Programmes during last three years; and

(b) whether Government have made any assessment or evaluation of the foreign exchange saved as a result of this R & D expenditure?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI C. P. N. SINGH): (a) The details of the expenditure reported to have been incurred on the industrial in-house R&D Units recognised by the Department of Science and Technology during the three years were as under:

Figures in (Rs. crores)

1974-75	1975-76	1976-77	No. of Units
55	68	84	398

(b) It is difficult to make a precise evaluation of the foreign exchange

saved as a result of this R&D expenditure. However, on the basis of a sample analysis of 50 R&D units in the private sector, it is found that the foreign exchange saved is of the same order as the expenses incurred on R&D. It must be pointed out that saving of foreign exchange and import substitution constitutes only one of the benefits of carrying out R&D. Other benefits include self-reliance, quality improvement; cost reduction and increase of efficiency, creation of technologies relevant to local needs, etc.

Costs of Commercial Vehicles Chassis

3515. SHRI MOHD. ASRAR AHMAD: Will the Minister of INDUSTRY be pleased to state:

(a) the present cost of Leyland/Tata Mercedes/and other makes of Commercial vehicles chassis (Truck and passenger vehicles) in India;

(b) increase in the prices of these vehicles chassis during the last five years (year-wise);

(c) whether these vehicles are not easily available without payment of some premium; and

(d) if so, the steps taken by Government to ease the position and bring down prices?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA):

(a) A Statement is attached.

(b) A Statement is attached.

(c) There is a waiting list mainly in respect of the Telco and Leyland vehicles which are the makes preferred by customers. The manufacturers have stated that the vehicles the sold by their dealers to customers only at the authorised prices.

(d) Government have taken steps to augment the production through inputs support, technical support, and creation of additional capacity.

Statement

Name of the Company and the type of vehicles	Ex-factory net dealer, price as on 1-7-1980- reported by the manu- facturers
•	
1. M/s. Tata Engg. & Loco. Co. Ltd.	
(i) Truck	Rs. 1,13,197.00
(ii) Bus	Rs. 1,08,824.00
2. M/s. Ashok Leyland Limited	
(i) Comet truck	Rs. 1,17,832.00
(ii) Viking/Cheetah Bus	Rs. 1,18,420.00
3. M/s. Hindustan Motors Ltd.	
(i) Truck	Rs. 93,140.00
(ii) Bus	Rs. 86,673.00
4. M/s. Premier Automobiles Ltd.	
(i) One ton truck	Rs. 63,792.00
(ii) 7.1/2 ton truck	Rs. 1,07,595.00
(iii) One ton bus	Rs. 66,237.00
(iv) Bigger bus	Rs. 1,04,958.00
5. M/s. Bajaj Tempo Limited	
(i) Pick-up van	Rs. 44,490.00
(ii) Mini bus	Rs. 54,290.00
6. M/s. Mahindra & Mahindra Ltd.	
(i) Light truck (1.5 tonne)	Rs. 56,400.00
7. M/s. Standrad Motor Products of India Ltd.	
(i) Light chassis with cab	Rs. 43,688.00
(ii) Mini bus	Rs. 53,328.00
•	

Statement

Price increases per unit (in rupees) reported by the manufacturers

Name of the company and the type of vehicles	1976	1977	1978	1979	1980 (till date)
1. M/s. Tata Engg. & Loco. Co. Ltd.					
(i) Truck	Nil	Nil	6,606.00	14,008.00	10,500.00
(ii) Bus	Nil	Nil	6,606.00	13,503.00	10,500.00
2. M/s. Ashok Leyland Limited					
(i) Truck & Bus	Nil	2,000.00	6,175.00	27,025.00	3,587.00
3. M/s. Hindustan Motors Limited					
(i) Truck	Nil	3,500.00	6,500.00	17,500.00	Nil
(ii) Bus	Nil	Nil	4,500.00	17,500.00	Nil
4. M/s. Premier Automobiles Limited					
(i) One Ton Truck	Total increase in five years			—	17,411.00
(ii) 2 ton truck	"	"	"	"	— 35,194.00
(iii) One ton bus	"	"	"	"	— 19,308.00
(iv) Bigger bus	"	"	"	"	— 33,157.00
5. M/s. Bajaj Tempo Ltd.					
(i) Pick-up (—) van	1,350.00	2,767.00	2,600.00	5,780.00	1,600.00
(ii) Mini bus(—)	1,350.00	3,423.00	2,600.00	7,666.00	2,000.00
6. M/s. Mahindra & Mahindra Ltd.					
Light truck (1.5 tonne)	Nil	1,136.00	Nil	3,988.00	6,640.00
7. M/s. Standard Motor Products of India Ltd.					
Light chassis with cab & Mini bus	Nil	Nil	2,250.00	5,600.00	2,000.00