

MR. DEPUTY-SPEAKER : I am very sorry. You had better consult your Law Ministry and come. As I said, I am not satisfied with your explanation nor has the House been satisfied. You have to come again with an explanation. I am ready; I do not want to dispose of it might now, but obviously there is some mistake.

SHRI DATTATRAYA KUNTE : I find from what Mr. Ramaswamy said that in rule 12, city, town or village is mentioned; that is not owned by the Central Government anyway. In rule 12, in addition to the ports which are centrally administered, the question of city, village and town comes in. It is very clear that they are outside the jurisdiction of the Central Government. He may contend about a factory. On that point at least there should be a clarification; he should be very clear about it. Let him answer and explain it.

DR. RANEN SEN : The major ports are those in Calcutta, Bombay and Madras. These are inside the cities and the States are there to look after the cities.

MR. DEPUTY-SPEAKER : At least I must be satisfied that this is within the ambit of the delegation of powers and the rules that are framed. If I am not satisfied, then, as I have said, you had better consult the Law officers and come back. I do not just want to throw it out now. We shall proceed with the next item.

SHRI K. S. RAMASWAMY : I have explained the case. We are justified in having this.

MR. DEPUTY-SPEAKER : As I said, neither I nor the House have been satisfied. (*Interruption*) You come afterwards. As it is, I am not satisfied.

SHRI K. S. RAMASWAMY : The rule, as it is, gives enough powers to legislate on mines and factories under section 3 of the Act, and we have framed the rules according to that.

MR. DEPUTY-SPEAKER : On that point, as I have said, either you must satisfy the House or the Chair. If I am satisfied, then I will plead for you.

At the present juncture I am not satisfied with your explanation. You will have to satisfy us on the question of the rule-making power. Otherwise, I would say that this would be a bad precedent in this House; we have never done it before. This is the position which I have to take into account.

SHRI K. S. RAMASWAMY : If your ruling is that you are not satisfied we shall have to come forward again with an explanation. We on this side are satisfied.

MR. DEPUTY-SPEAKER : I am not disposing of it right now. I am keeping it pending.

17.30 Hrs.

HALF-AN-HOUR DISCUSSION  
SMALL CAR PROJECT

SHRI HEM BARUA (Mangaldai) : Sir, the question of the production of the low-priced car, variously called as people's car or small car—it has not been called minicar yet—raises certain basic questions in our minds. Does the small car exist? We have been spending time, energy and money over this issue. If a small car exists anywhere, it exists only in the embryo of the ministry concerned or in the embryo of the Planning Commission. It does not exist anywhere else.

During the fifties, the small car was known as the people's car. Now it has undergone only a change in the nomenclature and it is known as small car. The transformation in nomenclature does not carry us very far.

17.32 Hrs.

[SHRI THIRUMALA RAO *in the Chair*]

To call a car that costs Rs. 12,000, as estimated by the minister recently, as people's car is an insult hurled at our people, possible the poorest in the world. This is an anachronism against facts. The number of cars in our country today is only 3 million. Only 1 per cent of the Indian people possess cars, own cars or use cars. What about the other 99 per cent? They do not possess, own or use any car. In this

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land of Gandhiji, we have a Government that plans only for the upper strata of society in the name of producing small cars.

To own a car costing Rs. 12,000 the income of a man must be about Rs. 2,000 per month. You have to maintain the car. It does not run on water. Are the India people as rich as that? The average earning of an Indian is only 3 annas per day. Even according to Government's estimate, the number of people in the income group Rs. 20,000 to Rs. 25,000 per annum is only 7,500. You want to produce a car costing Rs. 12,000 for those people who do not have the money to buy. In India today a sophisticated civilisation is emerging—a civilisation of champagne bottles and Alsatian dogs. Here is a Government that wants to plan for the sophisticated civilisation of these people, who have all these things and who want a car for Rs. 12,000 in the name of getting a small car.

From the replies we got from the Minister on 12th November it is clear that this Government has a bias for the Renault Corporation of France. This Government are going to give them a licence to build a factory in India costing Rs. 26 crores. The price of the so-called small car has escalated from year to year. When the idea was first mooted, we were told that it would be about Rs. 5,000 to 7,000. The Pandey Committee revised it and said it would cost not less than Rs. 9,000 or Rs. 10,000. Now here is a Minister who comes and replies that the so-called small car will be available to an Indian at Rs. 12,000, apart from taxes and all that, possibly. The price is escalating from day to day, from month to month.

If this contract is given to Renault Corporation of France, what will happen? The Renaults will have to buy 60 per cent of the components from the ancillary units, according to the phased programme of production. So, if you have to import 40 per cent of the components from abroad, it means foreign exchange and if you have to

buy 60 per cent of the components inside the country, that would mean that you will have to pay a higher price because you do not have any control over the factories producing these components. Then, there will be an escalation of prices. By the time the factory is established and the car rolls out and is available in the street, the price would not be less than Rs. 14,000 per car. And do you think that a car costing Rs. 12,000 or 14,000 can be called a peoples' car, or small car, or something of the type? That is a misnomer, an anachronism, something against facts.

Now, what will happen? Either the price of the car or will go or its quality will deteriorate. Just like the quality of the car produced in India by the three monopoly firms has deteriorated from day to day, because they are money-hungry, in the case of this car also, when it is produced, the quality will go down or the price will escalate further. That is the trouble.

This Renault Corporation is a bunch of very clever people. They know where to throw jewels.

SHRI SHIVAJI RAO S. DESHMUKH (Parbhani): They are run much better than our public sector.

SHRI HEM BARUA: They were responsible for inviting some Members of Parliament belonging to the Congress Party, including the Secretary of the Parliamentary Party, to visit Paris. They were taken for a ride, I know, round the streets of Paris. They were feasted and their bills were footed by the Renault Corporation. They were taken to night clubs where they saw mademoiselle France without clothes in dim light.

SHRI SHIVAJI RAO S. DESHMUKH: The hon. Member could not have given all these details unless he was also present on the occasion.

SHRI HEM BARUA: The fact remains that they were taken by the Renault Corporation to Paris.....

MR. CHAIRMAN: It has nothing to do with this discussion. He need not refer to individual members,

because they have no right to reply. Let him only refer to points which are relevant.

**श्री रवि राय (पुरी)** : आप तो इस समय चेयरमैन हैं, आप इस समय डिप्टी लीडर आफ दि पार्टी नहीं हैं। वह रेलीवेट विषय पर बोल रहे हैं।

**MR. CHAIRMAN** : I am the Chairman and I have to control the House and the hon. Members. He had no business to intervene. I am speaking directly to the hon. Member. He cannot claim to be a champion here of everybody. He is only the leader of the SSP; not PSP. I know him very well.

**SHRI HEM BARUA** : The fact remains that the Renault Corporation invited some Members of Parliament belonging to the Congress Party to visit France at their cost. That fact remains; it cannot be dismissed, because in fact they visited France during the off-session period.

**SHRI SHIVAJI RAO S. DESHMUKH** : The hon. Member perhaps does not know the difference between the French Embassy and the Renault Corporation.

**MR. CHAIRMAN** : In any case, let us not talk of naked facts in France.

**SHRI S. KUNDU (Balasore)** : Why not?

**SHRI HEM BARUA** : The French might go about naked or do anything in the night club. Let us not talk about it, because they are our friends. So, as advised by the Chairman, I will not refer to it.

As I have already said, Renault Corporation is a bunch of clever people. They have already spread their net. I am afraid this project might pass into the hands of the foreign monopolists, if at all the small car is produced. I do not know if and when it will be produced.

Now, if we look at our cities and towns what do we see? An average Indian wastes four years of his life

waiting in the queues for bus. This is the position of public transport in our country. On an average, four years of precious life of an Indian is spent on waiting in the queue for buses.

What happened in 1959? Do you forget that China produced 60,000 trucks? They did not produce a single car. They know where the priorities lie. We do not know where our priorities lie or where the interests of our people lie. We do not know even that and we do not bother about that. That is the trouble. I know there are Indians who say, "Well, we have produced locomotives; we have produced ships; we have produced aircraft. Why not produce, in order to show off our technical efficiency, a small car?" If you want to show off your technical efficiency to the world, then you produce the atom bomb which you are capable of producing. Why fix your gaze on the small car? That is what is happening.

What are the priorities in this country? The priorities in this country are something like this, to produce a small car. Our people are naked and starved. We want to gear up our economy and the economy can be geared up only by promoting agricultural production in this country. Instead of production the so-called small cars costing Rs. 12,000 a car, why don't you produce better fertilisers, better ploughs and better tractors for the people? What about hospitals and schools in our country? They are in a very bad state. Why don't you concentrate on hospitals and schools? Why don't you concentrate on tractors and ploughs and fertilisers in order to increase agricultural production so that our economy can be geared up? We have never bothered about that. They do not have any sense of priorities.

The question of producing a small car has been hanging fire for a very long time. I remember, on a previous occasion—Mr. F. A. Ahmed was not the Minister in-charge then—the Minister concerned said. "We will concentrate on the production of a small car only when our economy picks up." Has our economy picked up? Is it not

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going from bad to worse? Is it not in doldrums? Let us be frank. We were fold by the Minister concerned, when this question of producing a small car came, that we will go in for production of small cars only when our economy picks up.

Now, what about the production of cars in this country? In 1967, we produced 40,000 cars and we produced 31,000 scooters. In 1967, the number of applicants for cars in the waiting list was to the tune of 1.25 lakhs and the number of applicants waiting for scooters was 3 lakhs. Don't forget that. That is a common man's vehicle in a sense. But whatever happens in this country, when you talk of a common man, you exploit the susceptibilities of the common man. That is what this Government has been doing. Instead of spending Rs. 26 crores on a plant to produce small cars costing Rs. 12,000 a car, you spend the amount on establishing two factories for producing scooters. The Renault has been asked to produce 50,000 cars a year. Unless the factory produces 1 lakh cars per year, the price cannot come down. The price that the Renault has given is exorbitant, that is, Rs. 11,900, something like that.

What is happening in this country? We spend Rs. 26 crores to set up a factory to produce so-called small cars for the so-called small man. The small man exists but the small car does not exist. At the same time, we want to spend Rs. 25 crores on luxury hotels programme. What is this? The people are starving; the people are dying. The average income of an Indian is only 3 annas per day. Yet you are talking of luxury hotels programme and you want to spend Rs. 25 crores on that. Then, Rs. 26 crores on a factory to produce small cars. This is immoral. I would beg of you to ask the Minister to postpone this fantastic programme of producing so-called small cars the price of which will be Rs. 12,000 per car and by the time it comes out of the factory, it will be Rs. 14,000 per car. I would ask him to postpone this proposal to the Fifth Plan or the Sixth Plan period. Let us see if our econo-

my picks up by that time. If it does pick up, I would like every Indian, every farmer, to own a car to carry his children. I know the family of an Indian is too big to be accommodated in a small car. I would like the farmer to own a car, if he is in a position to own a car. But unfortunately Indian farmers are not in a position to own cars, and in the name of common man, in the name of farmers, here is a Government which wants to exploit the susceptibilities of common man so that the upper strata of the society, the sophisticated and the civilised people, men belonging to the upper strata, having Alsatian dogs and Champagne bottles, might enjoy.

MR. CHAIRMAN: The hon. Minister will reply no. Then I will call those four names...

AN HON. MEMBER: What are those names?

MR. CHAIRMAN: Mr. Lobo Prabhu, Mr. Shiv Chandra Jha, Mr. Kundu and Mr. Shinkre. The hon. Minister may first reply to Mr. Hem Barua and then these four members will put questions.

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI F. A. AHMED): Should I reply now or later?

MR. CHAIRMAN: This is not only the rule but also what we are observing here, namely, that the Minister will elucidate the position of the Government and then the other members will ask questions.

SHRI F. A. AHMED: As you desire, I would like to deal with the points raised by Shri Hem Barua. I was really surprised when I was listening to his speech whether his remarks were confined to this question of production of small car or extended to all other activities which have been undertaken by Government with the support of Parliament. It will not be proper for me to deal with the matters which are not relevant to the question of production of small car and which do not come within the purview of my Ministry.

May I first point out to him that it is not the intention of the Government that by going in for the production of a small car or cheap car, we should deprive ourselves of the other priorities which are necessary for the benefit of the people of the country. As I have stated on a number of occasions, in this House as well as in the Rajya Sabha, I do not know what is actually meant by members when they make a reference to a small car. What has been in my mind and what has been the demand from a large number of members in Parliament, both in this House and in the other House, and also from the public, is that the cars which are now available in the market should be such as should be much cheaper and much better in quality than what they are now. Therefore, whenever we speak of a small car, it should not be understood that it should be something of a miniature thing like a scooter with four wheels and so on, but a car which will be able to accommodate four persons and which people will be in a position to purchase at a much cheaper price than what it is available for at the present time. May I just point this out? On the one hand he was criticising the Government for allowing the monopoly to three car manufacturers because of the high prices that they have been charging. At present there are three manufacturers who are manufacturing Ambassador, Fiat and Standard.

SHRI HEM BARUA : The quality is low.

SHRI F. A. AHMED : Apart from the quality, I am dealing with this particular question. The price of Ambassador car, excluding tax is like this : So far as tax is concerned, I will deal with it later on. The price of Ambassador car, ex-factory is Rs. 14,892; the price of Fiat car is Rs. 13,551 and the price of a Standard car is Rs. 14,300—ex-factory price, without taxes. Now, if in place of 14,000, 13,000 and 14,000, if it is possible for the Government to make an arrangement or to provide for the manufacture of cars which will be available at say, 7,000 or 8,000 rupees, will it not be for the benefit of the poor, for whom my hon. friend is rais-

ing this voice? That is one point which I would like to make. If we can make available to the people of our country a car at Rs. 7,000 or 8,000 for which they are now paying Rs. 14,000 ex-factory price, will it not be beneficial for the poor? That is the point.

SHRI S. M. JOSHI (Poona) : Who are the poor who are prepared to spend Rs. 14,000?

SHRI HEM BARUA : You said that a small car—or whatever it is, whatever may be the nomenclature—will cost Rs. 12,000 or near about that.

SHRI F. A. AHMED : Excluding taxes. If you add taxes, in one case, of Ambassador for instance, the price will go to Rs. 20,000; in the case of Fiat to Rs. 18,000 or 19,000. Please consider these facts. Secondly, may I just point out another factor? According to the figure available with me on the 30th of September, 1968, we have a demand for 82,000 cars. (*Interruption*) These are the people who have deposited Rs. 2,000 or Rs. 3,000 for each car, for the purpose of placing that order. We have not been able to accommodate these people and 82,000 and odd are there. Apart from that there may be other people who may be anxious to buy the car, but, because they know that it will not be possible to get it in such a short time, they are not placing the order. Secondly, I hope, hon. Members will not mind my saying this, that every day I am getting a large number of applications from the Members themselves that Fiat car should be allotted to them.

SHRI S. M. JOSHI : We are only 500 Members, Sir.

SHRI HEM BARUA : I have never applied for a car in my life.

SHRI F. A. AHMED : I am not saying that Mr. Hem Barua has applied. But, I am saying that a large number of Members have applied.

SHRI S. M. JOSHI : What is the relevance, Sir?

SHRI SHIVAJI RAO S. DESHMUKH : I did not buy a car.

**श्री रवि राय :** हिन्दुस्तान के साधारण लोग इसको कैसे खरीद पायेंगे ? (व्यवधान)

**SHRI F. A. AHMED :** When I fixed a rule that another car will not be allotted for a period of five years, I have received letters from large numbers of Members saying that this period of five years should be reduced to two years, so that a new car may be made available to them. (Interruption) I am not saying that what is being done is just and proper. But I am merely stating a fact. I am stating the fact with regard to the demand from the public, with regard to the demand even from Members of Parliament...

**श्री रवि राय :** पार्लियामेंट के मेम्बर तो बड़े लोग हैं साधारण जनता में और उनमें फर्क है... (व्यवधान)

**SHRI CHENGALRAYA NAIDU (Chittoor) :** Let him say whether he is going to manufacture or not.

**SHRI F. A. AHMED :** According to our latest figures, the production of cars during last year was 20,500 Ambassador, 10,055 Fiat and 2,769 Standard. These have not been able to meet the demand.

Another question raised was about quality of the car made by these people. I think as I have placed on the Table a report by an expert on the improvement of the quality, there were three important recommendations the Committee made. One was that every unit must have a suitable testing equipment in order to test the quality of the various components they want to put in the car.

**SHRI HEM BARUA :** As long as you have monopolists controlling the trade, you cannot improve matters. Nationalisation is the solution.

**SHRI F. A. AHMED :** Another thing is that a warranty period must be provided. Some of them have given no warranty; others have it only for six months. We have said that the warranty must be one year. That has been accepted by them. We are going to appoint a technical audit cell for examining and testing the quality of the car before it goes out of the factory

and we are considering how to meet the expenditure. One suggestion is to levy a cess. We have the power of levying a cess. The question is whether by levying a cess we can raise the necessary funds for the purpose without putting a burden on the consumer.

**SHRI C. M. KEDARIA (Mandvi) :** Will that committee consist of officials or non-officials ?

**SHRI F. A. AHMED :** On the one hand, my hon. friend says, do not go in for the production of car; on the other, he says that I am encouraging monopolies in the country. I do not know which line of direction he wants me to take.

**SHRI HEM BARUA :** He has misinterpreted me completely. I said, do not produce a car which costs Rs. 21,000 per car because the economy is faltering and is in doldrums. If you produce, produce it in the public sector. Nationalise the whole show.

**SHRI F. A. AHMED :** Production of a large number of cars will provide employment to a large number of people.

**श्री रवि राय :** तब आप कार के स्थान पर ट्रक्स और बसेज बनाइये ।

**SHRI F. A. AHMED :** There is lack of appreciation on the part of the hon. Members of the capacity we have increased in the country in the ancillary and small-scale industries. A major portion of the components of the car will come from these industries. That aspect has also to be kept in mind.

The hon. member said 'Let us not go in for production of cars, but for production of buses, trucks etc.'

18 Hrs.

**SHRI F. A. AHMED :** The Government is not unmindful to these facts and we have been increasingly moving with the production of trucks and I may inform the hon. Member that in 1966 the truck production was 31,462 and out of this production, 8,500 were buses. (Interruptions) We are prepared to go even for more. It does not mean that because the small car production is there,

we will deny the opportunity to these persons. (*Interruptions*) With regard to the other thing which my hon. friend said—the fancy for Renault—Government and the Planning Commission have not taken a decision. We are considering the entire matter on merit and whatever is beneficial and in the interests of the country will have to be undertaken. I can assure the House that if something by way of foreign exchange goes out of the country in order to get the collaboration from outside the country, I shall see that a similar amount comes to our country in exchange of what we shall be paying.

**SHRI HEM BARUA :** *rose*—

**MR. CHAIRMAN :** It is not fair. The time is up. There are other people also. Would you not allow them to put questions? I shall adjourn the whole House now but many of you will not get an opportunity.

**SHRI F. A. AHMED :** Therefore I would say that the most pertinent question is : whether we are going with the production of a small car or not. That matter is under discussion between ourselves and the Planning Commission. The plans has not been finalised. After that discussion is completed, it will be possible for me to indicate what decision has been taken, and I can tell you that in order to achieve this, our anxiety is that this should be in the public sector.

**MR. CHAIRMAN :** There are 4 members. I will request you to co-operate with me and allow those members who have given their names to put questions.

**SHRI LOBO PRABUH :** (*Udipi*) : There has been a lot of confusion and I would even say that there has been an absence of correct and complete thinking on this subject. We are agreed that we want a low-priced car. Now the price of cars everywhere is competitive. In any one country the price follows a certain pattern and they are all of the same kind. All over the world there may be price differential which may explain the cost of production and taxes etc. Now there is no country

where the price differential is 100 per cent. The Minister is telling us that he is producing a car for Rs. 7,000 as against a car of Rs. 14,000 or 16,000. The car may be cheap because the mechanism is different. Is the mechanism of Renault different in any way to make it cheap? Does it mean that it has no carburettor, no pistons that you can make it so cheap? Another way where the car may be cheap is if it is not properly furnished or equipped. It may be with one horn instead of 2 horns, may be with 2 lights instead of 4 or 6 lights. They have been giving us a lot of talk and the country expects to know what is the difference in the make of the car, in the furnishing of this car, that you are able to get a car at a 100 per cent less than an equivalent model which sells at the same price in other countries.

**SHRI F. A. AHMED :** My short answer is this. The hon. Member will agree with me. (*Interruption*). I have heard the question. The reasons are these; most of the plants which are manufacturing the cars are old plants and in this field, particularly, every day, technological development has been taking place which is making it more economical and so on. The second reason is this : that these plants are equipped to have a capacity of only about 20,000 cars to be produced; unless and until you are in a position to produce a large number of cars, at least 50,000 or 60,000 cars, you will not be able to bring down the cost of the car. So, our intention is to go in for a big unit which itself will bring down tremendously the cost of production and also to go in for the latest equipment which will also help us in effecting the economy desired.

**SHRI D. N. PATODIA** (*Jalore*) : On a point of order.

**MR. CHAIRMAN :** No point of order. If the Members could co-operate with me, I will prolong the time by another five minutes. Otherwise, I can adjourn the House just now.

**SHRI D. N. PATODIA :** My point of order arises out of the fact that the

[Shri D. N. Patodia]

Minister has said something which is misleading and incorrect. (*Interruption*) He is making a wrong statement. He said that the existing capacity of a plant is 20,000 cars only. It is a wrong statement. The capacity is very much more. They are producing 100 per cent capacity.

MR. CHAIRMAN : I cannot judge whether it is right or wrong. I am not the person to judge it.

SHRI D. N. PATODIA : What is the reply? He made a wrong statement. If the existing plants are capable of producing more, the cost will come down. (*Interruption*)

SHRI F. A. AHMED : May I just say,—

MR. CHAIRMAN : He need not reply. As a matter of courtesy, I am extending the time. Mr. Jha may put his question now.

श्री शिवचन्द्र झा (मधुबनी) : क्या यह बात सही है कि टैरिफ़ कमिशन ने प्लानिंग कमिशन को रैकमंड किया है कि स्मॉल कार्स का प्रोडक्शन बंद किया जाये, यदि ऐसी बात हो तो प्लानिंग कमिशन का उस पर क्या रिप्लेक्शन है?

क्या यह बात सही नहीं है कि उस ने इसलिए रैकमंड किया है कि चूंकि मास स्केल पर जिस को कहते हैं उस मास स्केल पर स्मॉल कार प्रोड्यूस नहीं की जायेगी और इसलिए वह सस्तो नहीं होगी?

यदि प्लानिंग कमिशन को प्रोड्यूस करना है तो उसे मास स्केल पर करें जिस तरीके से दूसरे मुल्कों में किया जाता है तब उस के दाम 7000 से भी नीचे आ सकते हैं। मैं जानना चाहता हूँ कि सरकार उसे मास स्केल पर प्रोड्यूस करेगी या नहीं और मास स्केल पर यदि करेगी तब उस का दाम क्या होगा?

तीसरा सवाल यह है कि मास स्केल पर करंट पर हमारा सालाना एवरेज प्रोडक्शन क्या होगा और विजाबिज हमारी क्या डिमांड होगी?

श्री फखरुद्दीन खली अहमद : टैरिफ़ कमिशन ने जो भी सिफारिश की है कि उस का प्रोडक्शन न किया जाये उसे गवर्नमेंट ने मंजूर नहीं किया है। हमारा इरादा है कि हम मास स्केल पर स्मॉल कार का प्रोडक्शन करेंगे और पहले साल की अपेक्षा दूसरे साल और तीसरे साल में हम उस का प्रोडक्शन बढ़ाते जायेंगे।

SHRI SHIVA CHANDRA JHA  
rose—

MR. CHAIRMAN : I cannot allow; you must be satisfied with the reply he has given. Shri Kundu. (*Interruption*)

MR. CHAIRMAN : Is there anything more you can add usefully to the answer?

SHRI F. A. AHMED : No, Sir; it is not necessary.

SHRI S. KUNDU (Balasore) : For a long time, there has been a very big talk about the small car. The talk has been highlighted throughout the country by the "Maharaja" ministers in the Council of Ministers, particularly of this ministry.

The question is not that there is a demand and you want to raise the production. The important question is, how are you going to fix the priority of planning? You are going to spend Rs. 26 crores. How fruitfully are you going to invest it? If you have any desire to produce cars which will be used by the common man represented by your party, the new class that has developed in these 20 years, you should not have asked Birlas to produce cars, in collaboration with an American company. By this, they have brought in foreign monopolies. (*Interruptions*). I have three questions to ask. Firstly, are you going to nationalise the entire car industry now in three private hands? Secondly, what is the position of the Prime Minister's son who has applied for a licence for producing the so-called small car? Thirdly, you have said, there are 82,000 people who are on the waiting list. Out of them, about 80 per cent are government officers who get liberal loans and

help from Government. They will pay it back by getting more TA and other allowances. How many of such affluent officers are there in this waiting list?

**SHRI F. A. AHMED :** The question of priority will certainly be taken into consideration. For that reason, I had asked the Planning Commission and the Planning Commission will have to examine all the pros and cons. There is the question of doing something in the public sector, utilising the idle capacity of ancillary industries, small-scale industries, machine tools, etc. that we have created. All these factors will have to be taken into consideration. Surely something which is uneconomic and a burden on the country will not be thought by the Planning Commission or by the Government. It is very unfortunate that in a discussion like this some sort of insinuations are put forward and the name of the Prime Minister's son is dragged.

**SHRI S. KUNDU :** What is the insinuation?

**श्री रवि राय :** श्री रघुनाथ रेड्डी का बयान है कि उन्होंने दख्खवास्त दी है।

**MR. CHAIRMAN :** Let the Minister have his say. You have to hear him. You have asked the question.

**SHRI S. KUNDU :** I have asked for information. Where is the insinuation there? . . . (interruptions) Perhaps, he has not understood the question.

**SHRI F. A. AHMED :** I have not completed my point. I have said that if any proposal comes from any person, whether it is from the Prime Minister's son or from any other person, it has to be considered on merits. I have already indicated that our thinking is that if any such industries can be set up with indigenous effort, without any import from outside, if those industries in future will not require any licence for import—we are actually considering these matters and we are going to come forward with the decision of the government soon—if that is so, if any person makes such a suggestion, whether it is the Prime

Minister's son or any other person, if he is prepared to manufacture a car which will not require any licence for the purpose of import of components and so on, how can that be denied? How can that matter be raised in this way and . . . (interruptions)

**SHRI S. KUNDU :** The Minister has not the capacity to understand or he is deliberately not answering or meeting the point. I never questioned the right of the Prime Minister's son. I sought information whether the Prime Minister's son has applied for a licence for the manufacture of a small car and, if so, at what stage it is?

**SHRI S. S. KOTHARI (Mandsaur) :** Is it technically possible to manufacture a car without imported components at this stage of our development?

**SHRI F. A. AHMED :** May I say that a sort of project report has been submitted to us, which indicates that he can manufacture a car without import of foreign components from outside? I am not an expert. So, it is for experts to say whether it is feasible or not.

**SHRI D. N. PATODIA :** You must have examined it.

**SHRI F. A. AHMED :** Then I come to the question raised by my hon. friend over here about the licensed capacity.

**SHRI D. N. PATODIA :** He said production capacity.

**SHRI F. A. AHMED :** I said licensed capacity.

**SHRI D. N. PATODIA :** No, you can check up the records.

**SHRI F. A. AHMED :** The licensed capacity of Ambassador is 15,000, Fiat 9,000 and Standard 3,000. The total comes to 27,000. Last year's production was: Ambassador 20,500, Fiat 10,055 and Standard 2,769. I gave these figures earlier and I stand by them. I have made no incorrect statement.

**SHRI S. KUNDU :** What about the nationalisation of this industry? To

[Shri S. Kundu]

whom the licence will be given—Sanjay or Rajeev ?

SHRI F. A. AHMED : No question of licence has arisen in any case.

SHRI HEM BARUA : May I know whether this project will be in the private sector or the public sector? If it is in the public sector, it cannot go to Sanjay.

SHRI F. A. AHMED : I said that in order to make an economic car it has to be done in a very big way, and in a big way it could be done only in the public sector. So, government's thinking is that it should be done in the public sector.

SHRI HEM BARUA : Then how could you allow Prime Minister's son, Sanjay's proposal? You said that you like it.

SHRI F. A. AHMED : May I say that we have accepted mixed economy?

SHRI RABI RAY : Another misnomer.

SHRI F. A. AHMED : So, while our doing so, if anyone else wants to do it at his risk in the private sector, how can we stop him from manufacturing these things?

SHRI HEM BARUA : He has contradicted himself. (Interruptions)

MR. CHAIRMAN : You can very well understand what he says.

SHRI F. A. AHMED : There is no contradiction.

श्री शिक्करे (पंजिम) : 12 तारीख को सस्ती कार के बारे में सबाल पूछा गया था। तब आपने कहा था कि चौदह प्रोपोजलज्ज आई थीं और उनमें से केवल दो ही प्लानिंग कमेटी के पास भेजी गई थीं। सबाल यही है कि सीजर की पत्नी पब्लिक हो इतना ही काफी नहीं होता है, उसको पब्लिक दिखाना भी चाहिये। यहां शक व्यक्त किया गया था कि दो ही प्रोपोजलज्ज प्लानिंग कमिशन के पास क्यों भेजे गये थे? उन में एक प्रोपोजलज्ज श्री संजय गांधी का था। इसलिए मैं कहूंगा

कि जो 14 प्रोपोजलज्ज आई हैं क्या उन सब को आप प्लानिंग कमेटी के पास भेजने के लिए तैयार हैं और प्लानिंग कमेटी की राय लेने के लिए तैयार हैं कि कौन-कौन सी प्रोपोजलज्ज फोजिवल हैं? क्या आप उस कमेटी का इस बारे में निर्णय लेंगे?

मेरा दूसरा सवाल है। अभी हमारे देश में तीन मॉनोपोलिस्ट्स हैं जो मोटर कारें बनाते हैं। इसको वही कंट्रोल करते हैं। हमारी सरकार भी कंट्रोल करती है कुछ हद तक क्योंकि वह एक्साइज ड्यूटी इत्यादि लगाती है। मुझे खुशी होगी अगर सस्ती कार का कारखाना पब्लिक सैक्टर में लगे। इसका कारण यह है कि तब वह नो प्रॉफिट नो लास बेसिस पर लगाया जाएगा। चूंकि पब्लिक सैक्टर में जब कार बनेगी, सस्ती बनेगी, इस वास्ते हो सकता है कि प्राइवेट निर्यात भी अपनी कीमतें सस्ती कर दें, उनका भी कीमत कम करनी पड़े। क्या आप पब्लिक सैक्टर में कारखाना स्थापित करने को तैयार हैं? यदि हैं तो गोआ के बारे में मैं चाहुंगा कि आप सोचें। वहां पर अभी तक कोई पब्लिक अंडरटैकिंग नहीं दिया गया। गोआ को आजाद हुए साठे सात साल हो गए हैं। वहां पर मारमागोआ जैसी बड़ी बन्दरगाह है और चार पांच लॉग ऐसे हैं प्राइवेट सैक्टर में कार फ़ैक्टरी बनाने की भी उनकी ताकत है। वह भी आप ध्यान में रखें। जिन के बहुत ज्यादा टनेज के स्टीमर चलते हैं। मैं जानना चाहता हूँ कि गोआ में इस कारखाने को स्थापित करने पर भी क्या मंत्रीमंडल विचार करेगा?

श्री फखरुद्दीन अली अहमद : मैम्बर साहब ने अपना फर्ज अदा कर दिया। गोआ का उन्होंने जिक्र कर दिया है। मैं कहना चाहता हूँ कि जब इसके बारे में फैसला होगा तब सभी चीजों को कंसिडर किया जाएगा।

बहुत से प्रॉजेक्ट्स आए थे। उन सब पर एक्सपर्ट्स कमेटी ने गौर किया था। गौर करने के बाद यह देखा कि वे ऐसे नहीं हैं