

[Shri S. Kundu]

13 hrs.

in these rules, Government servants owning houses at the places of their duty were not eligible for the allotment of Government houses. The matter was reconsidered by Government on a number of occasions and, finally, in May 1966, it was decided that Government servants owning houses at the places of their duty should be treated at par with those who do not own houses. Orders were accordingly issued on 1.5.1966 that Government servants owning houses will also be eligible for the allotment of Government houses on payment of normal rent. No statistical data are available of the number of such persons who own their houses and are in occupation of Government accommodation.

#### STATEMENT RE-MANUFACTURE OF CAR IN PUBLIC SECTOR

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) ; Mr. Speaker, Sir, I am glad to inform the House that Government have decided, in principle, to the creation of the additional capacity of 50,000 cars per annum in the public sector based on a proven foreign design. My Ministry will now initiate the necessary detailed studies on the most economic way of establishing this additional production capacity in the public sector, as also the ways and means of financing the project. We shall also hold discussions with interested parties to select the most suitable popular model and to secure the best possible terms of collaboration.

SHRI S. KUNDU : Did not the Planning Commission want to go in for a scooter project instead of small car project.

SHRI DINESH SINGH ; Although the collaboration will be with a foreign company, the bulk of machine tools required for the project will be procured within the country. The establishment of this project will, therefore, give a further fillip to the indigenous machine tool industry, particularly, the Hindustan Machine Tools Ltd., for production of special purpose machine tools needed for the transfer line layouts as well as a great variety of general purpose machines.

It will also be our endeavour to rely to the maximum extent possible on the local ancillary industries. This will not only lead to better utilisation of the existing capacity of the ancillary units but will also provide scope for substantial expansion of the units already established as well as the new ones that may come up to meet the new demands that will be created.

The establishment of the car project and the subsequent expansion of the machine

2. Shri Shri Chand Goyal wanted to know the percentage of Government employees, specially Class III and IV, who have been provided with Government accommodation and whether Government aim to provide accommodation to those Government servants say within 10 20 years. In reply to these supplementaries, it was stated that so far as Government employees are concerned, it cannot be said how much time it would take to provide accommodation to them, but every effort was being made to see that at least in types I to IV more than 80% satisfaction is achieved in five years, time. The position is that at present Government are mostly constructing accommodation in types I to IV. A provision of Rs. 30 crores has been made for the Fourth Five Year Plan for the construction of both office as well as residential accommodation and the acquisition and development of land at Delhi and other places. Out of this amount, about Rs. 6 crores have been earmarked for office accommodation and the balance for residential accommodation. But within this amount, it is not considered feasible to achieve 80% satisfaction in types I to IV, during the IV Plan period. With the resources available, it will be possible to provide only about 12,984 new residential units at Delhi and at other places during this period ; of the number 12,373 will be in types I to IV.

tools and automobile ancillary industries will create significant opportunities for additional employment for a large number of technical personnel in addition to normal labour that will be required.

The House is aware of the background of this Project. It will be recalled that the Low Cost Car Committee had reported in June, 1961 that it would be feasible both on technical and economic considerations to set up a factory for the manufacture of a car at a reasonably low cost. For various reasons, largely owing to the resources position and foreign exchange difficulties, the Government were compelled to postpone the public sector car project. Since then, the demand for cars has continued to grow and the supply position of passenger cars has become even more acute. There has been considerable discontentment in regard to both the supply and the quality of the cars available. The demand for cars at the end of the Fourth Plan period has been estimated around 85,000 vehicles per year which will go up further in the Fifth Plan. The maximum production that can be achieved by the present manufacturing units with their present facilities is, however, less than 40,000 cars per annum. The public sector car project will, it is hoped, fill the bulk of the gap that exists between the demand and the supply. The question of the augmentation of the manufacturing facilities in the existing units was also examined. Apart from their designs being old, it is clear that the existing companies will also have to depend heavily on support from public financial institutions for their expansion. In the circumstances it was felt that after taking into account all factors, it would be more advantageous to establish the factory in the public sector. However, taking into account the priority assigned by Government to other works of greater importance, it was felt that the Central Government together with connected public sector enterprises, fully owned by the Central Government, should hold the controlling interest of 51% of the equity capital of the proposed project. The balance of 49% may be raised by the offer of shares to the public at large and others.

Government have also received a number

of proposals from the private parties for taking up the manufacture of passenger cars in the private sector. Some of these parties claim that they are in a position to manufacture cars based on completely indigenous sources. With a view to encouraging the growth of indigenous talent and resources, Government have decided to issue Letters of Intent to such of the parties in the private sector as are prepared to take up the manufacture of cars based on completely indigenous designs and without requiring imports of or allocation of foreign exchange:

SHRI KANWARLAL GUPTA (Delhi Sadar) : On a point of order.

SHRI S. KUNDU (Balasore) : I had asked a question, He should explain.

MR. SPEAKER : After the Minister has made the statement, no questions are allowed.

We adjourn for lunch now:

13.05 hours

*The Lok Sabha adjourned for Lunch till Fourteen of the Clock.*

*The Lok Sabha re-assembled after Lunch at Five minutes past Fourteen of the Clock.*

[MR. DEPUTY SPEAKER in the Chair]

SOME HON. MEMBERS rose.

SHRI NAMBIAR (Tiruchirappalli) : I want to bring to your notice the serious situation on the South-eastern Railway; it is being paralysed. Passengers are unable to proceed from Calcutta to Madras or go from Madras to Calcutta ..(Interruptions.)

MR. DEPUTY SPEAKER : I thought all Members who wanted to speak on the Bill have spoken and so I wanted to call the hon. Minister. Mr. Kundu and

[Mr. Deputy Speaker]

Mr. Himatsingka want to speak on the Bill. Meanwhile Members want one or two minutes to say something.

श्री शशिभूषण (खारगोन) : उपाध्यक्ष महोदय, मध्य प्रदेश एक शान्तिप्रिय सूबा है। वहाँ का औद्योगिक नगर इन्दौर कल सारा दिन बन्द रहा, वहाँ की सरकार भी नर्बंदा से पानी इन्दौर के लिए लेना चाहती है, हमारे चीफ मिनिस्टर भी उसमें इन्टरेस्टेड हैं। मैं चाहता हूँ कि केन्द्रीय सरकार इस पर ध्यान दे और इन्दौर को नर्बंदा से पानी लाने में आर्थिक सहायता दे।

14.5½ hrs.

#### OBITUARY REFERENCE

(SHRI TRAILOKYANATH CHAKRABORTY)

श्री ओमप्रकाश त्यागी (मुरादाबाद) : उपाध्यक्ष महोदय, देश के एक बहुत बड़े क्रान्तिकारी—महाराजा त्रैलोक्यनाथ चक्रवर्ती—का देहान्त हो गया है। प्रधान मंत्री, राष्ट्रपति और दूसरे सभी लोगों ने अपनी श्रद्धांजलि अर्पित की है। लोक सभा का यह कर्तव्य था कि उन को सम्मान अर्पित करती। मैं चाहता हूँ कि कोई भी कार्यवाही करने से पहले उनको सम्मान प्रदान किया जाय, वरना देश में चर्चा होगी।

MR. DEPUTY SPEAKER : We all share the grief over the loss of this great man and pay our tribute to him. I think we should have done that at the commencement of the sitting, before the House took up its other business. Anyway I hope I am now expressing the sentiments of the House and share the grief over the loss of this great man. Hon. Members may stand in silence for a short while.

*The Hon. Members then stood in silence for a shortwhile.*

SHRI E. K. NAYANAR (Paighat) : I received a reply from the P & T Minister

that in Kerala all the P & T employees who were discharged after the strike were taken back. It was not correct. Up till now, 13 employees have not been taken back. The Minister must take it seriously and consider the issue, even at at this late hour.

श्री शिव चन्द्र भ्वा (मधुबनी) : उपाध्यक्ष महोदय, अखबारों में आपने पढ़ा होगा "लैंड ग्रैब" का नाम दे करके इस मूवमेन्ट की बड़ी बदनामी की जा रही है। असल में यह भूमि वितरण आन्दोलन है। इसके सम्बन्ध में सारे देश में बहुत सारे लोग गिरफ्तार हुए हैं जिनमें संसद सदस्य भी हैं। इस विषय पर मैंने कालिग अटेंशन दिया है—या तो आप उसको मंजूर करें या फिर प्रधान मंत्री से कहें कि वे यहाँ पर एक स्टेटमेन्ट दें कि कितनी गिरफ्तारियाँ हुई हैं और उसमें कितने संसद सदस्य हैं। श्री मधु लिमये पर दफा 107, 117, 109—इस तरह से क्रिमिनल प्रोसीजर कोड की तमाम दफायें लागू की गई हैं तो यह किस प्रकार का जुल्म हो रहा है ? मैं चाहूँगा कि इस पर प्रधान मन्त्री यहाँ एक स्टेटमेन्ट दें।

14.11 hrs.

#### DOCK WORKERS (REGULATION OF EMPLOYMENT) AMENDMENT BILL—(contd)

SHRI HIMATSINGKA (GODDA): Mr. Deputy Speaker, Sir, on the Bill that is before the House, I support the amendment that has been proposed, because that is a necessary amendment, because it increases the scope of the scheme that may be framed under clause 3. But while on this subject, I would like the attention of the Government to be invited to what is happening in dock labour. Recently, as you know, there was a go-slow tactics followed by the dock labour for quite a large number of days and there was a strike by the bargemen for over two months. The result has been that the country has lost very valuable foreign exchange to the tune of Rs. 50