

महंगाई और तज्जनित चीजों के बढ़ते हुए दामों के कारण आज एक प्रकार से भारतीय महिलाओं के लिए यह आवश्यक हो गया है कि वे परिवार की आर्थिक अवस्था सुधारने के लिए अपने पुरुष-वर्ग का हाथ बंटायें। इन में जो महिलायें शिक्षिता हैं, वे तो सरकारी एवं गैर-सरकारी दफ्तरों में काम कर कुछ उपार्जन कर लेती हैं, किन्तु बहुत सी ऐसी महिलायें हैं, जो आधुनिक शिक्षा के अभाव में दफ्तरों में नौकरी नहीं पा सकतीं, तथापि वे दस्तकारी, सिलाई तथा ऐसे अन्य औद्योगिक कार्यों को काफ़ी खूबी के साथ कर सकती हैं। उन के दस्तकारी के सामान की देश और विदेशों में काफ़ी मांग भी है। अतएव मैं माननीय मंत्री महोदय से यह पूछना चाहता हूँ कि क्या वे ऐसे कदम उठावेंगे, जिन से इन महिलाओं का संगठन औद्योगिक सहकारी समितियों के रूप में हो सके और उन के द्वारा बनाई हुई चीजों को इन समितियों द्वारा देश और विदेश के बाजारों में बेचा जा सके।

SHRI RAGHUNATH REDDI ; The Central Government and the State Governments are taking necessary and very active steps in the direction of giving full assistance to the industrial co-operative organised by women and are looking into difficulties and bottle-necks which they have pointed out in the Conference mainly with regard to the procurement of raw materials, marketing of finished products, inadequacy of finance and inadequacy of training and personnel. These aspects are being looked into by the Central Government and various State Governments are also looking into the matter and they are actually trying to assist them. The National Federation of Industrial Co-operatives was registered in March, 1968 and this organisation is trying to take interest and also assist in the purchase of raw materials and in the marketing of products produced by these various industrial co-operative societies. The State Trading Corporation, I may say in the context, is also trying to be helpful in order to purchase products produced by the industrial co-operative societies and to assist these persons,

SHRI HEM BARUA : May I know if Government are aware of the serious allegation made against the National Co-operative Union that—this institution has advised our women and our planners—a lot of funds from the CIA are channelled into this National Co-operative Union through the Ford Foundation.....

AN HON. MEMBER : Quite different.

SHRI HEM BARUA : Here is the National Co-operative Union. May I know whether Government has examined this allegation and, if so, what is their attitude.

SHRI RAGHUNATH REDDI : With great respect I may submit that this Question relates to the Women's Industrial Co-operatives. If the hon. Member puts a separate Question, I will be able to answer.

Export of Tyres

*1228. **SHRI HIMATSINGKA** : Will the Minister of COMMERCE be pleased to state :

(a) whether Government's attention has been drawn to the reports that Government's decision to slash the duty drawback on tyres by more than 60 per cent has created a complete stoppage of exports of tyres ;

(b) how far the prices of manufactured tyres in India will increase in the international market with this slash ;

(c) which are the other countries competing in tyres in the international market and how do the prices of their tyres compare with the prices of those manufactured in this country ; and

(d) whether Government have considered the situation once again and decided to give any additional support to the Indian tyre trade in the international market ?

THE MINISTER OF COMMERCE (SHRI DINESH SINGH) : (a) Yes, Sir. The Government of India announced all industry rates of drawback on export of tyres, effective from February 3, 1968 in place of the brand rates in force earlier. The tyre industry has represented that this

has resulted in the amount of drawback on tyres coming down by 40% to 60%.

(b) The extent to which export prices of tyres will increase as a result of the reduction in drawback, will vary with reference to the rates of drawback in force earlier for individual manufacturers.

(c) The other countries competing in tyres in the international market are : U.S.A. ; U. K. ; Japan ; France ; West Germany ; Italy ; Holland ; Austria and Czechoslovakia compared to them Indian tyres were being out-priced by 10% to 15% prior to the reduction of drawback.

(d) The industry's request is being examined.

SHRI HIMATSINGKA : There is a great export potential so far as items like tyres are concerned. Since USA decision is to improve their balance of payments position by following restrictive trade practices and since England also is trying to have better balance of payments position and they want to save 500 million pounds, may I know if the Government will consider the desirability of reviving the duty drawback that was being allowed so that the export potential may continue to be developed?

SHRI DINESH SINGH : The drawbacks still exist. All that we have done is that instead of the drawback earlier being based on product of a particular industry, it now applies to the industry as a whole. But I did mention that we are conscious of the fact that there is a certain price difference in respect of Indian tyres as compared to other tyres and we are looking into the matter.

SHRI HIMATSINGKA : Will the Minister be pleased to take steps to see that the price difference, that is, the disadvantage at which the industry has been placed is removed?

SHRI DINESH SINGH : No one can say that one can remove all the disadvantages. But we shall try our best to see how this can become more competitive.

श्री शिवचन्द्र भाः : क्या यह सही है कि भारत को यू० ए० आर० से टायरों के लिए

एक बड़ा आर्डर दिया गया है; यदि हां, तो वह आर्डर कितने टायरों का है, भारत कितने टायर एक्सपोर्ट करने जा रहा है और भारत द्वारा कितना फ़ारेन एक्सचेंज अर्न किये जाने का एस्टीमेट है ?

श्री दिनेश सिंह : आर्डर सरकार के पास नहीं आते हैं। यह आर्डर किसी कम्पनी के पास आया होगा, जिस के बारे में मुझे पता लगाना पड़ेगा।

श्री अचल सिंह : इस क्वत देश में टायरों की कीमत दुगनी हो गई है क्या सरकार इस को कंट्रोल करने के लिए कोई प्रबन्ध कर रही है ?

श्री दिनेश सिंह : जी नहीं।

SHRI UMANATH : Most of the companies which are exporting tyres are foreign companies, for example, Dunlop, Goodyear, etc. and they are getting very high profits. In 1966-67, they got a profit of Rs. 4.38 crores. The Government was quite right in slashing the drawback. Now, this stoppage of these foreign companies is deliberately meant as a pressure to get back all the concessions so that they can loot more. Under these circumstances, (a) will the Government assure this House that they will not submit to the pressure of these foreign companies and (b) what steps do the Government contemplate to compel the foreign companies to export and not to hold our foreign exchange to ransom for the purpose of looting more?

SHRI DINESH SINGH : So far as (a) is concerned, the answer is, yes.

SHRI UMANATH : Will you submit to their pressures?

SHRI DINESH SINGH : No. The hon. Member wants an assurance that we will not submit and, I say, we shall not submit.

The second part of the question is more complicated as to how foreign exchange can be conserved in this. That

is under our constant review. This is why we are going into it very carefully to see what is the difficulty in the export of these tyres.

श्री श्री० प्र० त्यागी : क्या सरकार को इस बात का ज्ञान है कि स्कूटर की स्टेपनी के साथ टायर नहीं मिल रहा है, इन का बहुत अभाव है ? मैं जानना चाहता हूँ कि इस अभाव की पूर्ति के लिये सरकार क्या कदम उठा रही है ?

श्री बिनेश सिंह : सवाल कुछ दूसरा था, लेकिन फिर भी माननीय सदस्य ने जो पूछा—उन को मालूम है कि इस वक्त टायरों की क्या स्थिति है ।

श्री श्रीकार लाल बेरबा : पैसा तो पूरा लिया जाता है, उस को कम किया जाय ।

श्री श्री० प्र० त्यागी : मैंने पूछा है कि स्कूटर टायर्स की जो कमी है, उस के अभाव की पूर्ति के लिये सरकार क्या कर रही है ?

श्री बिनेश सिंह : अध्यक्ष महोदय, मैं इस सवाल का जवाब पहले विस्तार पूर्वक दे चुका हूँ। जहाँ तक मुझे स्थान है मैंने बताया था कि हमारे यहाँ कितने टायर्स बनते हैं, कितनों की खपत है और कितने और बनाने का कार्यक्रम है ।

जहाँ तक उसकी कीमत में कमी का सवाल है, वह बिलकुल दूसरी चीज है ।

SHRI LOBO PRABHU : In view of the fact that the prices of cycle tubes and tyres have risen by about 60 percent and those of car tubes and tyres by 70 to 80 per cent, has Government considered whether this policy of export, forced export by drawbacks, is consistent with the interests of the common people who use cycles, and I would again refer to the question just asked, namely, when there is scarcity of tubes for scooters, how far is the Government justified in encouraging export, and such export also which puts a

lot of money in the pockets of foreign companies?

SHRI DINESH SINGH : The hon. Member knows very well that drawback is not a forced export or even an incentive for export; it is only giving them facilities to bring back from outside what they have sent outside by way of import of components. But, apart from that, we are giving cash incentives which, the hon. Member can rightly say, is an encouragement to export, but that is part of our general export drive. In the situation of our economy at present, it is necessary for us to boost our exports even at the cost of limiting certain supplies on the internal market.

SHRI DINKAR DESAI : May I know what is the average price of a small tractor that is used by the average cultivator in this country?

MR. SPEAKER : That is a different question altogether. Now we go to the next Question.

किसानों को छोटे ट्रैक्टरों की सप्लाई

*1220. **श्री श्री० प्र० त्यागी :** क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) किसानों को उचित मूल्य पर छोटे ट्रैक्टर देने के लिए सरकार द्वारा क्या कार्यवाही की गई है;

(ख) इस समय कितने कारखाने छोटे ट्रैक्टर बना रहे हैं और उनके द्वारा प्रति वर्ष कितने ट्रैक्टरों का निर्माण किया जा रहा है; और

(ग) देश में छोटे ट्रैक्टरों की अनुमानित मांग कितनी है ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND COMPANY AFFAIRS (SHRI RAGHUNATH REDDI) : (a) to (c). The estimated demand of tractors below 20 HP, which are generally known as small tractors, is 12,000 Nos. per annum by 1970-71. No unit is, at