

(b) and (c). No, Sir. No new posts have been created for the purpose of this re-arrangement of work in the London Office and no additional budget provision is also necessary.

(d) Permission from the Ministry of Finance is not necessary in regard to reorganisation of Audit and Accounting work of the Civil Departments by the Comptroller and Auditor General.

12.00 hrs.

CALLING ATTENTION TO MATTER
OF URGENT PUBLIC
IMPORTANCE

ACUTE SHORTAGE OF TRUCK AND
BUS TYRES

श्री शशि भूषण (खारगोन) : अध्यक्ष महोदय, मैं निम्नलिखित अविलम्बनीय लोक-महत्व के विषय की ओर औद्योगिक विकास तथा आन्तरिक व्यापार मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि इस सम्बन्ध में वे एक वक्तव्य दें।

“व्यापारियों द्वारा जमाबोरी की जाने के कारण देश में ट्रकों और बसों के टायरों की अत्यधिक कमी के समाचार”

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : Reports and representations have recently been received alleging shortage of tyres, particularly truck and tractor tyres in different parts of the country. Certain malpractices and irregularities in distribution have also been alleged.

The production of automobile tyres and tubes has steadily increased from 25.8 lakhs tyres in 1966 to over 40 lakhs tyres in 1969. During the 10 months of 1970 production has been 32.7 lakhs. The fall in production this year as compared to that of

the last year has partly been due to strikes in the factories of M/s. Premier Tyres Ltd. and M/s. Ceat Tyres Ltd. as also owing to labour-management problems in three other manufacturing units. Consequently, there is likely to be some shortfall in production as against estimated demand, though it is expected that the position will be substantially eased in the course of the next few weeks.

As for tractor tyres, production has steadily risen from 90,233 tyres in 1966 to about 1.46 lakh tyres in the first 10 months of 1970. It is anticipated that the demand for this type of tyres, which is estimated to be 1.8 lakhs for 1970 will be covered by the year's total production. Nevertheless, there may be a marginal shortage in respect of certain sizes of tractor tyres. Import of tractor tyres of certain specifications which are not indigenously manufactured, is being permitted through the State Trading Corporations and also through Agro-Industries Corporations of the concerned States.

The long term solution to this problem inevitably necessitates a considerable increase in production of tyres, particularly of the heavier categories. It is estimated that demand by the end of the Fourth Plan period will increase to 7.2 million Nos. As against this, the total capacity which has already been installed or is in the process of being installed or has been licensed earlier comes to 5.58 million. In addition, letters of intent for a further capacity of 2.4 million tyres/tubes have recently been approved in 8 new units and with this additional capacity, it is expected that the requirements will be adequately met in the coming years. During the intervening period, it is essential that not only should installed capacity be fully utilised but that the distribution mechanism should function as effectively as possible.

A meeting was held with the tyre manufacturers yesterday to discuss ways and means both to maximise production of various categories of automobile tyres where shortage is apprehended, as also to devise suitable measures to improve the distribution machinery and to take action against dealers found guilty of any malpractices or irregularities. The manu-

facturers have assured to tighten up their distribution machinery and details in this regard are being worked out by them and are likely to be announced during the course of the week. Powers under the Essential Commodities Act, 1955 have also been delegated to State Government and Union Territories to regulate the supply and distribution of tyres and tubes. The Delhi Administration have already issued an Order last year to regulate the supply and distribution of certain specified categories of automobile tyres and tubes and fixing ceiling prices in respect of all categories. The other State Governments may also take similar action if the situation so demands.

The matter is being gone into by Government at present, both with the tyre manufacturers and with State authorities and every effort will be made to ensure that whatever quantity is currently in distribution or under manufacture is distributed as equitably as possible.

श्री शशि भूषण : अध्यक्ष महोदय, मैं मन्त्री महोदय से जानना चाहता हूँ कि टायरों की कमी का प्रश्न कितने अर्थों से उनके ध्यान में लाया गया है ? उनको इस सम्बन्ध में कितने तार मिले हैं और कितनी को-प्रोपरेटिव ट्रक ओनर्स की संस्थाओं ने देरुवास्तों दी हैं ? और यह जो इतनी स्केयरसिटी बढ़ गई है वह किसकी वजह से बढ़ी है—मैनुफैक्चरर्स की वजह से बढ़ी है या फिर सरकार ने इसको रोकने के लिए अब तक कोई कदम नहीं उठाया है ? क्या यह सम्भव है कि अगर यह कमी पूरी नहीं हुई और डोलर्स और ब्लैक-मार्केटीयर्स ने और ज्यादा कमी पैदा की तो सरकार कोई कन्ट्रोल रूपायेगी ?

मैं यह भी जानना चाहता हूँ कि इस देश में सरकार के पास पूरा टैबिनकल नो-हाऊ है जिससे कि इनको बनाया जा सके ? और क्या सरकार यह नहीं समझती है कि विदेशी कम्पनियाँ जिन्होंने अपने कारखानों को दुगुना और चौगुना बढ़ाने के लिए सरकार से देरुवास्त की थी लेकिन सरकार ने उसको

नहीं माना इसलिए उसका बदला लेने के लिए यह आर्टिफिशल स्केयरसिटी पैदा की गई है ?

SHRI M. R. KRISHNA : Sir, the hon. Member is correct in saying that a lot of representations and telegrams were received both by Members of Parliament and by Government. A large number of representations, both written and personal, were made to Government about this shortage of tyres. As to whether this scarcity has been created deliberately by the manufacturers or the dealers, I have already stated that because three factories had suffered due to strikes etc., they could not produce tyres to their full capacity and, therefore, this shortage occurred.

The representations were mostly on the high prices at which tyres are sold. To control this a meeting was held with the manufacturers yesterday and also today. Certain decisions have been arrived at and with these measures, I am sure, tyres will be sold at the price at which the manufacturers give them to the dealers only charging about 7½ per cent commission over it.

About the technical know-how for the manufacture of tyres, the country has already obtained enough experience in tyre manufacture. Tyres manufactured in this country are also exported to foreign countries and they are bound to be much better compared to tyres manufactured in foreign countries. Because technical know-how is abundantly available in this country even the small-scale industries have taken to the manufacture of tyres required for cycles.

SHRI B. K. DASCHOWDHURY (Cooch-Bihar) : Before I put my question I would like to remind the hon. Minister, through you, of one fact. In the past you were good enough to say on the floor of the House that statements would be supplied to those Members, who submitted their names for the call-attention, just in time. But here it is four-page statement. You will appreciate, the hon. Minister took some time at least to read out the statement and this statement was supplied to us only three minutes ago at 12 O' Clock. This practice has not been followed by the hon. Minister as it should be.

MR. SPEAKER : It was admitted only yesterday. How could he supply the statement earlier ?

SHRI B. K. DASCHODHURY : It was discussed in the other House yesterday. We must know what are fresh developments that have taken place.

MR. SPEAKER : The Call Attention Notices are admitted only a day earlier.

SHRI B. K. DASCHODHURY : Normally, the statements are supplied half an hour, or so before. Today it was only 3 or 4 minutes before.

MR. SPEAKER : Sometimes it happens.

SHRI B.K. DASCHODHURY : In the long statement read by the hon. Minister, the main thing as to what are the steps taken by the Government to reduce the shortage of tyres in the market has not been mentioned. Only a wishful thinking has been indulged in.

The hon. Minister was good enough to say that yesterday he had a meeting with the tyre manufacturers. In the matter of tractor tyres, the hon. Minister stated that the demand is to the extent of 18 lakhs during 1970. As regards the demand of tyres for buses and trucks which is the specific question for this Call Attention Notice, the hon. Minister safely avoided this question. The installed capacity, as it is today, has been mentioned as 58 lakhs. According to the calculations, upto 10 months this year, that is upto the month of October, the production is 32 lakhs. If it goes at the same rate of production, it will come to last year's production, that is, to the extent of 40 lakhs. Assuming that it will go to the extent of 40 lakhs, as against that, the requirement is 58 lakhs or something more. So, there will be a shortfall in production and there will be a shortage in the market.

Obviously, some of the black-marketeers who are expert in this matter will try to squeeze more money from the common man. The hon. Minister has not clarified this.

Then, in 1962-63, the Government issued letters of intent to some manufacturers to increase production of tyres to the extent of 12 lakhs. Unfortunately,

none of these new licensees went into production. Of course the Government had to cancel all such letters of intent.

Now, it is stated in the statement that certain new units also will be set up very soon and the licences have been issued. According to the hon. Minister's statement in Rajya Sabha on Starred Question No.267 dated 23-11-70, up to 1969 the installed capacity was 48 lakhs. This year, the installed capacity is 58 lakhs. There is going to be more capacity to the extent of another 24 lakhs and the licences have been issued. We find that the capacity has been increased by 10 lakhs during 1970 and another 24 lakhs capacity has been licensed.

I would like to have a clear answer from the hon. Minister whether the manufacturers who failed to go in for production of tyres to the extent of 12 lakhs when the letters of intent were issued to them in 1962 have again been given licences.

Lastly, the hon. Cabinet Minister, Shri Fakhurddin Ali Ahmed, stated in his statement in February, 1970 that eight new units will be started in certain backward areas of the country with the idea that all backward areas may get steady production of tyres. In this context, may I know what are those locations where these new tyre factories will be located ? May I know whether in backward areas of Bengal and particularly, in North Bengal at least one of the units will be located. I want a clear answer from the hon. Minister about it.

SHRI M. R. KRISHNA : I have given a lengthy statement which I thought will enable the hon. Member to get all this information and curtail their supplementaries. But in spite of it, the hon. Member has put a lengthy supplementary.

The current demand of tyres is to the extent of 41 lakhs and the shortage is expected to be 1.5 lakhs. This shortage is mainly because some of the factories have gone on strike. These manufacturers who met us yesterday and who are meeting us today have assured us that this shortage will be made up in the course of one or two months. They have also assured us that wherever shortage is felt, they will be able

to rush in fresh stock in order to avoid any inconvenience to lorry-owners.

Not only that. There are other measures which have been accepted by the manufacturers as a result of our persuasion and also as a result of the pressure or the representations made by various parties. The production is being maximised and the increased supply of tyres will be despatched to areas where acute shortage is being experienced.

The dealers have been warned that unless they sell tyres at recommended list price, they run the risk of their dealership being cancelled. The dealer will display the list of prices recommended by the tyre companies and they will publicise that the tyres will be available at those prices.

Then, the inter-state movement of tyres by dealers will be restricted to avoid manipulation of market prices. The direct supplies to actual truck-owners will be increased. 10 vehicles or more will qualify for direct supplies as a fleet-owner. Earlier, it was for a 12-fleet owner that used to be given directly. Now it has been reduced to 10-fleet owner.

A portion of supplies will be made available through cooperative societies also.

These are the steps which the manufacturers have taken and dealers will have to comply with them.

Even about the Fourth Plan, we have worked out the demand and the capacity has been created in order to avoid any kind of complications later on.

SHRI B. K. DASCHOWDHURY : My question has not been answered. Sir, you will kindly appreciate the question that I have already put to the hon. Minister. He has not answered that. My question was whether new licences have been given to those manufacturers who were given letters of intent in 1962-63 and who did not utilise them and, about the setting up of 8 new units, according to the statement, in the backward areas, which are the areas where they will be located.

SHRI M. R. KRISHNA : Even when you give licences to new units, the new

units cannot go into production very soon. That is why in order to meet the demand, we have allowed expansion of the existing units to the extent possible. We have licensed new units and they will go into production later on. It is our intention that wherever possible, particularly, in backward areas, we would like to encourage the people to come forward to start the tyre manufacturing industry. So far, the letters of intent have been given to the Punjab State Industrial Development Corporation, the Gujarat State Industrial Development Corporation, and also to a party from Dhanbad, Orissa, Andhra Pradesh and also to Madras, the Tamil Nadu State Industrial Development Corporation, the Rubi Rubber Works Ltd., Kerala etc. If there are any more parties interested to get up industries in backward areas, we will welcome them.

SHRI CHENGALRAYA NAIDU (Chittoor) : Sir, in spite of so many lengthy answers to supplementary questions, the hon. Minister has not been able to solve the problem.

These tyre companies have got district managers in each State, in each centre, to distribute tyres. The dealers are not blackmarketing on their own. Due to these district managers selecting dealers and giving them more tyres and asking them to black-market, these district managers take money stealthily. That is why the black-marketing is not at the lower level, but it has started from the District Managers. These District Managers are mainly responsible for this black-market of and shortage of tyres. Will the Minister see that these District Managers distribute tyres to all the dealers instead of selecting only a few dealers and supplying tyres to them so that black-marketing may be prevented by these District Managers? Will the Minister ask these tyre manufacturers to have an eye on these District Managers and control them properly so that they may not indulge in black-marketing?

Secondly, will the Government ask the State Governments to see that the stock list of every dealer is maintained and it is exhibited for the public and also the prices of the tyres exhibited for the

[Shri Ghengairaya Naidu]

public? If anybody fails to comply with this order, will the government ask the State Governments to take stern action against them? Just now the Minister said the tyres are being manufactured not only with foreign collaboration but our people also have got the know-how. Now the Government have given 8 licences for new people for starting new industries. May I know whether these eight new licences are given only to people having know-how in India itself or you have given them to people having foreign collaboration? Just now the Minister said that small scale sector is also manufacturing cycle tyres. We are not asking about cycle tyres. We are asking about truck and tractor tyres. Will the Government give first preference to people who want to manufacture these truck and tractor tyres in small scale sector industries? Will the Government give all help to small scale industries who want to manufacture these tyres?

May I also know from the Government whether in view of large increase of goods traffic anticipated at the end of Fourth Plan the Government will give some more licences to manufacture more tyres also? The Government should come forward to see that no import is made to help the present industries and no export is made, to solve the shortage problem.

SHRI M. R. KRISHNA : Generally, when collaboration is allowed, it is examined thoroughly and only when there is export commitment, only in those cases foreign collaboration is allowed. The new units which are going to be set up will mostly be in the State sector. Therefore, whenever an application comes for collaboration, only when it is absolutely essential, the collaboration may be allowed.

This is the first time the hon. Member has said that it is not the mistake of the dealer for over-charging or selling these tyres in the black-market. He said that the General Managers or District Managers are responsible. Whoever is responsible, if they are not taken to task and if they do not exhibit the prices, etc., they will be punished and all the tyre manufacturers are prepared to cancel their dealership,

whoever he is and if it is the District Manager, the punishment will be more severe.

About the small-scale industries coming into tyre production, I said that they have already started manufacturing tyres for cycles and for them to go into production of truck and bus tyres, etc., it will take some time. But, if there are small-scale units which are prepared to take up tractor tyres, bus tyres and truck tyres, we will try to help them.

SHRI KANWAR LAL GUPTA (Delhi Sadar) : I want to make a submission with your permission, Sir.

MR. SPEAKER : I have received it.

श्री कँवरलाल गुप्ता : अध्यक्ष महोदय, मैंने आपको लिखा है कि प्राइम मिनिस्टर के जो पी० एस० हैं वह यू० पी० असेम्बली के मेम्बरों को फुसलाने की कोशिश कर रहे हैं और वहाँ की गवर्नमेंट को टापल करने की कोशिश कर रहे हैं। वहाँ के स्पीकर ने भी कहा है कि मेरे पास कई शिकायतें आई हैं। वह सेन्ट्रल गवर्नमेंट के एम्प्लायी हैं। एक तरफ प्राइम मिनिस्टर डिफेक्टरों के खिलाफ कानून बनाना चाहती है और दूसरी तरफ डिफेक्शन करवा रही हैं। (व्यवधान) यह यू०पी० गवर्नमेंट को टापल करने की साजिस है। (व्यवधान)

श्री बं०ना० कुरील (रामसनेही घाट) : उनके पास जितने सबूत हैं वह दें। (व्यवधान)

SHRI K. M. ABRAHAM (Kottayam) : Mr. Speaker, Sir, 20,000 workers of the B. S. L. Project have struck work. They are demanding interim wage relief. The Bhakra workers have also joined the strike. Some of the workers are on hunger-strike for the last forty days. The Minister of Irrigation and Power is not intervening to settle the matter. I have given a Call Attention Notice. Will you, Mr. Speaker, be pleased to admit the same?

SHRI JYOTIRMOY BASU (Diamond Harbour) : The IAC has come to a stop.

Members are held up. Many of our Members went to the Airport and returned since the flight was cancelled.

MR, SPEKER : The Minister is just wov going to make a statement on this matter ?

PERSONAL EXPLANATION

SHRI MORARJI DESAI *rose*—

MR. SPEAKER : I asked him yesterday. He sent me something in writing just when I was entering the House.

श्री शशि भूषण (खारगोन) : अध्यक्ष महोदय, मैं इस पत्र को पढ़ना चाहता हूँ।

SHRI CHENGALRAYA NAIDU (Chittoor) : Let Shri Morarji Desai's letter to hon. Speaker be read first.

SHRI MORARJI DESAI (Surat) : This is the letter which I wrote to you, Mr. Speaker, I quote :

"My dear Speaker,

Shri Shashibhushan, M. P. from Madhya Pradesh, made a totolly false allegation against my son on 26-11-70 in the course of a question on a Call Attention Notice that he was caught with gold in a car while coming from Meerut on 24th November. He also said that Shri Srivastava who is in the Directorate of Enforcement tried to hush up this case.

My son was in Bombay on the 24th of November and has not left Bombay during the last two months. He could not therefore be travelling in a car from Meerut on that date. This allegation is therefore false and absurd and has been deliberately made to defame my son and also myself indirectly. There cannot be a grosser and more reprehensible use of the right of an M. P. to speak with impunity in the Lok Sabha. If he makes such an allegation outside the House, he will be promptly prosecuted and sued for defamation.

It is also mentioned in the newspapers that I was present in the House at the time and said nothing. It is true. I was in the House at the time, but I did not hear this false statement, as I was sitting on the back bench talking to a colleague. I learnt about this reprehensible aspersion afterwards and read it in papers yesterday. I verified it from the Parliamentary record today and am therefore writing this letter to you with a request to ask Shri Shashibhushan to apologise to me and my son in the House for making this utterly false allegation in the House.

I also request you to allow me to raise this question in the House on Monday, the 30th Inst. soon after question hour.

Yours sincerely,....."

—This was written on 28th November and sent to you.

SHRI J. M. BISWAS (Bankura) : The same allegation earlier came out in *Blitz* and other papers with facts and figures. (*Interruption*).

MR. SPEAKER : Mr. Shashi Bhushan sent me a letter that he was going out for a week. When he came back, I asked him to supply me the information. On the same day he give certain documents, but he took them back to prepare a statement. So I allowed him. श्री मोरारजी देसाई ने अपना पत्र पढ़ दिया है, श्री शशि भूषण भी पढ़ दें।

श्री शशि भूषण : अध्यक्ष महोदय, हमारे सदन में यह परम्परा रही है कि जब किसी माननीय सदस्य के संबंध में कोई दोषारोपण करना हो तो उसकी पूर्व अनुमति प्राप्त से लेनी होती है। मैंने 26 नवम्बर को सदन में एक ध्यानकर्षण प्रस्ताव पर बोलते हुए श्री मोरारजी भाई का नाम प्रवश्य लिया था लेकिन उन पर किसी प्रकार का कोई व्यक्तिगत दोषारोपण नहीं किया था।

मैं दरङ्वास्त करना चाहता हूँ कि जो तथ्य मैंने उस दिन 26 तागिख को रक्के उसमें