

कहीं यह नहीं कहा गया है कि राजस्थान में कोई फासफेटिक फर्टिलाइजर का कारखाना लगाने का विचार है। क्या हम इस गति से काम करके खाद की समस्या का कोई हल निकाल सकते हैं ?

हम हर साल फासफेटिक फर्टिलाइजर के इम्पोर्ट पर बहुत बड़ी धनराशि खर्च करते हैं, जब कि हमारे देश में फारेन एक्सचेंज की कमी है। इसके बावजूद जिस रफ्तार से यह मंत्रालय काम कर रहा है उस से मुझे यह नतीजा लगता है कि पांचवीं क्या छठी पंच-वर्षीय योजना में भी राजस्थान में फासफेटिक फर्टिलाइजर का कारखाना लगाने के बारे में कोई कदम उठाया जा सकेगा। मैं मंत्री महोदय से यह निवेदन करना चाहता हूँ कि खाद के उत्पादन के मामले में जिस अर्जेंसी की जरूरत है, इस मंत्रालय के द्वारा उस अर्जेंसी से काम नहीं किया जा रहा है। मैं उनसे निवेदन करना चाहता हूँ कि उन्हें सदन को आश्चर्य करना चाहिये कि राजस्थान में सलादीपुरा में, जहाँ पाइराइट का बहुत भारी भंडार है, वहाँ पानी प्रचुर मात्रा में है और बिजली की कोई कमी नहीं है, इसी पंच-वर्षीय योजना के दौरान जल्दी ही खाद का कारखाना लगाया जायेगा।

यह राजस्थान का ही मवाल नहीं है। मैं यह बात किसी प्रान्तीय दृष्टिकोण से नहीं कह रहा हूँ। मैं राष्ट्र की अर्थ-व्यवस्था की दृष्टि से कहना चाहता हूँ कि राजस्थान ही ऐसा राज्य है, जिसमें फासफेटिक फर्टिलाइजर के उत्पादन के लिये सभी आवश्यक चीजें उपलब्ध हैं, और वे अकेले राजस्थान में ही हैं, उनके अलावा ऐसा कोई प्रान्त नहीं है।

सभापति महोदय: माननीय सदस्य अपना भाषण बल जारी रखें।

17.59 hrs.

BUSINESS ADVISORY COMMITTEE

FORTY-FIRST REPORT

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS (SHRI K. RAGHU
RAMAIAH): Sir, I beg to present the
Forty-first Report of the Business
Advisory Committee.

18 00 hrs.

HALF-AN-HOUR DISCUSSION

FORGED CAR PERMIT CASE

SHRI JYOTIRMOY BOSU (Diamond
Harbour): I have to speak on this
racket of forged car permit. I have
in my possession documents and infor-
mation. Mr. Borooah looks almost
surprised; he knows all about it. This
racket is the creation of the Govern-
ment and the Government is the
author of this blackmarketing in motor
cars. What have you done? You
have created two classes of people.
One is the privileged and the other is
the non-privileged. The non-privi-
leged person even if he could muster
resources he will grow old before he
can think of a car. But for the privi-
leged class he jumps the queue and
there are no rules and regulations.
On a particular day, not in the dis-
tant past, the waiting list for Amba-
sador cars was 36039 and for Fiat it
was 51179. For scooters the figures
could not be contained in a foolscap
page. The present rules that govern
the distribution of cars is as old as
1959, and the new cars till this date
have commanded a high premium
under the patronage of the Govern-
ment. The politicians of the ruling
party, officials and crooks started
prospering and thriving. They were
making hay while the sun was shin-
ing. Can you imagine that banks
went out of their way to give them
guarantee, of course for a bakshish. I
tell you Mr. Chairman that a single
bank undertook guarantee to the tune
of Rs. 14 lakhs, for the purchase of

[Shri Jyotirmoy Bosu]

cars For the non-privileged class it is mandatory that they should keep a deposit of Rs 2000 For privileged class it is not necessary, because you believe in socialism and you believe in fair play? Once a Minister got such an allotment, then he suddenly ceased to be the Minister. I am not saying that this is going to happen to you, Mr. Pai, but do not forget the reshuffle

SHRI M C DAGA (Pai) Please speak on the subject

SHRI JYOTIRMOY BOSU. Who is the Chairman?

SHRI M C DAGA. I am

MR CHAIRMAN That remark is not right even in a lighter vein You should not say so.

SHRI JYOTIRMOY BOSU. The Minister ceased to be the Minister, but the car came Not infrequently when allocations are made to the privileged class they give a car and collect a pie for it That is known to Mr. Pai, to the Government and that is known to the politicians all around us. In the recent past the premium ranged between 3000 and 8000 rupees for a new car Previously I know that in Bombay it was even more. This has become possible because of the ever-growing pile of black-money that the Government has been encouraging If there was no blackmoney this premium on car and black-marketing on cars would have been very difficult But then there are patron saints of the ruling party, the manufacturers of the cars Can you imagine that they get 2 per cent of the total production to sell after their free will? What a wonderful arrangement! Now what are the quantities which have been produced? The Hindustan Motors the great Birlas Then there are the General Motors In 1971 the production of passenger cars was 25657 and in 1972 it was 25757 Two per cent of the cars, that is 500 cars in a year, manufactured go to the black-

market. They are doing that. I can tell you that. Take for example, Premier Automobiles, Bombay. Passenger cars produced in 1971 were 12,821. In 1972, it has increased to 13,703 There again, it is the same thing

These people are thriving because firstly they have not spelt out clearly a national integrated transport policy. To suit the conditions of some very very important persons, they have not fixed rigidly the priorities. What about public transport? Late Dr. Gadgil—poor man he had to die of heart failure, due to shock—was all for public transport Somebody was producing a small car and this gentleman who understood economics, resisted that he disapproved that and he was all for public transport That was rejected After that, Planning Commission was dissolved. I am told the late great man, while he was going back to Poona, when he was getting into the train, said 'Gadgil has rejected many, but today, Gadgil stands rejected' This is all about public transport and small car.

Then, about scooters, when the demand is 2,10,000, the production, at least in theory—I won't come to the point of production far in excess of the licensed capacity—is 1,12,288 So, a poor man who cannot get into a bus in Delhi or in Nagpur—since you come from Nagpur, Mr Chairman, I must mention this—or in a big metropolis, a poor clerk or a poor man, if he goes in for a scooter, he cannot afford it. Today a scooter which should not cost more than Rs 3,500 is being sold at Rs. 8,000—10,000. (Interruptions). So, Sir, when the minimum demand is 2,10,000 scooters, they have taken care to see that 1,12,000 scooters are produced—at least in theory. What happens when you create this gap? As *New Statesman* has very rightly described, this Government and this party has converted the whole country into a vast black-market This black-marketing in motor car business is also one of this

I now want to ask Mr. Pai with whom we had a vigorous dialogue in the morning—he must be dreaming about big built, prosperous Americans coming and visiting his Ministry's corridors—why don't you take us into confidence although we may be few in the House today? What is, to your information, the production in excess of licensed and installed capacity. My information is, all these automobile producers are producing, like other manufacturers, far in excess of licensed capacity and that is finding its way straight into the black-market. They are being sold at a premium of Rs. 5,000 Rs. 8,000, Rs. 10,000 etc. Where do these cars come from unless they are produced? If they are produced, why can't they put their finger on the right pie and take charge of the distribution and marketing of it to prevent black-marketing. Of course, they deliberately want the black-market to flourish. That is why, there is this 2 per cent permission to the manufacturers. This is the position.

Then, there are certain other things I mentioned already. What sort of racket is this? In Madhya Pradesh, it is said 'a former Minister and a Congress Legislator in the present House, Mr K. V. L. Guru, had bought two Fiat Cars with a single permit.' I would like to know how that is possible.

There is another serious accusation:

"MPs and Brigadier in auto racket.

The Central Bureau of Investigation has secured some more convictions including those of 2 MPs and a Brigadier for illegally selling automobiles."

These blackmarketeers function and flourish, under Government patronage and connivance. How are the rules framed? A man can book as many cars as he likes; there is no restriction. A non-privileged man will never dare to do it because he does

not have the resources to pay a few thousand rupees for every booking. Only those with a pile of black money, who have a share in the Rs. 17,000 crores of black money can do it. They can book as many cars as they want, not others.

We have seen that very recently in Lucknow a dealer was selling hundred brand new jeeps which have been only used to deliver the ruling party to power for two months, at a discount of Rs. 6,000. Mr. T. A. Pai's company, have paid him this Rs. 6,000. Yet, I know Mr. Pai's reply will be, "Government is very serious about checking black-market" and we shall put on our earphones to listen to him! Then whole thing is a racket with Government's connivance.

In 1971 elections, we know this scandal of over 700 jeeps which came to the ruling party from the defence quota. Yes, defence quota—country's security, priority, top secret. I talked to one of the manufacturers who had jeep production. They said, "What can we do? We were given a mandate and we had to give. If we did not, we shall be put into great difficulty." The great man, the then chief of the New India Assurance created a hire-purchase company overnight and they were given these jeeps. They became defaulters by prior arrangement and so the jeeps had to be surrendered. The hire-purchase financier took charge of the jeeps and they found their way into the black market. They have a right to new jeeps for conquering garbi and we are made to pay for it.

In this case under debate, in reply to a question, they would not even give the names of these blackmarketeers. I am told Mr. Sagar Suri is one of the main actors. I would like to be corrected if I am wrong—Mr Sagar Suri who is the key man in the racket is also a distributor of Maruti Ltd. Therefore, names cannot be divulged because it will destroy the image of some VIP in this country.

SHRI PRABODH CHANDRA (Gurdaspur): Scandalous lies.

SHRI JYOTIRMOY BOSU: Sir, I got a bunch of letters from Punjab about Mr Prabodh Chandra. I had to send them to the Speaker because I did not want to deal with such obnoxious things. (Interruptions).

MR. CHAIRMAN: You settle your private matters outside.

SHRI JYOTIRMOY BOSU: Once you say that, I would not go into that. Only, you keep the House in order.

MR CHAIRMAN: For that you must cooperate.

SHRI JYOTIRMOY BOSU: At the moment I am cooperating, but not so somebody from your side.

SHRI PRABODH CHANDRA: Sir, on a point of order. It is the convention in the House not to name people who are not here to defend themselves. He has been naming people saying "so and so is responsible". Decency and conventions of the House demand that he should not name people outside.

SHRI JYOTIRMOY BOSU: How does he know that I have not given notice under rule 353?

SHRI S. M BANERJEE (Kanpur). Maruti is not a man!

SHRI JYOTIRMOY BOSU: Sir, many cars were allotted in the names of senior officials who are non-existent. This case took place in December 1973 and almost five months have passed. In reply to my Unstarred Question No. 1242 dated 28th February they gave a very evasive reply, which is next to nothing. We want to know the names of those culprits who are involved in this racket so that people will know who is what. But the Government have suddenly become their saviturs and protectors. Today I

shall be grateful if Shri Pai gives the names and tell us all about them.

Another serious matter is the import of foreign cars. One Governor, who is under their command, in spite of the fact that he is in possession of one imported car, imported another car. There is another big person whom I cannot name. In a country where 70 per cent of the people are below the poverty line, the President or the Rashtrapati imported a six-door Mercedes. It was kept a secret and it was brought under darkness from Bombay dockyard to Delhi.

SHRI S M BANERJEE Even its colour is dark!

SHRI JYOTIRMOY BOSU: These are all miserable comments on their performance. I want Shri Pai to spell out what is his priority—is his priority for a small car for individuals, or for feathering his nest, or for the Maruti car of the Prime Minister's son or for the public transport? This is a very serious matter. You have to take courage in both hands and tell us the position.

For the distributorship of Maruti they are collecting a minimum of Rs 3 lakhs. A man who gives Rs 3 lakhs must have black money and he has got to earn that amount of money when he sells that car. That means that you are encouraging black money in a big way. I want specific replies to these questions.

SHRI S M BANERJEE (Kanpur): I would like to know from the hon Minister whether any final decision has been taken regarding the judgment of the Supreme Court in which they have said that the price of car had to be revised every six months. This is something unimaginable. The manufacturers are taking advantage of this. Secondly, have the Government made up its mind to take over all the factories manufacturing cars, Birlas, Premier and even Maruti! It is a fact

that at present a racket is going on in Delhi, both in those cars which are manufactured in the country and also in the imported cars by the STC. I am sorry, I think the hon. Minister must be concerned with that, that there is a serious racket going on, where foreign cars are sold with the help of STC.

My last question is whether the present Ministry headed by Shri T. A. Pai has really taken a decision to concentrate more on the manufacture of public conveyance than on the manufacture of cars like Ambassador, Fiat, etc. After all, whether it is a privilege or no-privilege, anybody who has a car is a privileged person. I would like to know whether he has a list of names of those MPs and Ministers who have taken cars and are not using them.

श्री रामावतार शास्त्री (गटना) .

सभापति जी, जाली परमिट के मवाल पर यह आघे घटे की चर्चा चल रही है। जाली परमिट इसीलिये घडले में चल रहे हैं कि हमारे देश में मोटर वाडियों की कमी है और इस वजह से दाम भी ज्यादा हो गया है तथा ब्लैक मार्केट दाम तो मनमाने तरीके से वमूल जाता है। मैं इसके बारे में एक बात कहना चाहता हूँ कि ब्लैक-मार्केट में कार खरीदने वाले लोग इतते हिम्मतवार हो गये हैं कि वे एम० पी० लोगों के घरों में भी जाने लगे हैं। मैं इसलिये कह रहा हूँ कि मेरे घर में खुद (व्यवधान) ।

श्री अटल बिहारी वाजपेयी (शालिगर) .
कौन था, नाम बताइये। (व्यवधान) ।

श्री रामावतार शास्त्री : मेरे घर में जो हमारे सम्बन्धी थे उनमें एक आदमी कहता है कि माहब आप गाडी लेकर हमको दलवा दो तो हम 5 हजार ज्यादा दगे। तो इस तरह की बात चल रही है। बहुत सारे एम० पी० है, लोग उनके पाम जाते होंगे और मालूम नहीं

हम में से कौन क्या करता है मुझे उनकी जानकारी तो पूरी नहीं है। तो इसलिये मैंने बताया कि स्थिति यहा तक पहुँच चुकी है और ब्लैकमनी रखने वाले ही ऐसा करते हैं क्योंकि जो पसीने का पैसा कमाता है वह कार कहां से खरीद सकेगा। तो यह आज पस्थिति हमारे देश की है। सही मानों में सालों आप पक्कि में खडे रहिये लेकिन कार की सप्साई नहीं होती किन्तु जो ब्लैक-मार्केट दाम देने के लिये तैयार है वे जव चाहे, जितनी चाहे, कार, जीप और स्कूटर मभी कुछ ले लेंते है। इस प्रकार स्थिति बडी गम्भीर है। मैं एक बात तो माननीय मंत्री जी में हूँ जानना चाहता हूँ क्या आपने पता लगाया है कि जितने लोग कार खरीदते हैं उनमें से कितना परसेन्टेज ऐसा है जो ब्लैक-मनी के महारे कार खरीदता है ताकि देश को मालूम हो सके कि कार पर चडने वाले कैम महानुभाव है ?

दूसरे-व-आ इस बात की खबर आपको है कि यह जो एम्बेडर कार है उसकी क्वालिटी पहले के मुकाबले में बहुत ज्यादा गड़बड है और उसके बावजूद दाम बढ़ते जा रहे हैं। यदि इस बात की जानकारी गवर्नमेंट को है तो दाम भी न बडे और साथ साथ क्वालिटी भी गड़बड न हो, इसके लिए आपने कौन सी कार्यवाही की है या करना चाहते हैं ?

तीसरे-आपने कहा है कि जाली परिमिट के बारे में जाच हो रही है और मिनिस्ट्री के दो आफिसरों को भी आपने एम्पेन्ड किया है तथा कुछ और लोग भी हैं। तो मैं जानना चाहता हूँ वह 'कुछ और लोग' कौन मे हे ? जब हमें मालूम होगा तो अन्दाजा हो सकेगा कि किसका सम्बन्ध कहा से है। इसलिए क्या मेहरवानी करके आप बतायेंगे कि वे और लोग कौन हैं और उन और लोगों के खिलाफ आपने कौन सी कार्यवाही की है। इन बातों का जानकारी आप दें।

[श्री रामावतार शास्त्री]

आखिर मे मैं भी इस बात की माग करता हूँ कि अगर आप इन तमाम समस्याओं का समाधान निकालना चाहते हैं, ब्लैक-मार्केट में कार न बिके, कीमत कम हो और जाली परिमित न बेचे जाए तो कार उद्योग का राष्ट्रीकरण ही एक इलाज है, इसके बारे में आपका क्या कहना है और तमाम गडबडियों को देखते हुए इस बात पर विचार करके आप तुरन्त कोई कार्यवाही करेंगे या नहीं।

श्री हुकमचंद बच्छवाय . सभापति जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूँ कि क्या यह बात सही है कि देश में कारों की माग ज्यादा है और उत्पादन कम है तथा इसके कारण जो आप वितरण प्रणाली है वह बहुत दोषपूर्ण है इसके कारण ही काफी गडबडियां होनी हैं? मैं जानना चाहता हूँ आपके मामले में वितने ऐम् केसेज आप हैं जिन केसेज में गडबडी है—क्या उनमें आप बताएंगे कि यह बात सही है कि हम समाधान निकालना चाहते हैं या नहीं? याप बाई परस्मिन् करना चाहते हैं। अगर नहीं तो कोर्ट परस्मिन् करना चाहिए। क्या हम समाधान जो आवश्यकता है उनका ध्यान रखते हुए प्राइवेट क्षेत्र में भी आप कार बनाने में कुछ लाइसेंस देना चाहते हैं ताकि उत्पादन बढ़े इसके लिए आपने कौन से उपाय किए हैं? साथ ही क्या आप बताएंगे कि भारत के नागरिक और सरकारी अफसर जो विदेशों में काम करते हैं, वहां गाडी खरीदते हैं और काफी समय के बाद गाडी पुरानी होने पर यदि उनको भारत लाना चाहें तो क्या आप छूट देंगे ताकि यहाँ जो आवश्यकता है उसकी काफी पूति हो सके—क्या इस प्रकार का आपका विचार है?

इसके अतिरिक्त अभी जा नया कारखाना मार्शल नाम का खला है उसकी तो एजेन्सी दी जा रही है वह बहुत बड़े पैमाने पर लागू का दी जा रही है और एक एजेन्सी का उपाय रणिया लिया जा रहा है, मैं जानना चाहता हूँ नागरिकों को एजेन्सी दी गई है उसकी

सख्या कितनी है और कितना पैसा बेजमा कर चुके हैं तथा कब तक वह कार आने वाली है?

THE MINISTER OF HEAVY INDUSTRY (SHRI T A PAI) I am thankful to my friend Shri Bosu, for raising this discussion. I would have replied to many of these points which have been raised in this debate when my Demands came up before the House. I was only regretting that I was not given that chance and now I have it.

Shri Bosu has spoken the truth, but not the whole truth. He is right that the demand for car exceeds the production. He is right when he says that there is a long waiting list both for cars and scooters. He is right when he says that cars are the privilege of or are meant for the privileged class. He is right when he says that because of the shortages, cars are being sold also in the black market. Evidently he is suggesting some remedies for all these things. Control is one of them. According to him control has been abused.

I would like to bring to his notice—that the management had a quota of 2 per cent till last year. But last May we cancelled it. I had to face this argument as to why I should not permit the management to have this quota also be allocated. I said I have to do away with the quota and give it to the doctors and nurses who do not have to wait in the long waiting list. The member will be happy that the allegation he has made that in respect of a number of cars and all that where the management could make money—(Inter-ruptions) I can only say that I am not responsible for what had happened earlier. I can only tell him that having now taken note of that, wherever the loopholes are there, in order to see that they are plugged, I have taken this decision and, therefore, the question does not arise. He

asked whether they are manufacturing more than the licensed capacity. They do not manufacture. But they can and whatever they manufacture, will be brought into the books. There is no doubt about that

SHRI JYOTIRMOY BOSU: Are you not in the know of the fact that particularly scooter manufacturers are producing far in excess of their licensed capacity?

SHRI T. A. PAI: They are permitted to manufacture upto 25 per cent excess of their capacity. So, if they confine their excess production to 25 per cent, they will not be violating... (Interruptions) If you have any specific charges, I will be happy to get it investigated. I am only telling you that so far as we are aware, it is not so. It is true that there is a long waiting list, even for scooters and the black market prices that you have indicated for cars are not true for all cars. At least now it is not true. Formerly, the black market price was as high as Rs. 12,000 for Premier President and perhaps Rs. 3,000-4,000 for Hindustan. Now the Hindustan is available at a discount. I am not saying because of the non-availability of petrol and all that, but the demand is not so keen. Now my problem of course is to preserve the automobile industry that we have. We are still not quite satisfied with the type of cars that we make. Some of them are obsolete, but I am not very particular that we should have the latest designs in cars. It is enough if they run well, they have good engines and they are safe for people to travel. And, with that object, we are trying to see that the quality of the car is controlled as much as we possibly can. Now Hindustan came forward with a suggestion that they must change their entire design and all that, which would cost about Rs. 10 crores and we have not agreed. And I may also tell you this. Mr. Bosu has remarked that I

would be happy to receive big, American gentlemen in my office. I don't get flattered by meeting anyone and I am not bothered who meets me. If I take a decision, it is solely in the interest of the country, without having any other regard and I can assure the House on that. Therefore, when he made those observations, I know that he did not mean it seriously, but he thought I would be flattered, I know that. I have seen many great people.

SHRI JYOTIRMOY BOSU: I said about the policy your party is following. They are part and parcel of multinational organisations and you have even thought of negotiating with them. I will not touch them with a barge-pole. That is my attitude....

SHRI T. A. PAI: I am not sure what he would do if he was in power, if the interests of the country had to be safeguarded. So far, as I am concerned while I agree that multinational companies must be controlled and all that, whether I would touch them with a barge pole or not, I am not prepared to say. If I don't want to deal with them, I don't want to deal with them, that is all. If their intervention in the country's affairs is going to cause as problems we shall certainly not do it. But, on the whole he has argued that black-market survives. Other hon. Members made one specific point that there is not enough production. If he had said, now don't produce cars, close them down....

SHRI JYOTIRMOY BOSU: Yes.

SHRI T. A. PAI: No, no. You won't say that. Then you will come to me and say, take it over. Because the very demand that has now come forward is to nationalise it. Why? Because in each case you will be throwing out 10,000 to 12,000 persons out of employment in each factory. Then that consideration comes; you want the cars to be made....

MR. CHAIRMAN: In the nationalised sector you will produce cars, won't you?

SHRI T. A. PAI: I am saying, the point is, whether the cars should be made. If you say people should not go in car, the only answer is, car should not be made. If a car is made whether in the public sector or the private sector, somebody has to use it. When the production is low, when demand is great, I agree, only the privileged few will have them. We are perpetuating a system where, more and more, even having a car is a status symbol. In western countries like Sweden people are taking to bicycles. But here, use of a bicycle, use of a motor-cycle, use of a car, use of an imported car, divides the society into different categories. Well, Sir, I cannot help it..

SHRI JYOTIRMOY BOSU: I use my legs.

SHRI T. A. PAI: There again people who can afford, when they say that they can afford and still use their legs, belong to one category because millions of people walk without even saying that they are walking. So in any case I hope nobody will take credit for these things.

SHRI S. M. BANERJEE: I can also use my legs provided I have four legs.

SHRI T. A. PAI: So far as taking over of the industry is concerned, well, is it true that if we had thought of one type, one design, and brought into mass production, we would have been able to even bring down the prices. But today though the price of the three units which are there are not quite up to the mark, still, I am happy that the Premiers are securing an export order of 2,000 cars to Indonesia this year. We should be proud of that. Such things are also happening, and I hope we will not condemn ourselves too much.

In any case, the question of nationalising the car industry is not being taken up because, what we are going to nationalise is not worth-nationalising. From that point of view—from the assets and that sort of thing—the whole industry will have to be re-vamped. But, in the meantime, we will have to try to improve their quality and we will have to try to see to the question of distribution. I was surprised that every Member who spoke has spoken about this thing namely that Members of Parliament are abusing this privilege.

If I had made that remark, there would have been privilege issue against me because, they would have said that I am holding the whole House to contempt. The Members of Parliament have been provided with this facility so that they can discharge their duties and responsibilities both in their constituencies as well as in Delhi. But, if somebody has abused this privilege, then, I think they are as human as anybody else. Nobody is super-human because he has come into this House. Whosever's name has come to our notice who has violated those regulations, we are taking action against him, (*Interruptions*). In fact we refer to the C.B.I. But, I do not know what happens to it. Ever since I took over this Ministry, I requested the Speaker to take over this privilege of allotment of a car from me because I did not want this doubtful privilege of making allotment of cars to anybody. I am quite unhappy about this. It is much more useful to give this privilege to him so that he may decide who should be given a car or a scooter. We are now happy about this control system that we have made. He has taken it over from us.

SHRI ATAL BIHARI VAJPAYEE: So, we have to take the car from the Speaker!

SHRI T. A. PAI: Yes. If my office puts up a note that this M.P.

took the car only last year, he would not get it again. I cannot allow the whole image of my House to be brought down. Therefore, this privilege is given to the Speaker so that he may decide who should have it and who should not have it.

SHRI S. M. BANERJEE: It is only the Speaker or the Chairman who can use the scooter or a car!

MR. CHAIRMAN: This privilege is not given to the Chairman. We do not want it. One thing must be agreed that cases of misuse of power by M.Ps are very few and we should not malign or condemn the entire body. So, that is clear.

SHRI T. A. PAI: Shri Bosu has asked me as to how is it possible to gain black money in the trade.

SHRI S. M. BANERJEE: I want to know how many M.Ps. have taken cars and how many of them are using them, because in North Avenue or in South Avenue, in all the garages, there are no motor cars.

MR. CHAIRMAN: That means you do not have cars.

SHRI T. A. PAI: This is what I say. Allegations are made indirectly against a Member of Parliament in this House, which I would not do. I would only say that this happens because, the temptation, as my friend Shri Ramavatar Shastri said, is that if people could approach the M.Ps., they could get the car. Let me know how many M.P.'s have succeeded in getting the cars out of the M.Ps recommendation. Let me assure you that the M.P. cannot influence us in that regard. Even if they try to do that, it is wrong and it would not be acceded to. But, in any case, he wants to know how the black money is used for buying the cars, how it is permitted and how we tolerate it.

The point now is that you cannot transfer a car within two years after

getting this permit. But, the people do buy the car, keep the registration in their name and allow someone else to use that car. By and large such people are very few. If you are going to follow it up, even every money-lender who lends money against the car will say that since it is mortgaged to him, he is entitled to use it. The only answer in the long run is large-scale production. And, therefore, in the matter of scooters, we have made every attempt to see that at least by the end of 1980 our production goes up to four lakhs. Continuously from one lakh, it would be stepped up.

So far as revision of prices is concerned it is quite an unhappy experience for me that in every six months, taking into consideration the facts about the increase in wages or increase in the cost of raw material or increase in the cost of components, I decide, every January and every June, the prices. The manufacturers now complain that we are reluctant to give them the price which is due to them and which is recommended by the cost Accounts Branch. Every six months they are pushed up. Ultimately the cars are meant only for the affluent society, as my hon. friend pointed out. Personally I would feel that there is no sense in having a control of this type where the privileged people are entitled to get the car at cheaper prices who thereby create a black market for it. It would be more legitimate to see what is to be controlled and what should not be.

As was rightly stated, some sections of the people who want the cars are being classified as privileged few who render essential service to the country while others have to deposit Rs. 4,000/- and wait in the long queue. I can tell you that even the deposits in the case of Premier Cars will be about Rs. 25,000/- and people are waiting with a hope that they will get a car. But, here is a case where even if you

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belong to the privileged section and if you are a Member of Parliament or if you belong to certain categories, you are entitled to the allotment out of turn which, I do not think, is fair. But, in the circumstances, we are applying our mind to see how to get over this problem. If we do not allow this legitimate right, the factories will have to be closed down. Even after nationalisation we may have to take the blame that prices will go up. It is inevitable that we have to look at the problem as it is. What is the justification for providing cars to people who could afford to pay a higher price and showing it as a legitimate price in their books? The taxes of the Government are also collected. This is one part of it and I entirely agree that the country should have concentrated its attention to building up a public transport system and production of more commercial vehicles. In a country like ours personal transport must be given a second place. Public transport should be the first essential thing. Therefore, last year, the Ministry decided that instead of 5 per cent quota out of the total production of 47,000 or 48,000 cars, we should raise it to 15 per cent so that more and more taxis are made available. This time when the price rise came, we were anxious to see that the interests of the taxi drivers are protected. Though we have nothing to do with them directly, we ourselves suggested to the Ministry of Transport that from year to year the transportation must also be allowed. For people who have gone in for these taxis we have decided to allow them to use 5 per cent of the cars to be used as taxis.

SHRI JYOTIRMOY BOSU: They are going on strike from tomorrow. They are starving because of the petroleum prices. Unless you give them more petrol at low price, the taxis will be off the roads. I can tell you that they

are going on strike from tomorrow and we support that.

SHRI T. A. PAI: People will be continuously going on strike because they have one grievance or other. I am only saying that I agree with you that they have to pay a high price. We have also provided for the scheme even for the educated unemployed to become taxi drivers and run them. They have to pay a very heavy interest rate on the bank borrowings whether they get it from the public banks or from the money lenders. In addition to that they have to pay a high price for petrol. The real problem of the taxi drivers is the excessive price of petrol. And ultimately the burden will be passed on to the passenger because he has to make use of some transport. Therefore, to the extent possible for us we have been pressurising the commercial vehicle manufacturers to produce more and more chassis for buses so that the demands of the States Road Transport Corporation could be met. This also means more buses but less lorries. Anyway we are trying to strike a balance. The question on this subject that was brought up was about the false permits that were issued. In a year my ministry allots 20,000 cars and scooters. The complaint is about the faked permits. Thirty faked permits' cases arose in the whole year between September 1973 and December, 1973. Fifteen people are involved. Once when our ministry came to know of it that there were some forged permits in circulation, we ourselves took up the responsibility of filing a police complaint and, as a result, fifteen people have been accused by the police.

SHRI JYOTIRMOY BOSU: We would like to know the names because it is very essential. Who are they who are destroying the economy of the country taking recourse to black market for which we have become world famous now? Let us have the names. Why are you withholding the names? It surprises us.

SHRI T. A. PAI: Whether I tell you the names or not, I am telling you this much that 15 persons have been accused by the police and they are preparing the chargesheet. Allegation against them is forgery. And therefore the signatures of the persons have been sent for verification, who are accused of forgery. The case is before the police. By discussing it over here I do not want to provide you the arguments. The assurance that I can give you is this. (Interruptions)

MR. CHAIRMAN: Mr. Bosu, you have also the knowledge of law. I can tell you that unless you satisfy yourselves that their signatures are forged, by the finding of the handwriting or fingerprint experts, it would not be possible to give the names.

SHRI T. A. PAI: I want to convince the hon. Member 15 persons were accused. Two of them are UDCs in my Ministry. They are supposed to have passed on these permit forms to those people in order to do this; eight people are the distributors' men, and five people are connected with the distributors or salesmen or something like that.

SHRI JYOTIRMOY BOSU: The hon. Minister did not want to disclose the names. At least, he can give us the names of the distributors.

SHRI T. A. PAI: I am not going to give out the names. If the police charges are disproved, I cannot say that the distributors are involved. So, I do not want to complicate the case. If he wants to know the names, I shall give them to him privately, but I do not want to prejudice the case which I am very particular should go through.

I can only tell him that out of these 35 cars, 33 had been taken delivery of, and 33 out of these have been taken delivery of by the police through the court and they have been given back to them on the assurance that they would produce them. Not only the people who are involved in the forgery

case but even people who have purchased or bought the cars have committed an offence under the Control Order. As I went through the list, I found that five or six names were names of Government servants. I thought that my hon friend would tell me that there were Government servants involved...

SHRI JYOTIRMOY BOSU: I have said that Senior Government officers are involved.

SHRI T. A. PAI: I say that I went through the list. When I found Government servants' names, I went into it further, and I found that the permits were prepared in the names of Government servants, giving their departments. But those servants did not exist in the Government.

SHRI JYOTIRMOY BOSU: I have said that that they did not exist. If he reads the debates tomorrow, he will find that I have myself said that.

SHRI T. A. PAI: They did not exist. Otherwise, I could have immediately taken action against the so-called government servants who had taken them, but unfortunately those people did not exist.

MR. CHAIRMAN: Fictitious government servants.

SHRI JYOTIRMOY BOSU: Yes, fictitious names.

SHRI T. A. PAI: The case is with the police and I would only give the assurance that we are particular that it should be taken to its logical end. Since the decision to file this complaint was by our Ministry, we are taking every step to see that this kind of thing is put a stop to.

We have also made changes in the rules of allocation, because we have found out how this could happen. When permits were issued, one permit was sent to the manufacturer, another copy of it was sent to the buyer or

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the allottee, and the manufacturer got in touch with the allottee to make enquiries about which type of car he wanted and also through which dealer he would like to have it. We found that usually the cars were not allotted by the dealers unless they got the letter or communication from the manufacturer. In this case, the *modus operandi* that was used was that the dealers themselves on production of the permits had allotted the cars. So, we have taken care to see that this is tightened. We have also made certain changes in procedure. I do not know whether it is wise for me to tell the House what I have changed, because we have got a society which is continuously busy trying to overcome every rule that we have made or make. So, I hope the hon. Member will take this assurance from me that we have taken sufficient care to see that this is not repeated.

Many interesting points have been brought up before the House about the automobile industry including the Maruti car. I must say that the Maruti car was sent for testing, because all along we were insisting that it should be tested by the VRD.

SHRI JYOTIRMOY BOSU: After four extensions of the letter of intent, I am only stating the facts

SHRI T. A. PAI: That does not matter. If my hon. friend would agree to leave alone to whichever company it may belong, he does not want the American people here, but he wants indigenous manufacturers to take up the car...

SHRI JYOTIRMOY BOSU: Government.

SHRI T. A. PAI: When the letter of intent was given, it was said that the car prototype would be produced in six months...

SHRI JYOTIRMOY BOSU: You have provoked me. What happened to the collaboration that you had, that you were almost going to enter into, with Renault of France? You have spent Rs. 15 lakhs in drawing up a project.

MR CHAIRMAN, It is a good thing we do not have foreign collaboration.

SHRI JYOTIRMOY BOSU. It was because he is the Prime Minister's son, that that was not proceeded with. Do not provoke me.

MR CHAIRMAN: Is it not a good thing that we are not going in for foreign collaboration? This is purely indigenous.

SHRI T. A. PAI: Eleven people had been given these letters of intent four renewals have been given to all uniformly. Anyway, what is more important is that the prototype has stood the test very well. It has run 10,000 kms. Also, so far as engine performance is concerned, it has been quite good. That is all the information I am able to give now.

The promise is that it will be far cheaper than any car made in India so far. At present, I do not want to discuss this. I only wanted to bring this to your notice because I did not want the impression to go round that it escaped me anything which I might not mention should not be taken as an admission. Therefore, I wanted to refer to it.

MR CHAIRMAN: How soon do you think the car is coming on the road?

SHRI T. A. PAI: It is already on the road.

MR. CHAIRMAN: I am talking of commercial production.

SHRI T. A. PAI: It depends on our giving the industrial licence yet.

MR. CHAIRMAN: How soon you are giving it?

SHRI T. A. PAI: It is under process.

MR. CHAIRMAN: Merely because he happens to be a son of our Prime Minister, it is not to be discouraged. We want that as soon as possible, the cheaper car, good car, must come on the road.

SHRI ATAL BIHARI VAJPAYEE: You are putting questions to the Minister?

MR. CHAIRMAN: I think I am entitled to.

SHRI ATAL BIHARI VAJPAYEE: You are not. I am sorry to say it.

MR. CHAIRMAN: I can intervene.

SHRI ATAL BIHARI VAJPAYEE: In what manner?

MR. CHAIRMAN: I can ask for further clarification. The issue was raised here. You were not here then.

SHRI ATAL BIHARI VAJPAYEE: I was here.

MR. CHAIRMAN: The issue of Maruti was raised.

SHRI ATAL BIHARI VAJPAYEE: You are in the Chair to regulate the proceedings of the House; you are not to recommend the Prime Minister's son.

MR. CHAIRMAN: His name was brought in the debate. I am entitled to get clarification for the debate. I am within the rules. This decision of mine is final. Please do not interrupt.

SHRI ATAL BIHARI VAJPAYEE: When in the Chair, how can you seek clarification?

MR. CHAIRMAN: I can.

SHRI ATAL BIHARI VAJPAYEE: You cannot. This is highly objectionable.

MR. CHAIRMAN: It is not. I am within the rules. I am perfectly within the rules.

SHRI ATAL BIHARI VAJPAYEE: If you want to take part in the debate, please come to the floor.

MR. CHAIRMAN: There is no question of taking part in the debate. You show me the rule under which I cannot do it.

SHRI ATAL BIHARI VAJPAYEE: You are taking part in the debate while in the Chair. Under which rule can you do it?

MR. CHAIRMAN: Not taking part in the debate. I can ask questions in the debate to get clarification. That is what have done.

SHRI ATAL BIHARI VAJPAYEE: How can you ask questions of the Minister when you are in the Chair?

MR. CHAIRMAN: Clarification of points raised in the debate. I can ask questions on that. If the members raise a point, I can ask for clarification.

SHRI ATAL BIHARI VAJPAYEE: You have been saying that this is an indigenous car and it should be encouraged.

MR. CHAIRMAN: So what?

SHRI ATAL BIHARI VAJPAYEE: This is not proper.

MR. CHAIRMAN: Why not?

SHRI MADHURYA HALDAR (Mathurapur) You were asking when is the licence going to be given to him.

MR. CHAIRMAN: I am perfectly within the rules.

SHRI ATAL BIHARI VAJPAYEE: I do not agree.

SHRI JYOTIRMOY BOSU: What I wanted to get from the hon. Minister

was whether he is aware, or he is not, that the Maruti distributors are paying Rs. 3 lakhs in cash to get the distributorship. What will happen? The man who pays Rs. 3 lakhs off the record has to recover a multiple of that amount when he sells the car. That is how blackmarket will be generated again.

MR. CHAIRMAN: You had asked it. He will answer.

SHRI JYOTIRMOY BOSU: I have nothing against anybody making a venture, if he is fit for doing it. I suppose you have been here since 1972. (Interruptions). You came in a bye-election. Our allegations were; use of office, showing favours and making everything available under the sun. Otherwise, we have nothing anybody making an enterprise. But in principle, as a Communist spokesman, we oppose this business going into the private sector where Rs. 20 crores is involved. It may be a small car, but it is not small money. Here is a boy who was getting Rs. 748 in a bank.

MR. CHAIRMAN: You have asked the question, and he is replying to it. His point was that he was replying to it. That was why he was coming to the question.

SHRI JYOTIRMOY BOSU: You are mindful of the facts, and I am thankful to you.

MR. CHAIRMAN: Do you want to make another speech?

SHRI JYOTIRMOY BOSU: No, no. I only wanted the Minister to reply to it. He is very good to the House and he has tried to give a lot of information although, naturally, he cannot give out certain things—

MR. CHAIRMAN: You ask your question.

SHRI JYOTIRMOY BOSU: I am only asking whether he is aware or

not of the fact that those people are collecting Rs. 3 lakhs.

MR. CHAIRMAN: That is precisely what you have asked.

SHRI JYOTIRMOY BOSU: If he is aware of it, what is he doing about it?

MR. CHAIRMAN: Please continue.

SHRI T. A. PAI: I do not know personally—

SHRI S. M. BANERJEE: I am thankful to the Minister because that was my question.

SHRI T. A. PAI: I often hear allegations of this type from my hon. friends in the Opposition, but that does not concern my Ministry—who are the dealers, who has been given the dealer-ship, and how much money has been received and so on. (Interruptions). So far as I am concerned, I have to say that the letter of intent was given and then,—

SHRI JYOTIRMOY BOSU: I thought you have a collective functioning. I did not know whether you wanted to be an estrich and hide your head in the sand so that they cannot see you.

SHRI T. A. PAI: My hon. friend is justified in abusing me collectively. I do not deny any responsibility so far as collective responsibility is concerned. But I must also say that it is not my function—whether the money the dealers have given to Maruti is black or white, because I think no sensible person would give as dealer's deposit black money and get it recorded in the books because at any time it is open. But in any case, I would like to say that after all it is a matter which concerns the Finance Ministry and the taxation department. If any irregularity is admitted, I would not like to make any commitment nor by saying anything I admit the allegations that have been made by my hon. friend.

SHRI JYOTIRMOY BOSU: It will mean more black market.

MR. CHAIRMAN: He has replied to it. You may not agree with him but that is a different matter.

SHRI T. A. PAI: So far as the other car is concerned, we are trying to see with a little investment. Premier President is allowed to expand from 14,000 to 18,000 cars. I hope this will also reduce the pressure, because we found that it was possible to develop an export market for this car. This

car competed against the Fiat of Italy and also Toyota of Japan, and still, if any other country has preferred this car. I hope he will not go on making adverse comments on our production if there is a chance of improving our market outside.

18.58 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, April 18, 1974|Chaitra 28, 1896 (Saka).