

के इंजीनियरों ने बुला-बुलाकर यह कहा कि आप कांग्रेस को चन्दा दें। इन ठेकेदारों ने पेईज एकाउंट के चैक आल इंडिया कांग्रेस कमेटी के नाम दिये हैं। एक ठेकेदार ने नहीं बहुत ठेकेदारों ने दिये हैं। मैं चाहता हूँ कि आप इसकी इन्क्वायरी करें।

MR. DEPUTY-SPEAKER: The hon. Member may resume his speech on the next occasion.

श्री शशि भूषण : क्या यह आज खत्म हो गया है ? हम भी दिल्ली जन संघ के बारे में बताने वाले थे।

MR. DEPUTY SPEAKER: It is not over. It is to be continued.

17.30 hrs.

[SHRI GADILINGANA GOWD in the Chair]

BUSINESS ADVISORY COMMITTEE THIRTY-SIXTH REPORT

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS, AND SHIPPING AND
TRANSPORT (SHRI RAGHU RAMAIAH):
I get to present the Thirty-sixth Report of
the Business Advisory Committee.

SHRI SEZHIAN (Kumbakonam) :
What is the recommendation? Is there any
change in the programme now?

SHRI RAGHU RAMAIAH: Tomorrow
it will come before the House. For
tomorrow it will be planning discussion. It
has already been announced.

17.30 hrs.

HALF-AN-HOUR DISCUSSION

PENDING APPLICATIONS FOR SCOOTERS
AND CARS.

SHRI S. S. KOTHARI (Mandsaur):
The Government's policy regarding scooter
manufacture is characterised by procrastina-
tion sluggishness, and red-tape. The

Ministry is reluctant to part with licences
as a miser is reluctant to part with his
gold. This is the position. The delay of
about 4 years in the issuance of licence for
scooters indicates that the Government is not
interested in establishing new scooter
factories. It wants to perpetuate the short-
age. That is the only conclusion that can
be drawn.

Sir, it is stated that it takes more time
to obtain an industrial licence in this country
than to establish an industry in Japan or
West Germany. That is the deplorable
state of affairs which is existing today. If
you criticise other Ministries, they at least
go through what is stated and try to rectify
matters, but this Ministry is impervious to
criticism and does not want to learn from
past mistakes they go on perpetuating the
mistakes.

About the demand for scooters, I have
the figures with me, which show that in
1964, there was a registered demand of about
1.5 lakh scooters, which rose to 2.5 lakhs in
1968 about 3 lakhs in 1969, that is, at pre-
sent. Yet, in 1964, the Ministry, in its
wisdom, decided to ban the licensing of new
units. In March, 1965, the Ministry woke
up from its slumber and decided to invite
applications from new entrepreneurs for
licences to establish new scooter factories.
The response was excellent. A total of 191
applications for industrial licences was recei-
ved. The Ministry dilly-dallied with those
applications and after 2 or 3 years, 70 appli-
cations were selected. Later on, some mathe-
matical genius in the Ministry reduced the
selected applications from seventy to seventeen.
So, these seventeen were selected. In March,
1968, when the Ministry felt that they could
not delay any further, they decided to select
3 out of 17 applications. Further there were
more of discussions, more committees were
appointed, licensing committees, sub-com-
mittees and so on. And then they became
wiser and decided to issue one license for the
establishment of a factory for 50,000 scooters.

Then, the funniest part is this that even
that decision had to be reconsidered. They
have invited the various applicants to send
their representatives. The licensing com-
mittee would re-examine the whole situation
and it may take another 3 or 4 months

[Shri S. S. Kothari]

before a licence is finally granted to some company.

Now, I would appeal to my Congress friends, who are taking keen interest, to look into these matters and see that necessary action is promptly taken. If I am wrong, I would like to be corrected. I would admit my mistakes. But make the Minister also admit his mistakes. That is my request.

As against the registered applications for about 3,00,000 scooters, the production was 35,000 scooters during 1968 and it may increase to 40,000 in the years to come. At this rate, the excess of demand over supply per year is officially expected to rise to 2,00,000 per year in 1970-71.

Sir, it is remarkable that when coal is concerned, the demand has been heavily over-estimated. When it comes to scooters, the demand has been under-estimated at 2,00,000. My opinion is that the actual demand is likely to be about 2,50,000 per year. Then, there is the tremendous backlog of 3,00,000 unit demand to be met. With this backlog plus the demand of about 2½ to 3 lakhs scooters per annum, by 1972-73, the capacity of the manufacturers would still be insufficient to meet the shortage. No doubt, the existing manufacturers say they are going to increase the capacity.

But what is the past record? Firstly, they are not able to utilise the installed capacity. Secondly, they are not interested in expansion. There is a magnificent black-market of Rs. 2,000/- per scooter. Why should the existing industries expand their capacity? That will only bring down the blackmarket. It was stated by an official spokesman of the Ministry that when the production reaches between 50,000 and 70,000 scooters, then the price will be brought down to Rs. 1,500 or so per scooter. But unless production goes up, what is the use of bringing down the official price? Only the gap between the official price and blackmarket price will increase. That gap will increase and the money will go to the scooter manufacturers or whoever blackmarkets them. As to who has benefited from it, I do not know. The Ministry ought to know better. It is their job.

Assuming that my figures are slightly wrong in regard to demand and actually the production exceeds the demand, then, even in that case, there is a tremendous market in the middle-east, in South East Asia and various other developing countries, particularly in Africa, where-so scooters can be exported. The Minister may say that we have to spend some foreign exchange when we issue licences and we have to import some components. Agreed. But then if you are able to attain sufficient production, you can not only meet the internal demand, but even export by which you would be able to recover the foreign exchange that is consumed. Therefore, keeping in view the export potential also, I would submit and strongly urge the Minister to sanction at least three applications for establishing factories. That is most necessary.

I would submit that there is a proposal pending before the Ministry with regard to what is known as Haldia Scooter Project. West Bengal has a number of engineering complexes. They have developed an infrastructure. They have skilled labour also. It is an idle site for a scooter project. I would suggest that this Haldia project should be sanctioned, because West Bengal needs employment. After all, if you want to solve the problems of West Bengal, you cannot solve them on the political plane. It is only on the economic plane that you can find a solution. My friends from West Bengal will bear me out when I say that there is a terrible state of unemployment in West Bengal. West Bengal needs industries. Unless those industries come up, the problems cannot be solved. May I appeal to the good sense of the Minister to sanction at least this scooter project?

I would say that there has been a spate of trenchant criticism of the working of the Industrial Development Ministry during the last few months. As an experienced Minister, I believe, he would realise that it does good neither to his public image nor to the public image of his Ministry. I would submit three suggestions. First, applications for industrial licences should be processed within three months and entrepreneurs should be encouraged to embark upon new ventures. Secondly, whenever there is scarcity of supplies, licensing capacity should be promptly increased, and

thirdly, projects should not be shelved or postponed on political or ideological grounds. These are my three suggestions and I hope the Minister will consider them, because they will be to his benefit. I am not a sadist. I do not want to criticise anybody because it does not help. Probably other Ministries do not have to bear my criticism so much as this Ministry. I always make constructive criticism. If there is an edge to my criticism of this Ministry, there are reasons for it and the Minister is well aware of them. Let him think over and let him search his conscience, if he has one.

May I submit once again that in order to close the gap between demand and supply, in order to eliminate black-market and to build up surplus for export, the Ministry should at least sanction three factories for producing 50,000 scooters each. Then only the existing dismal state of affairs would discontinue and the black chapter in the history of this Ministry will close.

MR. CHAIRMAN: Now, the hon. Minister.

SHRI TULSHIDAS JADHAV (Bara-mati): I had sent my name.....

MR. CHAIRMAN: His name has not come, and he is not going to get any chance now. The ballots have been drawn and only four names have come. I am not going to allow any others. Now, the hon. Minister.

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): I am grateful to Shri S. S. Kothari for raising discussion in this matter which will enable me to clarify the position on behalf of Government. Before I do so, I also welcome the three suggestions which he has made to overcome the difficulties in the way of the industrial development of the country.

The first question which he has raised is about the undue delay in giving licences so far as the manufacture of scooters are concerned. I am glad that he has specifically referred to scooters and not raised other matters, although I would have no objection

to discuss the question of not only scooters but any other items which hon. Members may have in view, because that would enable me to clarify the position, and also to remove defects as are found in any directions. Such discussions will really help me...

SHRI S. S. KOTHARI: I welcome the suggestion. I shall meet the hon. Minister personally.

SHRI F. A. AHMED: Such discussions would help me to overcome many difficulties which might have been felt by those engaged in the industry.

So far as scooters are concerned, I would like to point out that when it was felt that the licensed capacity was not enough to meet the demand, applications for scooter manufacture were called for as long ago as 1965. I would like the hon. Member to bear with me when I say that it was not enough that applications for scooter manufacture were made but those applications ought to have included all the details necessary for the purpose of scrutiny. 191 applications were received but it was found that most of them were lacking in necessary details which would have helped the Ministry to select such applications as may be considered by the licensing committee. So, the applicants were written to supply the details which they had not furnished. Delay was not the fault of the Ministry but also of those applicants who took over a year's time in furnishing the necessary details. After the necessary details were furnished, the Ministry was ready to refer the matter to the licensing committee. In the meanwhile the Planning Commission intervened and directed that unless and until the target for the Fourth Plan was fixed the licensing committee and the Ministry should not take any decision. So, I would like to point out that it is not the fault of the Ministry that the applications were so long pending in the Ministry. They were kept pending because there was a ban from the Planning Commission that unless and until the target about the requirements of scooters had been fixed by the Planning Commission, we should not undertake the question of licensing a further unit. This correspondence went on till my predecessor decided that no action should be taken on those applications till we had known the final position with regard to

[Shri F.A. Ahmed]

the demand for scooters in the country. That was just before I took charge of this Ministry. Hon. Members will recall that after I took over a large number of questions were asked and I had promised to look into this question. And in spite of the fact that I had no clearance from the Planning Commission I decided that those applications should be processed. Then, the processing started. We appointed a steering committee to select such applications as deserved consideration by the licensing committee. This steering committee went into this question and sent a number of questions to the applicant. After receipt of replies, out of those 191 applications, 13 were selected by the steering committee and were placed before the licensing committee. The licensing committee in the meanwhile received appeals from those persons whose applications had been rejected by the steering committee.

Hon. members will appreciate that it was not an easy matter for the Committee which had to examine carefully these appeals filed by as many as 160 or 170 persons. They went through all these appeals. Then they decided that four more applications deserved consideration. Thus instead of 13, there were 17 applications to be considered. They were asked to submit details with regard to finances, collaboration, the country of collaboration and so on. That took some time.

After the details were available, the Licensing Committee took a decision that out of these 17, about three applicants deserved consideration in detail. In the meanwhile, one of the applicants who was considered suitable, filed an appeal saying that he did not receive the questionnaire which was sent to all others. He had given his old address and new address. The questionnaire had been sent to his old address and new address. But the envelopes were returned saying that he was not found. When he saw in the newspapers my replies to certain questions in the Rajya Sabha, he filed a representation before the Licensing Committee saying 'How can you shut me out when I did not receive this questionnaire?' So he was also given time.

These things have happened not only because of delay in the Ministry, but delay on the part of some of the applicants. What the hon. member has suggested is a very good thing, that these applications should be disposed of by the Ministry concerned within about three months. For this purpose, I have laid down the procedure. Now we have a proforma requiring all details by the applicants; if these details are filled up no further enquiries are made from the applicants, I can assure him that the applications made will be disposed of within a reasonable period.

So far as scooters are concerned, I hope hon. members will appreciate that it is not only the Ministry, not only the Licensing Committee, but the applicants themselves who are to be blamed for this delay. To a certain extent, the matter was kept pending because decision was not taken by the Planning Commission regarding the requirement, target, for the Fourth Plan.

So far as production and licensing capacity in respect of scooters are concerned, may I inform him that we have no separate assessment about scooters. But we have an assessment with regard to scooters, mopeds, cycles and three-wheelers. According to the target fixed for the Third Five Year Plan, there was an expected demand of 60,000 by the end of the Plan with the capacity licensed for all these categories, our demand would be met. On that basis of demand the licenses were given for a capacity over 60,000. I do not have the exact figure here; perhaps it was for over 70,000 for all these categories. But in spite of licences having been given, some of those who were given the licence, have not started manufacturing. The production was reached capacity of about 35,000 or 36,000. Therefore, there was this shortage.

Now, we have again assessed the demand upto 1973-74. For all these three or four categories, it is expected to be about 2 lakhs. Our assessment regarding the demand for the scooters is over one lakh. Therefore, we are considering that instead of giving a licence to a small unit, licence may be given for a big unit, so that it may be possible not only to provide a scooter to the consumer but also to provide a scooter at a cheaper price. If a licence

for a big unit is given there is the possibility of getting a scooter for the consumer at a cheaper rate. May I here inform the hon. Members that from the trend of applications which are under consideration, it is possible that if licence for a big unit is given, the price of the scooter will come down and the consumer will also—

AN HON. MEMBER: How much?

SHRI F. A. AHMED: I am told that it will be Rs. 1,600 at which a scooter will be available. I entirely agree that at present there is inadequate production of scooters on account of which it may not be possible for the consumer to get scooters easily. There are a large number of applications pending both under the Central quota and for private citizens. For that reason, we are trying to hasten the steps to increase production.

Recently, a decision was taken by the Licensing Committee and they made recommendations. In respect of these recommendations may I inform the hon. Member that certain objections were taken. Some appeals were also received. When the recommendations of the Licensing Committee were placed before me, I had asked for all the details so that it may be possible for me to take a decision on merits. I am told that all these details are being made available and within a fortnight's time, they will be placed before the Licensing Committee, and the matter will be placed before me, I hope an early decision in this matter will be taken.

So far as the third and the fourth points are concerned, it is true that a large number of applications are pending both in the Central quota and for the private persons. This requirement can only be overcome by increasing the production, and for that purpose, we are taking as early an action as possible. The three suggestions, which he has given in order to expedite the disposal of applications not only with regard to the scooters but others also, will receive our consideration. I think the hon. Member, if he goes through the procedure, will find that there is considerable improvement now in the disposal of licences and the disposal of applications during the past few months. Every fortnight, I am looking into the figures

of arrears, delay, and wherever any action is called for, action is taken.

SHRI S. K. TAPURIAH (Pali): I will confine my questions to the matter of pricing of scooters which the Minister has just now mentioned. I have heard the Minister and the Deputy Minister often crying hoarse over the price of cars. In effect, the scooter is a common man's vehicle. 60 per cent of the cars sold in the country go in company accounts and if they take care about the price of scooters, they would have a better claim to calling themselves a people's party.

My questions are: (a) the Minister just now mentioned that the price level of a scooter later on would be approximately, Rs. 1,600. At what production capacity? Will it be at 50,000 production or more? If it is at 50,000, what is the capacity of the present firms and why the prices are high? (b) and (c). these arise from the fact that because of the shortage in production, as has been mentioned, the price of a Vespa scooter is now Rs. 5,000, and the price of a Lumberetta is now Rs. 4500. As you know, production is going to take time, and the whole procedure of going into production will take further time, as we all know. So, may I ask him two questions which might to some extent go to reduce the black market prices? One is, will he extend the period of prohibition of re-sale of scooters because, what happens is, people go in for scooters, sell the scooter and get a premium on it and buy a new one. Will he extend the prohibition period for resale?

Secondly, will he prohibit the sale of scooters on company accounts because the company, when it gives a scooter to its employees, probably can arrange an alternate method, but what about the person who is self-employed, who is in service and who wants to buy one on his own account? Will he get priority?

श्री शिवचन्द्र झा (मधुवनी) : मंत्री महोदय ने कहा कि कार और स्कूटर मैनूफैक्चरर्स ने अपने टारगैट पूरे नहीं किये, इसलिए प्लानिंग कमिशन बीच में घा गया और उसके आने पर लाइसेंस देने की बात रोक दी गई। लेकिन

[श्री शिव चन्द्र भा]

अब फिर विचार हो रहा है। मैं जानना चाहता हूँ कि कितनी दस्तावेजों हैं, जिन पर आप विचार कर रहे हैं क्या उनकी तरफ से आपको कोई ऐय्योरेंस या गारैन्टी मिली है कि वह अपना टार्गेट पूरा कर देंगे ?

बाकी जो लाइसेंस आपने दिये हैं मैन्युफैक्चरर्स को कार और स्कूटर्स के, क्या यह बात सही नहीं है कि उसमें प्रिएम्शन बहुत होता है, और कुछ लोग ऐसे थे जो डिजर्व नहीं करते थे लेकिन उनको लाइसेंस दिये गये और जो नये लोग लाइसेंस चाहते थे उनको नहीं मिले। जो पहले के एस्टैब्लिशड लोग थे उनको ही लाइसेंस दिये गये ?

तीसरा सवाल यह है कि अभी आप कितनी फारेन कारों और स्कूटर इम्पोर्ट करते हैं और उस पर कितना फारेन इन्व्हेन्ज खर्च करते हैं ? यदि आप फारेन इन्व्हेन्ज खर्च करते हैं तो साउथ-ईस्ट एशिया में कितना खर्च करते हैं ?

मेरा आखिरी सवाल यह है कि जब क्वालिटी वगैरह की और दूसरी खराबियाँ हैं तब आप इस इंडस्ट्री को नेशनलाइज क्यों नहीं करते? क्या वजह है कि आप आटोमोबाइल इन्डस्ट्री को नेशनलाइज नहीं करते? मान लीजिये कि स्कूल में कोई विद्यार्थी फेल हो जाता है, तो इस का यह अर्थ तो नहीं है कि स्कूल ही बन्द कर दिया जाये। मैं मानता हूँ कि नेशनलाइजेशन में खराबियाँ आ जाती हैं, लेकिन इस का यह मतलब नहीं है कि जो प्रशस्त तरीका है उस को आप छोड़ दें। आज मैं जानना चाहता हूँ कि आप इस इन्डस्ट्री को नेशनलाइज क्यों नहीं करते?

श्री सीता राम केसरी (कटिहार) : मंत्री महोदय ने भी श्री कोठारी के प्रश्न के उत्तर में कहा कि योजना कमिशन की तरफ से ऐसी बात कही गई है कि जो जनता मध्यम वर्ग की है वही इससे अफेक्टेड होती है और उनकी ही यह मांग है क्योंकि वही स्कूटर इस्तेमाल करते

हैं। मैं जानना चाहता हूँ कि जो 109 ऐप्लिकेशन्स पड़ी हैं क्या उनसे आपको पता नहीं चला कि कितनी माँग आपके सामने है? आपको योजना कमिशन को लिखना चाहिए था कि आज देश में स्कूटरों की इतनी माँग है।

दूसरी बात यह कि आज हमारे देश में जो स्कूटर बिक रहे हैं, और मेरे दोस्त ने अभी कहा, तथा आप भी मानते हैं, कि स्कूटरों की ब्लैक मार्केट प्राइस काफी बढ़ रही है। इसलिए मार्केट में कम्पटीशन लाने के लिए, आपने एक प्रश्न के उत्तर में 11 मार्च को कहा था, हमने एक लाइसेंस किसी व्यक्ति या यूनिट को दिया है जिसमें कुल 50 हजार स्कूटरों का प्रोडक्शन होगा और उससे माँग में सुगमता आयेगी। इसी प्रश्न के उत्तर में आपने यह भी कहा है कि आज से दस साल पहले से ही यह महसूस किया जा रहा है कि स्कूटरों की इतनी माँग देश में आ चुकी है। जब दस साल से आपकी सरकार यह महसूस कर रही है कि इस देश में स्कूटरों की आवश्यकता बढ़ गई है तब चूँकि जो स्कूटर कम्पनियाँ बनी हुई हैं और माँग को पूरा नहीं कर रही है, तब मैं जानना चाहता हूँ कि आप कितने यूनिटों को लाइसेंस देना चाहते हैं ?

तीसरी बात मैं जानना चाहता हूँ कि बिहार से स्कूटर फैक्टरी लगाने के लिये आप को कोई ऐप्लिकेशन मिली है या नहीं? जहाँ तक मुझ को खबर है गोवा से दो ऐप्लिकेशन्स आई हैं।

आखिरी बात यह है कि स्कूटर के संबंध में आर्टिफिशल रबर के लिये देश में तीन चार स्टेट्स हैं, यूपी है, बिहार है, मसूर है और महाराष्ट्र है। चूँकि आज स्कूटर के लिये आर्टिफिशल रबर की बहुत जरूरत है, और इन स्टेट्स से आपको आर्टिफिशल रबर मिल सकता है, इसलिए क्या आप कम से कम चार लाइसेंस देंगे जिसमें दो लाख स्कूटरों का प्रोडक्शन हो सके, और पब्लिक सेक्टर के अन्दर भी सरकार की तरफ से कोई लाइसेंस

दिया जायेगा जिसमें कम से कम दाम में और कम्पटीशन के आधार पर लोगों को स्कूटर मिल सके?

SHRI N. K. SANGHI (Jodhpur): With the very heavy backlog of orders booked by the common man for scooters, would the Minister consider and devise some way by which a genuine buyer who wants a scooter today is able to get it? Would he care to consider the suggestion that a certain percentage of total production of scooters be allotted to the State Trading Corporation, so that they can auction it to the needy buyer, who wants it genuinely? Sir, I personally feel it is a very important point. It is a necessity of the common man. He is not able to get the scooter. I would request the hon. Minister to consider this suggestion.

18 hrs.

My next question is, the Government of Rajasthan has made an application for a scooter factory to be put up in the public sector. I would like to know whether any thought has been given to this application and, if so, if he is thinking of setting up a factory in the public sector may I know whether Rajasthan has a chance of getting it?

SHRI F. A. AHMED: Sir, I would like to reply to some of the important questions which have been raised, particularly by Shri Tapuriah. I have already said we are thinking of giving a licence to only one unit for about 50,000. One of our conditions is that the price should be reduced so that it may be possible for the consumer also to get the scooter at a cheaper price. According to the estimate which has been submitted to us such a unit will be able to provide a scooter at about Rs. 1600 ex-factory excluding the excise duty etc. At present the ex-factory price of Lambretta is Rs. 2389, of Vespa it is Rs. 2400 and of Fantabulus is Rs. 3200. Their licensed capacity is about 24000. It will be possible

for this unit, if the licensed capacity is 50,000, to give the scooter at cheaper price.

So far as his other suggestions are concerned, to meet the demand and to overcome the shortage of supply he has given two suggestions. He has suggested to increase the period for replacement of a scooter. I will certainly take that suggestion into consideration. He also has suggested that instead of delivering scooters to the company applications from individual may be considered.

Another hon. member has given a suggestion that distribution should be given to the STC and done through auction. I think that will increase the price of the scooter and make it very difficult for the poor man or a person with small means to purchase a scooter in auction.

It has been asked whether applications from various States like Bihar, Rajasthan and others have also been taken into consideration. I have already stated that as many as 191 applications were considered out of which 17 were selected in the first instance, then 13 were selected out of those 17, then 4 were selected out of those 13, then two and finally one was recommended. I have asked for certain details and I think we shall accept one application which will conform to our requirement of producing scooter of the best type at cheaper price. I think it is these considerations which must weigh with us rather than the consideration of giving this particular industry to one place or the other. I hope the hon. Member will be satisfied. I think in about a month's time decision will be taken by Government which will remove all the doubts regarding the Ministry, keenness to manufacture adequate scooters in our country.

18.05 hrs.

The Lok Sabha then adjourned till
Eleven of the Clock on Thursday
May 8, 1969.—Vaisakha 18,
1891 (Saka)