

CALLING ATTENTION TO A MATTER OF URGENT PUBLIC IMPORTANCE

Reported acute shortage of automobile tyres in the open market

श्री सवाई सिंह सिसोदिया (मध्य प्रदेश) : महोदय, मैं ट्रैक्टरों, बसों, ट्रकों और कारों के टायरों की खुले बाजार में अत्यधिक कमी और उनके उपलब्ध न होने तथा इसके फलस्वरूप जनता को होने वाली भारी कठिनाई के समाचार को और औद्योगिक विकास तथा विज्ञान और प्रौद्योगिकी मंत्री का ध्यान दिलाना हूँ।

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB MUKHERJEE) : Sir, The automotive tyre industry of India is Incharge of the distribution of tyres and tubes in the country. The general pattern of distribution is as under:

(i) Defence.....	3.8 per cent
(ii) Original Equipment Manufacturers.	14 per cent
(iii) DGS&D.	17.2 per cent
(iv) State Transport Undertakings.	15 per cent
(v) Dealers and Fleet owners.	49.8 per cent

Supplies of tyres and tubes are made direct by the industry in the case of Defence, Original Equipment Manufacturers, DGS&D, State Road Transport Undertakings and fleet owners having ten or more trucks.

During the years 1972 and 1973 there has been a shortfall in the production of tyres due to the power cuts and labour troubles. As a result of this, there have been complaints regarding shortage of tyres particularly in the category of buses, j trucks and tractor tyres. In November, 1972, the shortfall was estimated to be of the order of about 50,000 tyres. As far as the Government is aware, there is no shortage in the passenger car tyres.

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The present licensed/approved/installed capacity of the industry is 58.81 lakh nos. A further capacity to the extent of 74.20 lakh nos. is also in the process of being set up. The production of truck tyres/ bus tyres and tractor tyres during the year 1971 and 1972 were of the order of 23.63 lakh nos. and 23.91 lakh nos.

The shortage of tyres particularly in the category of truck, tractor and bus tyres and the methods of overcoming the shortage had been discussed with the industry from time to time and various steps taken to meet the situation. As an initial step it was decided to import 5,000 bus/truck tyres in the size of 900 x 20 from Srilanka through the State Trading Corporation. 1,000 tyres are expected to be received by February, 1974. The balance is expected to be completed by the end of June, 1974. These are intended for distribution among the State Road Transport Undertakings. The S.T.C. has been authorised to import 10,000 tyres from the general currency area to meet the needs of the State Transport Undertakings. Import of a limited quantity of tyres is being allowed, to tractor manufacturers for fitment to their tractors. The State Road Transport Undertakings have been allowed to import limited quantities of tyres against their motor vehicle spare parts licence.

The industry has been asked to work extra shifts including Sundays and Closed Holidays after enlisting the support of the labour to increase the production of tyres and tubes particularly in the category of bus and truck tyres. In the case of certain units, additional capacity has been licensed specifically for the manufacture of bus/ truck tyres and tubes. Automobile tyres and tubes have been included as an essential commodity for purposes of the Essential Commodities Act and the State Governments have been requested to issue orders permitting the sale of tyres and tubes to actual users after recording the sales in the registration books in order to ensure the supply of tyres only to genuine users. The industry has also been asked to open retail shops for sale of tyres direct to the customers.

A Price Control Order called the Tyres and Tubes (Price Control) Order, 1973 has been issued under Section 18 G of the Industries (Development & Regulation) Act, 1951 by the Government on the 29th November, 1973, freezing the prices of truck tyres and tubes, rear tractor tyres and tubes and OTR tyres and tubes.

श्री सवाई सिंह सिसोदिया : महोदय, चालू वर्ष 1972-73 में, जितनी भी उपयोग में आने वाली बहुत सी चीजें हैं, उनकी भारी कमी रही है और उसमें टायर भी सम्मिलित हो गया है। यह जो कमी हमारे देश में वस्तुओं की हो गई है उसका खास कारण यह है कि प्राकृतिक विपदा, उत्पादकों द्वारा कमी, मुनाफाखोरी की प्रवृत्ति, संग्रह की प्रवृत्ति और दूसरी ओर सरकार की वितरण तथा उत्पादन योजना की जो नीति है। इसके साथ ही साथ सरकार का उचित नियंत्रण का भी अभाव रहा है जिसकी वजह से इन चीजों की कमी हमारे देश में हो गई है और यही कारण है कि ये चीजें बाज़ार में मंहगी मिल रही है।

जहाँ तक टायरों का सवाल है, वर्तमान में जो स्थिति है और उसकी जो कीमत है वह निश्चित कीमत से दुगुनी कीमत पर बड़ी मुश्किल से लोगों को उपलब्ध हो रही है। आज हालत यह है कि बस के टायर, ट्रक, स्कूटर, साइकिल और कारों के टायरों का बाज़ार में उचित दाम पर मिलना मुश्किल हो गया है। इसका नतीजा यह हो रहा है कि जो इन चीजों का सीधा इस्तेमाल करते हैं, जैसे ट्रक वाले हैं, बस वाले हैं तथा दूसरे लोग हैं, उनके ऊपर इसका प्रभाव पड़ रहा है। इसलिए मैं माननीय मंत्री जी से चाहता हूँ कि आज हमारे देश में जितने टायरों की आवश्यकता है, क्या उन्होंने इस सम्बन्ध में विचार किया है? मेरी दृष्टि से तो इस समय हमारे देश में 26 लाख के करीब टायरों की आवश्यकता है और बस तथा ट्रकों के टायरों की मांग सब से ज्यादा है और इसमें भी 900 × 20 वाले टायरों की यहाँ पर बहुत कमी है। इसलिए मैं यह जानना चाहता हूँ कि हमारे देश में जो टायरों की कमी है, उस पर आपका ध्यान गया है या नहीं?

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जहाँ तक आयात का सवाल है, आपने कब इस सवाल पर विचार किया और कब निर्णय लिया कि इतने टायरों का आयात किया जाय और उसके क्या परिणाम निकले? मुझे बहू मानूम हुआ कि टेलको नामक कम्पनी को टायरों का आयात करने के लिए इजाजत दी गई थी। तो मैं यह जानना चाहता हूँ कि उसने कितने टायर आयात किये और उनके वितरण का क्या परिणाम निकला तथा किन किन लोगों को वे वितरित किये गये?

श्री सभापति : दया प्रश्न कीजिये।

श्री सवाई सिंह सिसोदिया : यह चीज आवश्यक वस्तु अधिनियम में सम्मिलित की गई है या नहीं और राज्य शासनों ने इस को लागू किया है या नहीं। इसके साथ ही साथ मैं यह भी जानना चाहता हूँ कि इसके उल्लंघन के कोई उदाहरण भी सामने आये हैं तथा किसी व्यक्ति के ऊपर केस चला ?

श्री सभापति : आपका प्रश्न तो जवाब से भी लम्बा हो गया है।

श्री सवाई सिंह सिसोदिया : प्रश्न आवश्यक है और इसीलिए अब मैं संक्षेप में कहूँगा। आपने इस सम्बन्ध में दीर्घकालीन उत्पादन के सम्बन्ध में क्या व्यवस्था की है और इस समय देश में जो कमी है उसके बारे में क्या सोचा है? इन टायरों को बनाने के लिए जो रबर इस्तेमाल किया जाता है वह यहाँ के उत्पादन से किया जाता है या फिर बाहर से मंगाने की आवश्यकता होती है।

इसके साथ ही साथ मैं अन्त में यह निवेदन करना चाहता हूँ कि जो कम्पनियाँ अपने एजेंटों के माफ़त टायरों को बेचती हैं, वे बाज़ारों में काफी ब्लैक करते हैं जिससे जनता को काफी दाम देने पड़ते हैं। इसलिए मैं चाहता हूँ कि या तो कम्पनी अपनी दुकानें खोले या फिर सीधे कोऑपरेटिव के माफ़त इन टायरों को बेचने की व्यवस्था की जानी चाहिये। सरकार ने क्या टायरों का उचित तथा मुनासिब दाम पर बेचने के सम्बन्ध में बात सोची है या नहीं?

SHRI PRANAB MUKHERJEE : Sir, the hon. Member has put a number of questions. In fact, Sir, I have already admitted in my statement that there is shortage of tyres of a particular size 900 X 20, which are used by trucks and buses. Sir, it is estimated that the shortfall may go to the extent of 1.3 lakh numbers in the current year. In order to meet this shortage, I have already mentioned in my statement that we have been making arrangements to import tyres from Sri Lanka. Already 1,000 tyres are expected to arrive in this country by February 74, and by the middle of 1974 the rest of the tyres are expected to arrive. And these will be given to the State undertakings. Apart from the tyres imported from Sri Lanka, TELCO has been authorised to import tyres for their fittings, tractor companies have been allowed to import tyres for their fittings and the Bombay State Transport Undertaking has been permitted to import tyres for their own use. The STC is also trying to import tyres on behalf of these agencies, and it is expected that some of these imported tyres may arrive here and ease the situation.

As I have already mentioned, it is mainly because of power shortages and labour trouble that production of this type of tyres was less in 1972 and 1973. Sir, if you look at the figures, you will find that the production has increased in terms of absolute numbers, but it is not up to the expectations to meet the demands. There is a gap between production and demand. Good Year factory in Haryana and factories in Tamil Nadu suffered production because of shortage of power. In order to meet the shortages, we have already created sufficient capacities. We have allowed the existing units to expand. We have approved some new licences and capacities which will be coming up. We have taken all these steps.

Sir, regarding the distribution, I have already mentioned that distribution is being made by the automobile industries through their dealers. We have asked the State Governments to remain vigilant as

it has been brought under the Essential Commodities Act, so that the real consumers get the tyres. They should maintain the stocks and verify them through their own Civil Supplies Department and through their own agencies. Most of the State Governments have taken steps. I understand that some of the State Governments have instituted cases for malpractices in tyres. For example, in West Bengal, one or two such cases have already been instituted.

As regards streamlining the distribution system, we have already taken up the matter with the industries and they have been asked to supply the tyres to the fleet owners having 10 vehicles, to cooperative societies and to open retail shops in important consuming points of the country.

श्री जगदीश प्रसाद माथुर (राजस्थान) : श्रीमान्, मंत्री जी ने इस सदन में मई में आश्वासन दिया था कि श्रीलंका से हम टायर इंपोर्ट कर रहे हैं। अभी आपने कहा कि ये टायर फरवरी 1974 में जाकर आयेंगे। उस समय आपने सदन में कहा कि इमीडियेट जो डिमांड्स हैं देश की उनके लिए इमीडियेटली इंपोर्ट कर रहे हैं। तो इंपोर्ट करने में एक साल का समय जो लग रहा है यह विलम्ब क्यों हुआ है ?

मैं यह भी जानना चाहूंगा कि टायर-ट्यूब वगैरह का एक्सपोर्ट भी हम करते हैं और इंपोर्ट भी करते हैं। तो क्या देश की आवश्यकता को देखते हुए आपने एक्सपोर्ट करना बन्द किया है ? या दोनों दृष्टियों से इंपोर्ट और एक्सपोर्ट टायर बिजनेस में चल रहा है ?

एक जानकारी मैं यह भी चाहूंगा आपसे विशेष रूप से कि आपने जो फ्री सेल की बात कही है, क्या यह सही है कि जैसा आपने कहा 1972-73 में टायर की कमी हुई है। लेकिन 1971 के चुनावों के पहले आपने 50 परसेंट फ्री सेल के लिए अलाउट किया था और इस एंक्वॉरेंस पर किया था कि हिन्दुस्तान भर में जो तीन हजार डीलर्स हैं टायरों के, उनसे आपने कांग्रेस चुनाव फंड के लिए 90 लाख रुपये इकट्ठा किया और उसी का परिणाम है कि 900 X 20 का जो टायर है पिछली मई में उसके ऊपर ब्लैक मार्केट 1200 रुपये

का प्रीमियम था और इस समय 2000 रु० का प्रीमियम है। इस बात को आज भी आप स्वीकार करने हैं कि आपने जो दोहरी प्रणाली जारी कर रखी है इसको आप बन्द करेंगे या नहीं? आपने कहा कि हम उनको भी छूट देने हैं और स्टेट गवर्नमेंट भी परमिट इश्यू करेंगे। तो मैं यह जानना चाहूँगा कि बिना स्टेट गवर्नमेंट के परमिट के टायर मिलेंगे या नहीं? या बिना स्टेट गवर्नमेंट के परमिट के जो मैयूफैक्चरिंग कम्पनीज हैं कंज्यूमर्स को टायर दे सकेंगी? अगर दे सकेंगी तो यह जो आपका कोलाबोरेशन है, गुडइयर, सीट और कांक्रम पार्टी का, पिछले चुनाव में जिन्होंने 90 लाख रुपया लिया यू० पी० के चुनाव के लिए, इतना रुपया लेने की दृष्टि से भी आप इसको कंट्रोलड कम्पैनिटी कम्पनी नहीं बना रहे हैं?

SHRI PRANAB MUKHERJEE : My friend, Mr. Mathur, has brought so many political questions into the distribution of tyres. I have explained in detail the distribution system as it exists in the country today. Some of the units are provided tyres directly from the manufacturing point, as, for example, State undertakings, Defence units, and even owners of a fleet of ten vehicles, and cooperative societies also. Regarding imports, it is a fact that while discussing this question last May I told the House that we are going to import tyres from Sri Lanka. If we want to import something from foreign countries, we will have to test it, we will have to see that it fits in with our own requirements. All these things take time. And even Sri Lanka was not in a position to make this supply to us within the stipulated period. As such, this has got delayed. As regards overall production pattern, many a time we have discussed the question of production of tyres and what capacities we are going to create. If the honourable Member is interested in it, I can tell him that the existing capacity of tyre output is 49,83,400 fuller utilization will be to the extent of 8,97,600; fuller utilization of capacity yet to be achieved is 5,90,000; additional capacity licensed is 16,80,000; and additional capacity approved in the form of letter of intents is 51,50,000. Therefore, it is expected that at the end

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of the Fifth Five Year Plan, by 1978-79, we will be in a position to meet our own requirements either by expanding or by creating new capacities. Regarding distribution system he has mentioned and asked whether we can impose total control on it. So far as distribution is concerned, it is not possible for the Central Government to impose overall control over distribution. But we have already taken steps to see that the tyre companies unilaterally cannot increase the price of the tyre. That is why yesterday an order has been issued under IDR Act to fix the price on 20th November—and we have taken necessary steps.

SHRI JAGDISH PRASAD MATHUR :
What is the percentage of fleet-owners?

SHRI PRANAB MUKHERJEE : I have already mentioned it in my statement. If you want I can repeat it : Dealers and fleet-owners get 49.8 per cent.

SHRI K. CHANDRASEKHARAN (Kerala) : The extent of blackmarketing that takes place in newly purchased cars is an indication of the scarcity that exists in cars. Not only that. Prices paid for these informal and illegal transfers immediately after purchase constitute a further indication of the great scarcity in the open market. All the three car manufacturers here together are producing hardly 45,000 cars per annum. The production has gone down and production of Madras Herald car has gone down to a scandalous figure of hardly 3,000 to 4,000 cars per year during the last two years . . .

MR. CHAIRMAN : Mr. Chandrasekharan, the Calling-Attention relates to car tyres. Probably you have forgotten the word "tyres".

DR. BHAI MAHAVIR (Delhi) : Tyres are needed for cars.

SHRI K. CHANDRASEKHARAN : Sir, what you said is correct.

The problem of shortage of tyres for buses, tractors cars, as the honourable Minister himself stated, is most acute, and the honourable Minister is quite correct in

[Shri K. Chandrasekharan.] pointing out a particular variety which is absolutely scarce in the open market. May I know from the honourable Minister as to what exactly the programme is in regard to distribution? He has been pleased to state something in regard to distribution. But more than distribution, the question is one of producing. So I would like to know what steps are being taken to step up production of these tyres.

SHRI PRANAB MUKHERJEE : Sir, only by producing more we can get rid of the present situation and that is why we have asked the tyre manufacturing units to produce these types of tyres and to increase their production programme and production schedule by working on closed holidays and Sundays. We have also asked them to divert their production programme of tyres from those for which there is not so much demand to those for which there is acute shortage. This point is being looked into. In order to meet the total requirements of the country during the Fifth Five Year Plan I have already given the figure in reply to the question of Mr. Misra, that we expect to produce nearly 13 million pieces of tyres and tubes by the end of the Fifth Five Year Plan. To achieve this objective, the existing units have already provided with expansion and some new industries are going to be established both in public and in private sectors.

SHRI LOKANATH MISRA (Orissa) : Sir, the hon. Minister has expressed his pious wish that on paper they have formulated all the plans for the Fifth Plan period and the Sixth Plan period and that the country would probably be flooded with tyres of all kinds and there would not be any kind of shortage. Sir, I accuse that it is the Government of India which is responsible for all kinds of black marketing, either directly or indirectly. Scarcities are caused because of their wrong planning. Scarcities are caused because there is a tremendous difficulty in obtaining a

licence for a new factory and all kinds of circuitous methods are provided, which mean a lot of money and corruption at all levels of the bureaucracy. All this stands in the way of fresh production and setting up of fresh projects and new factories. Periodical increases in the excise duty boost up the prices of all kinds of things. On the whole, it is the creation of the scarcity conditions in the market which are a result of the policies of the Government of India which, in turn, creates a black-market for these things. May I know what timely efforts are being made either to import or boost up production in those fields where scarcity prevails? Is there a cell in the Ministry of Industrial Production which is charged with the responsibility of finding out those areas where possibly a scarcity might occur? Is the Ministry of Industrial Production guided in formulating its policies by the information that scarcities are likely to occur in certain fields? Do they resort to any forward planning thereafter? What is being done? They leave it to the market and ultimately when scarcity prevails, they go and explain away their conduct, their inefficiency and the malpractices resorted to by all Government officials. The entire responsibility is either thrown on the manufacturer or on the consumer who purchases it. Government of India is responsible squarely for these scarcities and for this black-marketing. What is the Government of India doing to fight out this black-marketing. If instead of Government of India it had been some individual, he would have been prosecuted and sent to gallows long back. Just because the Government of India is responsible for all these things and is itself responsible for prosecuting the guilty and later is itself the jury also, that nothing is being done. They go scot-free in this country. What is the hon. Minister going to do in order to get out of this mess of tyre scarcity and consequent black-market in its sale?

SHRI PRANAB MUKHERJEE : Sir, I have already indicated the steps which are being contemplated to get rid of the present situation. It is not correct to say

that production is falling. In fact the production of tyres in terms of absolute numbers has increased from year to year.

SHRI LOKANATH MISRA : Sir, he is talking about absolute numbers. If the Government cannot assess properly that there is going to be a progressively higher requirement, what kind of Government it is"

SHRI PRANAB MUKHERJEE : Sir, regarding future requirement also I have already mentioned that the task force of the Planning Commission has recommended that the total requirement of tyres in the Fifth Five Year Plan will be of the order of 12 million pieces and that is the reason why we are going to create a capacity of 13 million numbers.

We can give licences to the people. We can help them to implement those licences. We can see that those licences fructify into production. I do not know what other agencies or mechanism Mr. Lokanath Misra can think of to boost up production.

The Planning Commission has fixed the ; target of the total requirement of the country at the end of the Fifth Five Year Plan to be in the order of 11 million numbers but we are going to raise the j number to the order of 13 million numbers. The figures which we have already given indicate that most of these things have been cleared and some of the exist- [ing units are . .

श्री जगदम्बी प्रसाद यादव (बिहार) : इनमें इन्कलूड नहीं है, इन्कलूड कर दिया जाए ।

MR. CHAIRMAN . Please do not interrupt like this.

SHRI PRANAB MUKHERJEE : Some of these units have already boosted up their production. Regarding existing shortages, I have already mentioned that this particular type of tyres are being manufactured in two or three units. In these two or three units there were labour troubles and power shortage. In Tamil

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Nadu there was 75 per cent of power shortage. And if the hon. Member says that for power shortage also the Government is responsible. . . .

SHRI LOKANATH MISRA : To be fair to him, did they not know that in these particular factories there was going to be power shortage and there was labour trouble also and, therefore, what actions did they take in time so that there was no power shortage?

SHRI PRANAB MUKHERJEE : Everybody In this country knows what was the quantum of power shortage in the country and how it affected the industry. Therefore, in order to meet the deficiency we have asked them to work on closed holidays and Sundays and to change their production programme and to see that production of the particular type of tyres goes up.

श्री सूरज प्रसाद (बिहार) : मंत्री जी, जो टायर ट्यूब की कमी है उसकी पूर्ति हम उत्पादन बढ़ाकर कर सकेंगे या जो इनके बाँटने का सिलसिला है उस नीति पर परमिट देकर जो ब्लैक मार्किटिंग होती है उनको रोक सकने का प्रयास कर सकेंगे ? जैसा अभी देखने को मिलता है कि उत्पादन में और चीज की ब्लैक मार्किटिंग होने में कोई सम्बन्ध नहीं है। इसलिए मैं कहता हूँ उत्पादन बढ़ाए जाने से चीज की ब्लैक मार्किटिंग नहीं होगी, इसकी कोई गारन्टी नहीं की जा सकती। जैसे—चीनी का उत्पादन 42 लाख टन है. . .

श्री सभापति : चीनी के उत्पादन की बात न करिये।

श्री सूरज प्रसाद : मैं उदाहरण दे रहा हूँ।

श्री सभापति : उदाहरण मत दीजिए।

श्री सूरज प्रसाद : चीनी का 42 लाख टन का उत्पादन है, क्या इसकी कमी नहीं है ? मैं मंत्री महोदय से यह जानना चाहूँगा कि उत्पादन बढ़ने से ब्लैक मार्किटिंग नहीं होगी, क्या इसकी कोई गारन्टी दी जा सकती है? मैं यह बताना चाहता हूँ कि जो इनका टायर-ट्यूब का डिस्ट्रीब्यूशन का सिस्टम है उसमें यह है कि जितने भी मिल वाले हैं, फैक्टरीज हैं, वे अपने एजेंट सब जगह रखे हुए हैं। एजेंट जो है उसको यह परमिशन है कि

[श्री सूरज प्रसाद]

15 दिन तक तो वह टायर ट्यूब रख सकता है और 15 दिन तक अगर कोई आदमी उसको खरीदने के लिए नहीं आएगा तो वह नोटिस देगा और 15 दिन तक कोई अगर खरीदने के लिए नहीं आया तो फ्री मार्केट में बेचने के लिए उसको परमिशन है। यह एजेंसी का काम है। उसमें यह बात लिखी हुई है। अभी जो सिलसिला है वह यह है कि अगर कोई भी बस वाला या ट्रक वाला टायर-ट्यूब लेने के लिए जाता है तो या तो दुकान बन्द रहती है या वह कह देता है कि मालिक नहीं है इसलिए हम नहीं बेचेंगे। 15 दिन के बाद नोटिस दे देते हैं और उसके बाद ब्लैक मार्केटिंग कर देते हैं। मैं आपसे यह जानना चाहता हूँ कि आपने कोई ऐसा तरीका अपनाया है जिसके जरिए इस तरह की ब्लैक-मार्केटिंग करने वाले दुकानदार हैं उनका लाइसेंस रीसिल किया जा सके। अगर मान लीजिए किसी को परमिट जारी किया जाता है और परमिट लेने के बाद अगर वह दुकानदार जिसके पास टायर-ट्यूब अवेलेबल हैं और वह दुकान पर नहीं रहता तो उसके लिए आपने कोई सजा की व्यवस्था की है। क्योंकि अभी जो सिस्टम है वह ठीक नहीं है, इससे तो ब्लैक-मार्केटिंग होती रहेगी। इसीलिए मैं जानना चाहता हूँ कि गवर्नमेंट की ओर से कोई फेयर प्राइस शाप आप खोलने को तैयार हैं जिसके जरिए ये टायर-ट्यूब या जीवन की आवश्यक चीजें जो वहाँ बेची जा सकें और ब्लैक-मार्केटिंग पर रोक लगाई जा सके ?

SHRI PRANAB MUKHERJEE : So

far as the particular question of taking delivery within 15 days is concerned, this mechanism is being worked by the State Governments. What we have told the State Governments is that they should issue permits and on the basis of these permits dealers should issue tyres to the consumers. If the hon. Member finds that fifteen days' time is too short that is a point which can be looked into but what I want to emphasize regarding the distribution system is not that we have taken only one step of asking the State Governments to do this. We have asked the manufacturers to open fair price shops in the important consuming centres. We have asked them to supply directly to the State undertakings

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and fleetowners. All these various steps have been taken. It is too general a question and it is difficult for me to answer whether even in spite of production black-market will continue— I would not like to comment on it.

श्री श्री सूरज प्रसाद : फ्री सेल पर रोक लगा दीजिये, यह मैंने कह दिया है। इस पर कहिये।

SHRI PRANAB MUKHERJEE : Regarding the existing distribution system which prevails if the hon. Member has any suggestion to improve that system, Government will certainly consider that suggestion.

श्री महावीर त्यागी (उत्तर प्रदेश) : अभी मेरे मित्र

ने जिक्र किया था कि टायर की बिजली के वास्ते जो नियम गवर्नमेंट ने बनाये हैं उसमें कुछ एलेक्शन का फंड इकट्ठा करने के बाद उन्होंने यह फैसला कर दिया है कि कुछ परसेंटेज तो कण्ट्रोल होगा और कुछ परसेंटेज कण्ट्रोल नहीं होगा, तो इसके माने यह है कि गवर्नमेंट ने इस बात को एक्सी कर लिया कि जो अनकण्ट्रोल परसेंटेज है वह ब्लैकमार्केट में या इतने प्राफिट पर बिक सकता है। इसको गवर्नमेंट ने कण्ट्रोल नहीं किया है। मेरे मित्र जितनी खूबी के साथ हर एक प्रश्न का जवाब देते हैं उसके लिये मैं इनको बधाई देता हूँ और उन्होंने कहा है कि कोई सुझाव हो तो वह मंजूर करने के लिये तैयार हैं, तो मेरा सुझाव यह है कि जिस तरह से एलेक्शन फंड इकट्ठा करने के वास्ते उनका परमिट दिया जाता है खुला बेचने के लिए वह रोक दिया जाय। ऐसा करने से आपकी बदनामी रुक जाएगी और लोगों को संतोष हो जायगा। एक बंधी हुई कीमत, सीलिंग, तय कर दी जाए कि यह मैक्सिमम प्राइस है और उस प्राइस पर चीज मिलेगी चाहे उसको लेने को 15 दिन बाद जाय या एक महीने के बाद जाय। इसलिये सब से अच्छा तरीका इसका यही हो सकता है कि उसकी सीलिंग प्राइस तय कर दी जाए और जो शक्स सीलिंग प्राइस से ज्यादा प्राफिट कमाता है वह कानून के खिलाफ काम करता है, उसका प्राजीक्युशन किया जाय। खुली पालिसी ऐसी बनाने से टायर सस्ता बिक सकता है। तो मैं यह जानना चाहता हूँ कि आपका रिएक्शन क्या है ?

SHRI PRANAB MUKHERJEE : In fact there was no control on the distribution of tyres. I have already mentioned at the very outset that tyres are being distributed by the automobile industries. Some of the units get directly from them while the bulk of the consumers get their tyres from dealers appointed by the automobile industries.

SHRI MAHAVIR TYAGI : Price is not controlled?

SHRI PRANAB MUKHERJEE : Price control was imposed only yesterday. We have controlled the price and we have issued a notification yesterday.

SHRI MAHAVIR TYAGI : Is it on cent per cent of production or part of it only?

SHRI PRANAB MUKHERJEE : We have freeze^d the price because the automobile industry wanted to increase the price of various tyres. That is why we have freeze^d it and we have told them that the price as it was on the 20th November should remain and they cannot increase the price. So statutory price control has been imposed only yesterday. Before that there was no control over tyre price or distribution. When there was an acute shortage of a particular type of tyre it was brought under the Essential Commodities Act and the State Governments were asked to take the help of the provisions of the Essential Commodities Act and regulate the distribution of tyres through the dealers. As such there is no control over tyre distribution or tyre production.

MR. CHAIRMAN : I have called one Member from each party but still there is some time. I will revise the" list and call a few Members but I will request hon. Members to be brief and put only one question each.

DR. BHAI MAHAVIR : They are so brief that we have spare time.

MR. CHAIRMAN : That is not because of brevity.

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श्रीमती लक्ष्मी कुमारी बूढावत (राजस्थान) : मैं माननीय मंत्री जी से पूछना चाहूँगी—आपने बड़ी मासूमियत से उत्तर दे दिया कि हमने दूसरी स्टेट गवर्नमेंट्स को रिक्वेस्ट की थी कि ठीक ढंग से यूजर्स को टायर मिल सकें—लेकिन क्या आपने यह जांच की कि कितनी स्टेट्स ने आपकी उस रिक्वेस्ट को मान कर इस बारे में रुल्स बनाए और उन पर अमल किया गया ? क्या आपकी जानकारी में है कि आजकल केवल 2 स्टेट्स—दिल्ली और महाराष्ट्र—ने ऐसे रुल्स बनाए हैं और किसी स्टेट ने आपकी उस मासूम सी आर्ज को स्वीकार नहीं किया ? दूसरा सवाल मेरा यह है कि जब इनकी इतनी एक्ज्यूट शार्टेज थी तो आपने आज तक प्राइस कंट्रोल क्यों नहीं किया और कल ही क्यों किया ?

तीसरा सवाल यह है कि जब इतनी दिक्कत है कि ट्रैक्टरों के लिए टायर नहीं मिल रहा है, इषि उत्पादन में नुकसान हुआ, आम जनता को नुकसान हुआ, और अगर डिस्ट्रिब्यूशन में शलती हो रही है, स्लेक मार्केटिंग हो रही है, तो आप कंट्रोल करके कन्ज्यूमर को देने का प्रबन्ध स्वयं अपने हाथ में क्यों नहीं लेते ?

SHRI PRANAB MUKHERJEE : It is not a fact that most of the State Governments have not brought it under the Essential Commodities Act. Most of the State Governments have brought it under the Essential Commodities Act. Apart from the two States which the hon. Member has mentioned, West Bengal Government has already prosecuted some people bringing it under the Essential Commodities Act for blackmarketing in tyres. Regarding taking over the distribution system by the Central Government, I have already mentioned that the State Governments are competent enough to deal with the subject and they can take care of it. They have their own responsibilities to their consumers and to their people. Therefore, there is no point in harping that the Central Government is not taking over the distribution of tyres. As regards the third point, I have already said that there is a shortage. We are trying to improve deficiency and we are trying to import. We are trying to boost up indigenous production. Various steps and measures have already been taken to boost up production.

श्री सनापति : डा० भाई महावीर । छोटा सा मवाल पूछें ।

डा० भाई महावीर : छोटे-छोटे ही हैं दो-तीन हैं । श्रीमान् पहली बात तो यह है कि क्या मंत्री जी को यह जानकारी है कि जहाँ कार्स, स्कूटर्स और ट्रम्स के टायर्स की कीमत पर आपने कन्ट्रोल किया है वहाँ पर जो सन्चमूल में गरीब आदमी के इन्तेमाल की चीज है साइकिल, उस साइकिल के टायर्स की कीमतें अब बढ़ायी गई हैं और उन कीमतों को बढ़ाने के बारे में सरकार को कोई जानकारी मिली या नहीं मिली, और अगर मिली तो उसके लिए आपने कोई चिन्ता की या नहीं ? मेरे पास, श्रीमान्, सूचना है कि साधारण टायर का 60 पैसा, रोडफाईंडर स्पेशल साइकिल टायर का 70 पैसा, रिक्शा टायर का 90 पैसा बढ़ा है । यह नवम्बर में घोषित किया गया है । मैं चाहूँगा, आपने इस बारे में भी कुछ किया है या नहीं इसके बारे में बताएं ।

श्रीमान्, पर्मिट सिस्टम की बात आपने कही—स्टेट गवर्मेंट्स पर्मिट्स देती है और उन पर टायर्स दिये जाते हैं । क्या आपको यह जानकारी है कि पर्मिट सिस्टम इतने शलत तरीके से काम करता है और इस शलत ढंग से पर्मिट दिये जाते हैं कि एक ब्लैक मार्केटिंग उन पर्मिट्स की वजह से पैदा हुई है । जिनको जरूरत नहीं वे भी पर्मिट ले जाते हैं और पर्मिट से लिये टायर को ज्यादा दाम पर बेचते हैं, एक इलाके से जहाँ मिल जाते हैं वहाँ से लेकर जहाँ शॉर्टेज है वहाँ जाकर बेचते हैं । क्या आप इसका रोकने के लिये यह कदम उठाएंगे कि पर्मिट देने के वक्त जो आदमी टायर खरीदता है वह पुराने टायर को सरेन्डर करके फिर दूसरा टायर ले सके, जिससे कि कुछ लोग जो सिर्फ पर्मिटों को लेकर मुनाफ़ा कमाने की कोशिश में लगे हैं, जो नान डीलर्स हैं, उन पर रोक लगे । डीलर्स की बात आपने कही तो उनके ऊपर चेक कीजिए, लेकिन ऐसे लोगों के लिये भी जो केवल पर्मिट लेने का कार्ट्रिक रखते हैं और प्रॉफिट कमाने के लिये पर्मिट लेते जाएं, रोकथाम होनी चाहिये । यह व्यवस्था पिछले महायुद्ध के समय थी ।

तीसरी बात, मेरे मित्र ने भी पूछा था और दो-एक बार दोहराया कि क्या कोई टायर्स इस देश से एक्सपोर्ट

किये जाते हैं ? अगर किये जाते हैं तो कितनी मात्रा में ? क्या आप कमी को कम करने के लिये उस एक्सपोर्ट्स को रोकेंगे ? आपने कहा, लेबर ट्रबल हुआ है और प्रोडक्शन कम हुआ है, तो क्या इस समय भी सी०ई०ए० टी० टायर फैक्टरी में हड़ताल चल रही है और अगर हड़ताल चल रही है तो क्या सरकार ने उसकी वजह से प्रोडक्शन में जो कमी हो रही है उसको दूर करने के लिए वह हड़ताल समाप्त करवाने के लिए और प्रोडक्शन को जारी करवाने का कोई प्रयास किया ?

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SHRI PRANAB MUKHERJEE: Regarding the distribution system, the hon. Member has made a suggestion that the old tyre may be exchanged for the new one and it could be looked into. Regarding export, we export a small number of tyres. I am not exactly in a position to give the figure. I can give it to him later. The whole question was discussed in our Ministry. It was also raised through a calling attention motion last time. It was pointed out that it might not be possible for us to find an export market when we would be in a position to produce tyres according to the requirements of the export market. So far as the particular item is concerned, it may not be available to us.

DR. BHAI MAHAVIR : Why do you export in spite of shortage?

SHRI PRANAB MUKHERJEE : A very small number is exported. It is not much. It is only to Kuwait and some other countries that we are exporting tyres. And we may not get that market. And my friend knows that in the international trade sometimes even in spite of domestic stringency and shortage, we are to export for other reasons. That is why the question of banning export does not arise. I have already mentioned regarding cycle tyres. I can tell the hon. Member that there is no shortage of cycle tyres. But if there is an increase in price...

DR. BHAI MAHAVIR: The manufacturers have raised the rates.

SHRI PRANAB MUKHERJEE: The prices have been raised? That point may be looked into. I think they have been raised before the promulgation of the order, before the 29th November.

DR. BHAI MAHAVIR: Is there any sanctity about 29th November? This is the Delhi Cycle Market Report dated 3 7th November, and this carries the announcement that cycle tyre prices have been increased.

SHRI PRANAB MUKHERJEE: The sanctity is there because the orders have been issued on that day and we cannot take action for the action taken by the manufacturers before that date. That is my point. Regarding the other things, I have already replied to the questions.

DR. BHAI MAHAVIR: There is a strike in CEAT.

SHRI PRANAB MUKHERJEE: Regarding CEAT, we are trying to see that it comes to an end. The State Government has also been approached: the Labour Ministry has been approached. Not only in this but in certain other factories also strike took place. From our end we will see that the strike comes to an end as early as possible.

SHRI T. V. ANANDAN: (Tamil Nadu): Sir, the entire question involves the point of supply and demand. The demand is greater in this country whereas the supply is very poor. Sir, during the period of our great Jawaharlal Nehru who had introduced the mixed economy in this country...

MR. CHAIRMAN: How does Jawaharlal Nehru come into the question about tyres?

SHRI T. V. ANANDAN: It is very relevant, because of the change of policy of the Government...

MR. CHAIRMAN: Hon. Members should be brief and relevant.

SHRI T. V. ANANDAN: Whenever I rise...

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MR. CHAIRMAN: Whenever you rise you bring in some other thing.

SHRI T. V. ANANDAN: Otherwise, how shall I be able to put the question?

MR. CHAIRMAN: Without bringing that, you can put your question.

SHRI T. V. ANANDAN: The increase, as has been quoted by my hon. friend here, has been caused because of the blackmarketeers. At a time when tyres are available in Delhi scarcity is felt in Madras; and when Delhi feels the scarcity, Madras has got a good number of tyres. How does this happen? Although you say that the distribution is being controlled, it is not fairly and effectively controlled and it is not possible also—I know—for the present Government to control the black market.

MR. CHAIRMAN: But you are not putting the question.

SHRI T. V. ANANDAN: What proposal have you to increase the production of tyres in this country to suit the demand. There is already a proposal before you for a factory for producing tyres in Tamil Nadu, it is from the Tamil Nadu Government. What has happened to that?

SHRI PRANAB MUKHERJEE: So far as that particular Tamil Nadu proposal is concerned, it may not be possible for me to answer it just now. But regarding the overall production, I have quoted many times the figures—we are going to create additional capacity in the form of licences, expansion and letters of intent. And I can assure the hon. Member that if the production programme goes according to schedule, by 1978-79 we will be in a position to produce in the order of 13 million tyres and tubes.

श्रीमती प्रतिभा सिंह (बिहार) : मैं माननीय मंत्री जी से सीधे तीन सवाल पूछना चाहती हूँ। उन्होंने स्वयं स्वीकार किया है कि हमारे देश में जो टायरों की कमी है वह विशेषकर बिजली की कमी की वजह से और स्ट्राइक की वजह से हुई है। अगर हमारे यहाँ पर पावर की कमी है, तो क्या सरकार उन कंपनियों को जो टायर बना रही हैं, अपने यहाँ

[श्रीमती प्रतिभा सिंह]

जेनरेटर लगाने की और जेनरेटर्स इम्पोर्ट करने की इजाजत देगी? हमारे देश में जो स्ट्राइक होते हैं और इसके कारण जो दिक्कत पैदा हो जाती है, उस को दूर करने के लिये स्ट्राइक्स को बन्द करने की सोच रही है? तीसरी बात मैं यह जानना चाहती हूँ कि क्या सरकार पब्लिक सेक्टर में एक फैक्टरी लगाएगी और उसमें इस बारे में सोचेगी कि हम किस तरह से उसमें मजदूर टायरों का उत्पादन कर सकते हैं? क्योंकि अब जो टायर बन रहे हैं, वे बहुत जल्दी बर्स्ट हो जाते हैं। मुझे ही नहीं बहुत से लोगों को इस बात का अनुभव होगा कि रास्ते में ही टायर बर्स्ट होने से एक्सीडेंट्स बहुत अधिक संख्या में होते हैं। तो मैं यह जानना चाहती हूँ कि टायरों में सबसे अच्छी टेक्नोलॉजी दुनिया में फ्रांस की समझी जाती है, तो क्या सरकार वहां से टायर टेक्नोलॉजी को लाने की सोच रही है?

SHRI PRANAB MUKHERJEE: So far as technology is concerned, we have already made arrangements with foreign companies with which we are entering into collaboration agreement to give their technology to us. But even the Government of India has an idea to establish a Research and Development centre with a production unit to develop indigenous technology in the tyre industry.

DR. BHAI MAHAVIR: We have not developed any so far?

SHRI PRANAB MUKHERJEE: We have developed some technology but largely we are to depend still on foreign technology. We are going to have a Research Development unit. Dr. Bhai Mahavir knows that we have no technology here.

Regarding strike, perhaps the hon'ble Member does not want to say that all strikes should be banned or give any general formulation as how to stop strikes in the tyre factories. Evidently strikes cannot be banned in factories. However, when a strike occurs we should deal with it according to the situation. Regarding production programme I have already men-

urgent public importance

tioned, if any particular unit is mentioned we can look into it.

MR. CHAIRMAN: Only one question and a short question. And that is the last one.

DR. M. R. WAS: (Maharashtra): In the light of the past experience and the general knowledge that this multilateral scheme of distribution and partial price control is never effective—in fact it opens a wide channel for black market, particularly the permit system—may I know from the hon'ble Minister whether he would like to consider a scheme that as every truck is registered with the Regional Transport office, it is very easy to attach as in passports one extra sheet to every truck book for issue of a tyre, after two years of the taking of the receipt of the truck and in proportion to the production? Then it is upto the operator of the truck to dispose off or retain the tyre. But this will ensure that every truck operator gets his tyre without having to wait for a permit or without having to grease the palms of the dealer because this is bound to happen when there is shortage.

Secondly, is it a fact that a quota allotted to the dealers and the truck operators in Delhi was diverted by the Supply Department of the Delhi Administration to the D.T.S.?

SHRI PRANAB MUKHERJEE: Sir, regarding the second question. I have no relevant information. If the hon'ble Member is interested I can pass on that information to him whether it was supplied to the D.T.S. Regarding the first question it is a suggestion. In fact some of the State Governments applied the same principle while issuing the permits. They take the number of the cars and go through the blue book. They register it in the registration book and on the basis of that they issue the permits.

SHRI SARDAR AMIAD ALI (West Bengal): May I know from the hon'ble Minister whether this allocation of tyre

to the different States by the tyre manufacturers is being done by the tyre manufacturers themselves or the Government has any control in allocation of these tyres and whether that allocation is also made according to the transport problems of the individual State concerned?

Secondly, while distributing the tyres to the dealers is the Government aware of the fact that in the meantime these tyre manufacturers have already gone on with an informal agreement with the tyre dealers and retreaders association to whom the allocation is made and thereafter the tyre dealers and retreaders association allocate it to the individual dealers. Therefore, the middleman problem is created in this total distribution system. I would like to know whether the Government is aware of this middlemen system in the distribution of tyres to the actual users. If so, what steps is the Government going to take to liquidate this middlemen system in the tyre distribution machinery?

SHRI PRANAB MUKHERJEE: Sir, so far as allocation of tyres to the dealers is concerned, it is being done by the automobile industry. The Government has nothing to do with it. Secondly, regarding the existence of middlemen in the form of retreaders' or dealers' association, we know that in some of the States these practices are there. We have brought it to the notice of the automobile industry and we have asked them to look into it so that such malpractices do not take place.

ANNOUNCEMENT RE GOVERNMENT BUSINESS

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF WORKS AND HOUSING (SHRI OM MEHTA): With your permission, Sir, I rise to announce that Government business in this House during the week commencing the 3rd December, 1973, will consist of:

(1) Consideration and passing of the following Bills as passed by Lok Sabha:

(a) The Press Council (Amendment) Bill, 1973.

(b) The Indian Railways (Second Amendment) Bill, 1973.

(c) The Burn Company and Indian Standard Wagon Company (Taking Over of Management) Bill, 1973.

(d) The Alcock Ashdown Company Limited (Acquisition of Undertakings) Bill, 1973.

(2) Discussion on the Resolution seeking disapproval of the Central Excises and Salt (Amendment) Ordinance, 1973 and consideration and return of the Central Excises and Salt (Amendment) Bill, 1973, as passed by Lok Sabha.

SHRI LOKANATH MISRA (Orissa): Sir, I have a submission to make. In the meantime, there were certain important international developments, particularly in the Middle East and in many other countries. I would request that you may kindly direct the Government that we have a discussion on the international situation sometime next week. In view of the importance of the international situation, we might have a discussion for two days on the international affairs.

SHRI OM MEHTA: We will try to have a discussion in the coming weeks. It is for the Business Advisory Committee, of which the hon. Member, is a member to allocate time. (Interruption) I am saying about the time. About the discussion, I am in touch with the External Affairs Ministry and we will try to see that there is a discussion.

MR. CHAIRMAN: Now, we go to Private Members' Resolutions. Mr. Mandal, if you like you can start after lunch.

श्री सुपेन्द्र नारायण मंडल (बिहार): बहुत अच्छा ।

MR. CHAIRMAN: The House stands adjourned till 2-30 P.M.

The House then adjourned for lunch at fifty-four minutes past twelve of the clock.