

CEMENT FACTORY IN ORISSA

*69. SHRI S. SUPAKAR: Will the Minister of INDUSTRY be pleased to state.

(a) the progress so far made in the establishment of a public sector cement factory at Bargarh in Orissa; and

(b) when the factory is likely to be commissioned

THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): (a) The Industrial Development Corporation of Orissa Limited is setting up a cement factory at Bargarh with an annual capacity of 396,000 tonnes. Most of the plant and machinery has already been received on site and is under erection. The construction of the railway siding is nearing completion. Supply of power and raw materials have been arranged.

(b) The factory is likely to be commissioned during this year.

SHRI S. SUPAKAR: The Industrial Development Corporation, which is setting up the cement factory, was to receive a certain amount from the Government of India. Has the money been released?

SHRI D. SANJIVAYYA: Yes, the Industrial Development Corporation of Orissa has asked for Rs. 198 lakhs as loan from the Government of India. It is under the consideration of the Finance Ministry.

SHRI S. K. VAISHAMPAYEN: In view of the failure of the private agency to set up a cement factory in Kinwat taluk of Maharashtra State, will the Government now consider starting a cement factory at that place in the public sector?

SHRI D. SANJIVAYYA: I do not know how it relates to this question. He is mentioning a private industrialist having obtained a licence and not having set up a factory and asks whether the Government would consider

setting up a factory in the public sector.

SHRI SANTOKH SINGH: Looking to the successful working of the decontrol of cement, I would like to know . . .

AN HON. MEMBER: It is not successful.

SHRI SANTOKH SINGH: It is very successful and there has been no complaint so far. Sir, my question is this. Looking to the successful working of the decontrol of cement, may I know what is the targeted production of cement going to be in the Fourth Five Year Plan, how we are going to achieve it and what percentage will be in the public sector, private sector and in the co-operative sector?

SHRI D. SANJIVAYYA: Probably the question relating to the decontrol of cement is not relevant here, but with regard to capacity I may say that during the Fourth Five Year Plan period it is intended to increase the production capacity by 15 to 16 million tonnes. It is the intention of Government to produce about 15 million tonnes in the public sector, but nothing can be said definitely about it now.

BLACK-MARKETING OF CARS, SCOOTERS, ETCS.

*70. SHRIMATI TARA RAM-CHANDRA SATHE: Will the Minister of INDUSTRY be pleased to state the steps the Government have taken or propose to take to check black-marketing of cars, scooters and other commercial vehicles?

THE MINISTER OF INDUSTRY (SHRI D. SANJIVAYYA): A statement is laid on the Table of the House.

STATEMENT

In order to secure the equitable distribution and availability at fair

prices of motor cars, scooters and commercial vehicles, Government have, in exercise of the powers conferred by Section 18(G) of the Industries (Development and Regulation) Act, 1951, promulgated the following Control Orders:—

(1) The Motor Cars (Distribution and Sale) Control Order, 1959—effective from 1st May, 1959.

(2) The Scooters (Distribution and Sale) Control Order, 1960—effective from the 2nd September, 1960.

(3) The Commercial Vehicles (Distribution and Sale) Control Order, 1963—effective from 1st May, 1963.

According to these Control Orders, every dealer is required to register the orders of the customers, and deliver vehicles to them, strictly in the chronological order. No one is permitted to purchase more than one vehicle in any calendar year, except with the prior permission of the concerned authority. These Control Orders also prohibit the resale of vehicles before two years in the case of a motor car/commercial vehicle and before one year in the case of a scooter/motorcycle, etc., except with the prior permission of the concerned authority.

These Control Orders have, by and large, helped to regulate the sale and distribution of motor cars/scooters and commercial vehicles in an orderly manner. The working of these Control Orders is, however, reviewed from time to time. During one such review undertaken last year, it came to light that the system of bank guarantees provided for in the original Orders had failed to achieve the objective for which it was intended. Accordingly, it was decided to replace the bank guarantee system by a system of Post Office Savings Bank Security Deposit Accounts, pledged to the dealers; and the Control Orders were amended accordingly. The Control Orders were

also amended last year to provide that intending customers can book their orders only with the dealers of the area in which they reside.

SHRIMATI TARA RAMCHANDRA SATHE: May I know, Sir, whether it is a fact that some persons take permits to get a scooter or a car and sell them to others and, if so, will the Government find out some method to check it up and confiscate such vehicles from all those who misuse their position and get a permit? Also, will the Government publish the list, from time to time, of those persons to whom permits are allotted?

SHRI D. SANJIVAYYA: We have no objection to publish a list of those who are allotted cars and vehicles. With regard to the violations of the orders, if they are brought to the notice of the Government, we will certainly take action.

SHRIMATI TARA RAMCHANDRA SATHE: A deposit of only Rs. 2,000 is not at all sufficient to stop such bogus applications. So, may I know whether the Government would consider the advisability of imposing monetary conditions with regard to the capacity of the allottee to maintain the vehicle, before the permit is issued to him?

SHRI D. SANJIVAYYA: There is a proposal before the Government to increase this to Rs. 4,000.

SHRI I. K. GUJRAL: Last year the predecessor to the hon. Minister had felt that the scooter shortage was real and in order to give relief in the present situation, he was going to increase the capacity. May I ask the hon. Minister if any steps have been taken to finalise the applications they had received last year for setting up additional plants from the scooter manufacturers or for increasing the capacity of their present plants?

SHRI D. SANJIVAYYA: Both for new plants as well as for increasing the capacity of the existing plants,

applications have been received. A committee has been appointed to scrutinise these applications and it is likely that the committee might submit its report within a fortnight or so. Thereafter, the Government will place the matter before the Licensing Committee, which will recommend issue of licences.

SHRI M. M. DHARIA: Is the Government aware that the same person or the same concern registers several vehicles after depositing Rs. 2,000 and has the Government considered the advisability of putting some restrictions on issuing these vehicles to the same person or to the same concern, because it is these individuals who register several vehicles and it is these people who register even under several names and deal with this business? So, what steps are being taken by the Government to restrict this sort of mischief which is being played?

SHRI D. SANJIVAYYA: I do not think the same person or the same concern would get the allotment. In fact, the recent amendment is that every intending customer should register his name with the dealer in the area in which he resides. Otherwise, they used to register in various places. There was some kind of confusion.

SHRI M. M. DHARIA: Sir, my question has not been replied to . . .

MR. CHAIRMAN: Please sit down. I will allow you later.

SHRIMATI TARA RAMCHANDRA SATHE: In the statement it is stated that it came to light that the system of bank guarantees provided for in the original Orders had failed. The person who gets the permit has to deposit Rs. 2,000 and the hon. Minister has said that it will be up to Rs. 4,000. But that may not suffice. I would like to know whether the capacity of the allottee to maintain the vehicle would be checked up. Otherwise, the same thing will occur-

again and again. At present they are merely asked to just deposit it in the Savings Bank Security Deposit Account.

SHRI D. SANJIVAYYA: We will consider the suggestion given by the hon. Member

SHRI M. M. DHARIA: My question is that some person registers not only one vehicle. I can register for 'Ambassador', for 'Fiat', for 'National Herald', for 'Standard' or whatever it is. I can register my name anywhere and can purchase the vehicle and need not mention it. There should be some restriction put on the person concerned as to how many vehicles he may have. That was my question and it has not been replied to. There are no restrictions today.

SHRI D. SANJIVAYYA: This obviously shows that the hon. Member is not aware of this Control Order. According to the order, no one is permitted to purchase more than one vehicle in any calendar year and no one can sell it before the expiry of two years. If it is desired, I would like to supply copies of the Order to the hon. Members. They might read it and then put questions.

SHRI P. K. KUMARAN: May I know whether any procedure has been laid down for distribution or sale of what is called the manufacturer's quota.

SHRI BIBUDHENDRA MISRA: The manufacturer's quota is 3 per cent, and it is left to the discretion of the manufacturer to deal with it as he likes.

SHRI P. C. MITRA: May I know whether there is any procedure to check up the identity of the owner when an application for registration of a permit is made?

SHRI D. SANJIVAYYA: He gives his full address and anybody can inspect the register. Any citizen in the country can go to a dealer and

ask for the register in which the names of customers are registered. Anybody can check up.

MR. CHAIRMAN: I am afraid I have to pass on to the next question.

*71. [The questioner (Shri Sitaram Jaipuria) was absent. For answer, vide col. 409 infra]

गाड़ियों की चाल का बढ़ाया जाना

*72. श्री भगवत नारायण भार्गव : क्या रेल मंत्री यह बात ने की कृपा करेंगे

कि ट्रंक मार्गों पर कुछ गाड़ियों की चाल बढ़ाकर 65 अथवा 75 मील प्रति घंटा करने की जो योजना थी उस में अब तक क्या प्रगति हुई है ?

†[INCREASE IN SPEED OF TRAINS

*72. SHRI B. N. BHARGAVA: Will the Minister of RAILWAYS be pleased to state the progress so far made in respect of the scheme to increase the speed of certain trains on trunk routes to 65 miles or 75 miles per hour?]

रेल मंत्रालय में राज्य मंत्री डा० राम सुभग सिंह : एक बयान सभा-पटल पर रख दिया गया है ।

विवरण

क्रम संख्या	रफ्तार	गाड़ियां	प्रगति
1	105 किलोमीटर प्रति घंटा (65 मील प्रति घंटा)	(क) ताज एक्सप्रेस (नयी दिल्ली-आगरा)	1-10-65 से अधिकतम अनुमत रफ्तार को बढ़ाकर 105 किलोमीटर प्रति घंटा (65 मील प्रति घंटा) कर दिया गया है ।
		(ख) फंटीयर मेल (बम्बई सेण्ट्रल-दिल्ली)	1-10-66 से अधिकतम अनुमत रफ्तार को बढ़ा कर 105 किलोमीटर प्रति घंटा (65 मील प्रति घंटा) करने की संभावना है ।
		(ग) कालका मेल (हावड़ा-दिल्ली)	1-4-66 से मुगलसराय-इलाहाबाद खण्ड पर अधिकतम अनुमत रफ्तार को बढ़ाकर 105 किलोमीटर प्रति घंटा (65 मील प्रति घंटा) करने की संभावना है । कुछ दूसरे चुने हुए खण्डों पर भी 1-10-66 और 1-10-67 के बीच रफ्तार बढ़ाकर 105 किलोमीटर प्रति घंटा (65 मील प्रति घंटा) कर दी जायेगी ।

†[] English translation.