

trate were also called and they intervened and the train was allowed to proceed.

SHRI M. P. BHARGAVA : May I know from the hon. Minister whether any enquiry has been made from the air-conditioned coach attendant as to whether Shri C. P. N. Singh occupied the extra two berths after obtaining permission from him or he forcibly occupied those berths irrespective of the knowledge that those two berths were reserved from Kanpur ?

DR. RAM SUBHAG SINGH : There is no question of occupying any berth forcibly; there is no force involved. But it is a fact that the booking clerk who sold those two tickets to him had pointed out that there were only four reservations. So he told him that the children could be accommodated on those four berths, whereas the man who had gone to purchase tickets perhaps did not convey that to Shri C. P. N. Singh because he was feeling, 'I did not know that, after obtaining the tickets, I will not be allowed to obtain berths.' This is the misunderstanding and we regret that.

श्री राजनारायण : मेरा प्रश्न यह है कि अगर सी० पी० एन० सिन्हा साहब का दोष नहीं है तो क्या यह रेलवे मंत्रालय का दोष है, रेलवे के डिपार्टमेंट का दोष है कि जब वे छाओं बर्थ आकूपाइड थीं तो उन्होंने कानपुर को क्यों नहीं खबर कर दिया कि अब कानपुर के कोटे की बर्थ भी वहां से आकुपाई हो गई हैं ताकि कानपुर में कोई अनावश्यक डिले नहीं होती।

डा० राम सुभग सिंह : अस्ल में इतना जो भ्रम फैला उस भ्रम के सब शिकार हुये। आपके जिले मुगलसराय से कानपुर को तार भेज दिया गया था कि भाई ऐसी हालत है, रेलवे वालों ने कानपुर वालों को तार दिया था और उसी से उतनी सावधानी बरती गई लेकिन उस सावधानी के बाद भी थोड़ा विलम्ब हुआ और इसका खेद है।

*389. [The questioner (Shri B. N. Mandal) was absent. For answer, vide col. 2256 infra.]

PRICES OF AUTOMOBILES

*390. **SHRI D. THENGARI† :**

SHRI M. N. BHADRAM :

Will the Minister of INDUSTRY be pleased to state :

(a) whether it is a fact that the quality of cars manufactured in India is very low and prices are very high as compared to automobiles prices in other parts of the world;

(b) whether it is also a fact that on such prices Indian automobiles cannot stand competition in the International market; and

(c) if so, what steps Government propose to take in the matter.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI BIBU-DHENDRA MISRA) : (a) to (c) A statement is laid on the Table of the Sabha.

STATEMENT

(a) There have been complaints regarding the quality of cars manufactured in the country. The prices of automobiles manufactured in India are also higher than those of the corresponding vehicles abroad.

(b) At their current prices Indian automobiles cannot stand competition in the International market. The industry is still in its infancy and the scale of operation and volume of production small in comparison with the advanced countries like USA, UK, Germany, France, Italy and Japan.

(c) The competitive position could be improved by increasing production. As the car industry has been accorded low priority, there is little possibility of increasing car production sufficiently in the near future to enable exports in competition with other countries. In regard to "commercial vehicles" which is a priority industry, it has been included in the priority list of industries eligible for grant of import licences for raw materials and components to cover the full installed capacity of each unit. It is anticipated that with this facility, the production of commercial vehicles will be stepped up resulting in some economies in the production costs.

†The question was actually asked on the floor of the House by Shri D. Thengari.

SHRI D. THENGARI : What were the prices of these cars before devaluation and what are prices now after devaluation ?

SHRI BIBUDHENDRA MISRA : After devaluation, the price increase that has been granted so far to Ambassador is Rs. 294, to Fiat Rs. 328 and to Standard Herald Rs 825.

SHRI D. THENGARI : Have the Government worked out to what extent devaluation is going to be helpful in increasing the saleability of our cars ?

SHRI BIBUDHENDRA MISRA : The cars are in short supply and there is no question of saleability. Whatever we produce is sold because the demand is always there.

SHRI D. THENGARI : How many cars extra will be sold because of devaluation ?

SHRI D. SANJIVAYYA : As a matter of fact, we are in short supply, we are unable to meet the demands.

SHRIMATI TARA RAMCHANDRA SATHE : The Minister has given some figures of increase in price which the Government has allowed. May I know whether the Government has checked up whether the price increase is not for the parts which were imported before the devaluation took place ?

SHRI D. SANJIVAYYA : I have made it very clear to the manufacturers that cars which are produced using components which were imported prior to devaluation should not get this increase.

SHRI M. S. GURUPADA SWAMY : I would like to know whether in view of the fact that the prices of cars are ever increasing, the Government will make an enquiry into the cost of production of these cars as well as the tariff that is being levied on these cars, so that in future people may get cars at cheaper rates.

SHRI D. SANJIVAYYA : Yes, the whole question has been referred to the Tariff Commission.

SHRI M. M. DHARIA : Is it a fact that in order to bring down the exorbitant prices and also to upgrade the quality the

Government wanted to manufacture small cars in the public sectors but that because of the pressure of some industrialists and monopolists the Government shelved that idea and, if it is true, may we know whether the Government is again considering to manufacture small cars ?

MR. CHAIRMAN : The small car again ?

SHRI D. SANJIVAYYA : This matter has been discussed on the floor of this House more than once. And I must at once repudiate the allegation that some pressure is being brought and the Government is yielding.

SHRI A. D. MANI : May I ask the hon. Minister to give us information about the foreign exchange components for the three types of automobiles manufactured in this country because there is a genuine fear that in the course of three or four months the prices of cars are going to be increased further on account of these foreign exchange components and may I also ask the Government whether they would see to it that the prices are not increased further unless an expert committee goes into the matter and satisfies itself that such increase in price is called for ?

SHRI D. SANJIVAYYA : I have already stated, Sir, that the increase that has been given is on account of the imported components and in respect of the Ambassador car it is 10 per cent, in respect of the Fiat it is 16.43 per cent and in respect of Standard Herald it is 24.12 per cent, and there will not be any further increase in prices on this account unless we accept the recommendations that are going to be made by the Tariff Commission to whom we have referred this question.

SHRI P. K. KUMARAN : The hon. Minister stated that he has made it clear to the industry that components imported prior to devaluation will not be charged a high price and that only cars manufactured with components imported after devaluation will be charged a high price. May I know how he ensures that such and such cars were manufactured with components imported before devaluation, and whether such a promise has ever been kept up before ?

SHRI D. SANJIVAYYA : Promises have always been kept. If there are cases where promises have not been kept, Government have authority to take action. As to how to find out whether a certain car has been produced with imported components before devaluation and after devaluation, the figures are available with the Government. The Customs authorities and others give us figures and we know how many cars could be produced with so many components.

SHRI C. D. PANDE : The hon'ble Minister has said that the question has been referred to the Tariff Commission. But the Tariff Commission can go into the question of cost of production of cars which is about Rs. 10,000. In view of higher prices on account of charges, will the Government consider the question of the excise, the sales tax, the agent's share and also the insurance charges so that there can be a saving of Rs. 2,000 to Rs. 3,000 if Government reduces the taxes.

SHRI D. SANJIVAYYA : It is true that in the cost of a car about 40 per cent. is covered by various kinds of taxation. I cannot give an assurance whether the Government would reduce the taxes. But so far as the cost of production is concerned, the Tariff Commission is going into the question and will make recommendations.

SHRI LOKANATH MISRA : In view of the fact that certain manufacturers have got the monopoly of manufacturing cars and in view of the fact that prices have been revised, may be five or six times in the course of the last five or six years so that the cost of the Fiat car has gone up from Rs. 10,000 to Rs. 16,000 by now, would the Government seriously consider that an expert committee should go into it before allowing any further price rise? Unless the Government are assured by the said expert committee that a price increase is very necessary for the production of cars, the Government should not concede such a demand.

SHRI D. SANJIVAYYA : Even the small increase of Rs. 200 or Rs. 300 has been agreed to only after it was examined by the Cost Accounts Officer. My hon. friend wants that experts should go into

this question before any further increase is given. The Tariff Commission is an expert body.

(Some Hon'ble Members stood up in their seats.)

MR. CHAIRMAN : I am afraid I will not be able to accommodate any more. It is too much. Next question.

*280. [The questioner (Shri Palat Kunhi Koya) was absent. For answer, vide cols. 2256-57 infra]

*391 [The questioner (Shri Ram Sahai) was absent. For answer, vide cols. 2257-58 infra]

*392. [The questioner (Shri V. M. Chordia) was absent. For answer, vide cols. 2259-61 infra]

*393. [The questioners (Shri S. S. Mariswamy and Shri V. M. Chordia) were absent. For answer, vide cols. 2261-62 infra]

इलायची का विकास

*394 श्री महाबीर दास . क्या वाणिज्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) 1964-65 तथा 1965-66 के वर्षों में भारत के किन-किन स्थानों पर इलायची का उत्पादन किया गया और उसी अवधि में कुल उत्पादन का कितना प्रतिशत विदेशों को निर्यात किया गया , और

(ख) क्या सरकार इलायची के विकास की कोई योजना तैयार करना चाहती है ?

†[DEVELOPMENT OF CARDAMOM

*394. **SHRI MAHABIR DASS :** Will the Minister of COMMERCE be pleased to state :

(a) the names of places in India where cardamom was produced during the years 1964-65 and 1965-66 and the percentage of the gross produce which was exported during the same period; and

(b) whether Government propose to formulate any scheme for the development of cardamom ?]

†[] English translation