

[English]

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) Yes, Sir.

(b) No, Sir.

(c) to (e). Do not arise in view of part (b) above.

SHRI BALWANT SINGH RAMOOW-ALIA: Sir, I have got the highest regard for the hon. Minister. But, I am sorry that in answering my question, he did not even spend half a minute. (Interruptions)

[Translation]

MR. SPEAKER: A hint is more than enough for an intelligent person.

[English]

SHRI BALWANT SINGH RAMOOW-ALIA: Sir, my question was:

"Whether the High Power Committee headed by Justice R.B. Mishra has submitted its report to Government; (b) if so, whether the Committee has considered the reasons for continuous losses by the Delhi Transport Corporation."

The Minister while replying to the first part—whether the Committee was headed by Justice Mishra—has said: "Yes, Sir." But regarding the losses mentioned in part (b), he has said: "No, Sir." But the BJP Chief Mr. M.L. Khurana gave a statement saying that Justice Mishra Committee discussed about the losses accrued to DTC. The Mishra Committee has said that the PTC, Madras has got a fleet of 2,277 buss with 8.5 persons working for every bus and the deficit is only Rs. 5.50 crores. Whereas in the DTC, with a fleet of 4,269 buses and 9.7 persons working for every bus, the deficit is Rs. 164 crores. It is surprising that on the one hand, the Mishra Committee is referred to by saying that they have conducted total scrutiny of the case whereas in the answer, he says that that has

never been discussed. Who is the correct person?

SHRI J. VENGAL RAO: I am the correct man because he has mentioned that he has got the highest regard for me. The Mishra Committee was appointed only for the revision of the pay scales, the difference between the Government D.A. pattern and that of the Fourth Pay Commission and not about the losses of the LTC. This was not in the terms of reference of this Committee. That is why, I answered like this. If he wants any further information, he should put the question to the Minister of Surface Transport, he will give the answer.

MR. SPEAKER: For the losses and gains.

Dr. V. Venkatesh — Not present

Shri Gurudas Kamat — Not present

SHRI J. VENGAL RAO: We had prepared answers for all the questions...

MR. SPEAKER: Very well, Sir. That is expected of you, Sir.

Shri Sreenivasa Prasad.

Import of components by Maruti Udyog Limited

*593. **SHRI V. SREENIVASA PRASAD†:**
SHRI M.V. CHANDRASEKHARA MURTHY:

Will the Minister of INDUSTRY be pleased to state:

(a) whether most of the components used by the Maruti Udyog Limited are imported;

(b) if so, the details of imported components used by the Maruti Udyog Limited and the firms from which these are being imported; and

(c) the steps Government propose to take to develop strong and quality automobile component industry in the country rather than to resort to import of components in order to check and reduce the prices of passenger cars?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) to (c). Statement-I is given below.

STATEMENT-I

(a) and (b). No, Sir. However, a list indicating major components being imported for Maruti Car, Omni and Gypsy is given in the Annexure below. These components are being imported from Suzuki Motor Company, Japan.

(c) The Government have encouraged the indigenous auto-components industry to upgrade and modernise their technology. Some of the measures taken to achieve this include:-

- (i) Delicensing of the automobile component industry.
- (ii) Dereservation of a number of automobile components from the small scale sector.
- (iii) Reduction of import duty on jigs, fixtures, dies, pattern, moulds, press tools and parts of press tools.
- (iv) Introduction of broad-banding scheme for auto-components.
- (v) A liberal approach for selective import of know-how by the existing units for modernisation and upgradation.

Annexure

Major Components being imported by Maruti Udyog Limited

A. For Car & Omni

1. Cover Exhaust Manifold.
2. Carburettor Assembly.

3. Con Rod Assembly.
4. Washer Motor & Pump Assembly.
5. Bearings.
6. Case Distributor.
7. Oil Pan.
8. Transmission Mountings.
9. Engine Mounting.
10. Con Rod Bearings.
11. Gears.
12. Thermostat.
13. Ring Set Piston.
14. Belt Timing.
15. Hub.
16. Bearing Crank Thrust.
17. Frames.
18. Synchroniser Sleeves.
19. High Tension Cords.
20. Moulding Roof.
21. Certain Hoses.
22. Certain Fasteners.

B. For Gypsy

1. Cover Exhaust Manifold.
2. Case Distributor.
3. Carburettor Assembly.
4. Extension Comp. Centre Floor Side R & L.
5. Latch Assembly Front Door R & L.

6. Bar Assembly Rear Bumper.
7. Lock Assembly Rear Gate.
8. Fan Engine Cooling.
9. Cable Assembly Choke.
10. Cable Assembly Clutch.
11. Shroud Farn.
12. Rear Shock Absorber.
13. Stabiliser Assembly front.
14. Red Assembly Front stabiliser.
15. Trip Comp. Front Door Opening.
16. Ring Set Piston.
17. Thermostat.
18. Belt Timing.
19. Synchroniser Hub.
20. Bearing Crankshaft.
21. Bearing Crankthrust.
22. Hub Assembly Locking.
23. Shafts Transfer Set.
24. Bearings.
25. Synchroniser Ring.
26. Brake Assembly Centre.
27. Rear Axle Assembly.
28. Transmission Gears.
29. Sheet Front Floor Silencer.
30. Washer Motor High Tension Cord Set
31. Engine Mountings.

32. Speedometer Assembly.
33. Switch Assembly Comb.
34. Panels.
35. Fasteners.

SHRI V. SREENIVASA PRASAD: Mr. Speaker, Sir, I understand that the Maruti Udyog Limited is worried about the increase in the prices of passenger cars and feels that it can be checked or reduced only by developing a very strong and quality automobile component industry in this country. After the budget the price of the standard Maruti Car was fixed at Rs. 86000/- showing Rs. 65000 increase, plus other charges. The price of the people's car, when Maruti Udyog Ltd. was set up in 1983 was fixed at Rs. 47000/- . Even the Managing Director of the Maruti Udyog Ltd. told that unless the indigenous component industry is encouraged by budgetary, financial and infrastructural incentives, the automobile industry would not be able to resist price increases in the end product, that is the Car.

Therefore, in view of this I would like to know from the Minister as to what steps the Government propose to take to develop strong and qualitative automobile components in the country.

SHRI J. VENGAL RAO: As the Hon. Member mentioned, the price of the car has gone up. The actual production cost of the car is only Rs. 50000/-; the remaining are taxes.

About the indigenisation, for all vehicles there is 83.23% indigenisation. For the car now we have achieved 86.23% indigenisation. In 1990-91 it will go upto 92% indigenisation.

[Translation]

DR. CHANDRA SHEKHAR TRIPATHI: Mr. Speaker, Sir, Maruti Udyog, a public sector undertaking, installs air-conditioners in its cars and charges Rs. 22,000 for it. An

air-conditioner of the same make, manufactured by that very company and of that very quality is available in the open market for Rs. 16,000 only. If a person acquires an air-conditioner from the open market for his Maruti car the guarantee given by the Maruti Udyog becomes inoperative. Should we not call it deception or dishonesty on the part of Maruti Udyog? May I know from the hon. Minister as to what steps are being taken to check this unhealthy trade practice?

[English]

SHRI J. VENGAL RAO: If the hon. Member writes to me, I will certainly find out as to how they are charging so much and what is the remedy.

[Translation]

MR. SPEAKER: If you add up the cost charged for each spare part, the total cost works out to double or treble the original cost. It should be looked into. Yes Shri Mishra, you may speak.

DR. PRABHAT KUMAR MISHRA: Mr. Speaker, Sir, I too wanted to ask the same question but it has not been answered.

[English]

MR. SPEAKER: Shri Banwari Lal Purohit.....Absent.

Now I shall go through the list again.

Shri Jagannath PatnaikAbsent

Shri R.M. BhojeAbsent

Shri R.P. Suman.....Absent

Shri Narsing Suryavansi.....Absent

Prof. Ramakrishna More.....Absent.

Prof. Narain Chand Parashar.....Absent

Shri Y.S. MahajanAbsent

Dr. Chandra Shekhar Tripathi.

Benami LPG Dealerships

*SBI. DR. CHANDRA SHEKHAR TRIPATHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have come to know of benami LPG dealerships in different places;

(b) the details of such instances in various districts of Uttar Pradesh; and

(c) the action taken in those cases?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHMA DUTT): (a) The oil companies have detected five cases of LPG distributorships being run on 'Benami' basis in the country,

(b) No such cases have been detected in any district of Uttar Pradesh; and

(c) Three of the five distributorships have already been terminated. Show cause notices have been issued by the oil company concerned in the two remaining cases.

[Translation]

DR. CHANDRA SHEKHAR TRIPATHI: Mr. Speaker, Sir, under the present system of inquiring into a 'benami' gas agency, the distributor is asked if the dealership belongs to him and naturally he replies in the affirmative. An effective mechanism should be evolved to detect 'benami' LPG dealerships. The reserved list of war widows is getting longer. We have specific cases where inquiries conducted by the District Magistrate have revealed 'benami' LPG dealerships. Under the present system followed by the oil companies it is difficult to find out 'benami' LPG dealerships. With the proliferation of 'benami' LPG dealerships unscrupulous people are indulging in profiteering and cheating the country. A committee may be formed, which may consist of official and