

evolved a scheme for utilising Coke Oven Gas more efficiently with a view to increasing its productivity;

(b) if so, what are the special factors that will reduce coke consumption rate;

(c) whether the plant Authorities have decided to set up a sintering plant in the Steel Works; and

(d) if so, what is the estimated reduction in the cost of production from the operation of the sintering plant?

The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam): (a) and (b). Coke oven gas is already being used at Durgapur as fuel in the various furnaces. A new means is however being developed to compress the surplus Coke oven gas and inject it into the blast furnace. It is likely to economise the consumption of coke to some extent.

(c) and (d). Yes, Sir, the Sintering Plant is however not expected to reduce much the cost of production but it will help to utilise considerable quantities of iron ore fines and coke breeze.

Shri P. R. Chakraverti: May I know whether it is a fact that Durgapur supplied to Bengal 5 million cft. of gas per day while the Oriental Gas Company said that they have got 30 per cent less? What is the result of the enquiry which has been held recently at Bally?

Shri C. Subramaniam: From our steel plants we are not supplying gas to outside agencies.

Shri P. R. Chakraverti: May I know the effects of the study of the systems that exist in U.S.A. and U.S.S.R. for their introduction here. How far will they help to increase the efficiency in production?

Shri C. Subramaniam: Coke oven gas is sometimes surplus. That is being wasted now. By this process of compressing it and injecting it into the blast furnace it will be fully utilized

and to that extent coke consumption will go down. Therefore, the economies are bound to improve. As this is in the trial stage we cannot give exact figures.

Shrimati Savitri Nigam: When the new methods are adopted, what would be the actual saving?

Shri C. Subramaniam: I have already said that this is being tried just now. So, we would not be able to give the exact figures.

Tyre Manufacturing Firms

*179. **Shri S. M. Banerjee:** Will the Minister of Industry be pleased to state:

(a) whether it is a fact that further licence has been given to foreign tyre manufacturing firms in India recently for expansion;

(b) whether this has affected the growth of manufacturing capacity of tyre of the Indian firms; and

(c) if so, what protection is being given to the Indian tyre industries?

The Minister of Industry (Shri Kanungo): (a) No licences have been issued recently to foreign tyre companies for expansion.

(b) and (c). Do not arise.

Shri S. M. Banerjee: I want to know what specific protection has been given to the Indian firms for manufacturing tyres against competition by British and other foreign firms?

Shri Kanungo: There is no British firm as such. Certain new companies came into the field to manufacture tyres lately, in the last few years. They have been allowed a rebate of 5 per cent in excise duty.

Shri S. M. Banerjee: If there are no British companies, what about the foreign companies like Dunlop and Firestone? Is it a fact that the prices of the tyres manufactured by the Indian firms are fixed in relation to the prices of the other foreign firms and no sub-

sidy or protection is given to the Indian firms?

Shri Kanungo: There is no price fixation. Every manufacturer is entitled to fix any price he likes. In the case of new undertakings which came into the field lately, they sought relief on the ground that their cost of production is higher and marketing arrangements are not elaborate. So, relief in the form of rebate in excise duty has been given to them.

श्री काशी राम गुप्त : ट्रकों और बसों के टायरों की मांग बहुत ज्यादा है और सप्लाई कम है। इस कारण कम्पनी की जो प्राइसिस हैं, उनसे क्या यह सच नहीं है कि रिटेलर्स बहुत ज्यादा चार्ज कर रहे हैं ?

श्री कानूनगो : टायर्स की डिमाण्ड बहुत कम हो गई है। अभी तो टायर बिकते नहीं हैं।

श्री हुकम चन्द कछवाय : क्या यह सही है कि जिस कण्ट्रोल भाव पर टायर बिकने चाहिये उस पर न बिक कर कहीं कहीं पर दो दो और चार चार गुना कीमत पर बेचे जाते हैं, यदि हां तो इसकी रोकने के लिए सरकार ने क्या कार्यवाही की है ?

अध्यक्ष महोदय : उन्होंने कहा है कि ऐसा नहीं है। आप फिर वही सवाल कर रहे हैं। वह तो कहते हैं कि बिकते नहीं हैं और आप कहते हैं दो गुना और तीन गुना कीमत पर बिकते हैं।

श्री हुकम चन्द कछवाय : ब्लैक में बिकते हैं कई स्थानों में और दो गुना और चार गुना रकम ली जाती है।

Shri Kanungo: There is no control of price of tyres. As a matter of fact, the demand has lessened because a large number of vehicles have gone off the road after the emergency.

श्री रामेश्वरानन्द : जहाँ पर टायरों की बिक्री तो होती है परन्तु सरकार ने लाइसेंस दिये नहीं हैं जिसके कारण वहाँ चोर बाजारी

होती है, वहाँ पर क्या सरकार लाइसेंस देने का विचार रखती है ?

श्री कानूनगो : लाइसेंस की कोई जरूरत नहीं है।

श्री क० ना० तिवारी : १९६०-६१ में टायरों के जो भाव थे, उनके मुकाबले में आज के भावों में कितना फर्क है ?

Shri Kanungo: There has been an increase in price after de-control. I have not got the exact figures.

Shri Indrajit Gupta: The Minister has just now said that after the emergency a number of vehicles have gone off the road. May I know the reason for this peculiar phenomenon?

Shri Kanungo: Because many of the vehicles on the road were requisitioned by both civil and military authorities.

Shri Indrajit Gupta: But are they running without tyres?

Mr. Speaker: Next question.

Shri Indrajit Gupta: Even after requisition they would be needing tyres for operation. This question is about tyres.

Shri Kanungo: But their use has not been as extensive as before.

Transport of Coal by River

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*181. { **Shri Indrajit Gupta:**
Shri Maheswar Naik:

Will the Minister of **Steel, Mines and Heavy Engineering** be pleased to state:

(a) whether it is a fact that the plan to use river transport for moving coal has now been abandoned;

(b) if so, the reasons therefor; and