

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

(c) the amount already spent on acquiring river vessels and barges for this abortive scheme?

The Parliamentary Secretary to the Minister of Steel, Mines and Heavy Engineering (Shri Thimmaiah): (a) Yes, Sir.

(b) The scheme was abandoned in April 1963 because of the high cost of transport, and the fact that the draught in the river Ganga had considerably gone down with the start of the dry season.

(c) No river vessels and barges were acquired specifically for this scheme. The vessels which were already with the Ganga Brahmaputra Water Transport Board were utilised.

Shri Indrajit Gupta: Is it not a fact that some mission was also sent abroad, I think, to West Germany, to acquire and purchase barges for this scheme? What happened to that? We had a question and answer here about it before too.

The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam): No barges were purchased for the scheme because it was not found to be a feasible scheme. Therefore, nothing was purchased for the scheme.

Shri Indrajit Gupta: Was the scheme abandoned primarily for economic considerations or for operational considerations?

Shri C. Subramaniam: For economic considerations because the cost was too much. The actual cost per tonne worked out to Rs. 77 by river transport whereas by rail transport it cost only Rs. 38, that is, a difference of nearly Rs. 40 per tonne. Therefore it could not be done.

Shri Bade: What is the amount that has been spent on this abortive scheme by the Government?

Shri C. Subramaniam: It has already been answered. No loss was incurred by the Government because

the actual expenditure was incurred by the parties concerned in transporting this coal.

Shri S. C. Samanta: With reference to part (c) of the question the hon. Minister has said that no money has been spent. May I know whether Government encouraged private coastal shipping interests to acquire these barges and other things for the transport of coal?

Shri C. Subramaniam: No; a pilot scheme was taken up with the vessels already available with the Ganga Brahmaputra Water Transport Board. It was found that it was not a feasible scheme and, therefore, it was abandoned.

Shri Kashi Ram Gupta: May I know whether the scheme has been abandoned for all time to come or it is only as a temporary measure that the scheme has been abandoned for the time being?

Shri C. Subramaniam: We live in the present. If within the next Plan period, as I am sure, further steps are taken to improve the waterways and all these things, at some stage water transport also could be considered.

Shri D. C. Sharma: How much time was spent on framing this scheme, how long it took the Government to find out that the scheme was not economically feasible and how is the Government going to account for the mandays lost in framing the scheme and in abandoning it?

Shri C. Subramaniam: The first trip was commenced on the 27th Dec. 1962 and the last trip concluded on the 31st March 1963. I do agree that before that we would have prepared the scheme. There are bound to be infructuous schemes and if we are afraid of coming across infructuous schemes, no new schemes at all could be envisaged. This is normal in taking up new undertakings.