

(c) Is it made in Bombay or imported from Japan?

(d) Is any attempt being made to produce such machines on a mass scale?

(e) Are Government making any attempts to popularise the same?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):
(a) Yes. Government have been so informed.

(b) About Rs. 2,000/-.

(c) In Bombay.

(d) and (e). It is understood that the Government of Bombay is conducting trials on the machine. Mass production and popularisation of the machine will depend upon the results of the trial. It seems unlikely that the machine can be popularised unless its cost is appreciably brought down or its output materially increased.

COST OF MOTOR TYRES

*1857. **Shri S. V. Ramaswamy:** (a) Will the Minister of Commerce and Industry be pleased to state whether it is a fact that the cost of motor tyres now is on an average nearly five times the pre-war cost?

(b) How does it compare with the cost in U.K. and U.S.A.?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):
(a) Not exactly, Sir. The present prices are about three times higher than the pre-war prices.

(b) A statement is laid on the Table of the House. [See Appendix XI, annexure No. 20.]

AUTOMOBILE ASSEMBLING FIRMS

*1860. **Shri Rajagopala Rao:** (a) Will the Minister of Commerce and Industry be pleased to state what are the makes of cars assembled by firms in India?

(b) Has any licensed firm ever applied for assembling and manufacturing German Mercedes-Benz cars instead of the present make of cars it has been permitted to produce?

(c) If so, when was such an application made?

(d) What was Government's response to it?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):
(a) A statement is laid on the Table

of the House. [See Appendix XI, annexure No. 21.]

(b) A firm which has been registered under the Industries (Regulation and Development) Act, 1951 has made this request.

(c) Towards the end of 1952.

(d) Government decided to await the recommendations of the Tariff Commission which was enquiring into the case of the Automobile Industry before giving a final reply to the firm.

EXPORT OF IRON AND STEEL SCRAP

*1866. **Shrimati Tarkeshwari Sinha:**

(a) Will the Minister of Commerce and Industry be pleased to state whether it is a fact that a ceiling has been fixed for the export of iron and steel scrap for the year 1953?

(b) Have any categorical differences been made with regard to the types of scrap iron that will be exported?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Yes, a total quantity not exceeding 100,000 tons will be licensed for export during the period April to December, 1953.

(b) Yes, a statement showing the types of scrap iron that will be allowed to be exported is placed on the Table of the House. [See Appendix XI, annexure No. 22.]

MANUFACTURE OF RADIO SETS

*1867. **Shri Jhulan Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) how far radio receiving and transmitting sets are manufactured in India;

(b) how far the present requirements of the country are met by import from outside; and

(c) the help and encouragement, if any, that the Central Government give to those engaged in the manufacture of radios in India?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) and (b). Radio receiving sets are assembled in the country. Transmitting sets are neither manufactured nor assembled, and requirements are met wholly by imports. Imports of radio receivers of nine valves and above are allowed.

(c) Government helps in the manner in which it could in the procurement of raw materials and components. The National Physical Laboratory assists in providing facilities