

enforcement system so as to prevent overloading and to improve the conditions of operations of vehicles for better safety regulation.

30. The two-axled rigid body truck is not the most efficient haulage vehicle for road transportation. Greater economy can be achieved by the use of multi-axle vehicles. In view of the numerous advantages of multi-axle vehicles, measures need to be taken to propagate their use for achieving economy in road transportation. It is suggested that an inter-ministerial group may be set up to go into the various impediments that stand in the way of the introduction of multi-axle vehicles and recommend appropriate measures for Government's consideration.
31. The present system of licensing of capacity on the basis of numbers is not satisfactory. It appears to the Committee that a more precise way of defining capacity would be to relate it to the total weight of tyres produced. At the same time, for certain order purposes, it is necessary to have information of the production of tyres in numbers. It appears to the Committee that the balance of advantage would, therefore lie in redefining the existing capacity and also in licensing future capacities on the basis of the weight of material that could be processed in one or more of the critical operations in the manufacture of tyres, in addition to the present practice of defining capacities purely in terms of numbers.
32. At the same time, companies specifically or otherwise licensed for the manufacture of tyres must have the freedom to change the product-mix without any special reference to or approval by the Government from the licensing point of view. The same consideration would apply to the diversification of production by existing manufacturers into radial tyres.
33. Although the Committee is not in favour of the introduction of price or distribution control, it seems necessary that measures will need to be taken in order to bring the prices of tyres somewhat within line with the international prices. Tyres constitute an

important component of the transportation industry not only functional but also in costs. Therefore, as a constituent of an infrastructure facility which needs to be expanded and promoted with the growth of the economy, it is of paramount importance to keep the prices of tyres within reasonable limits.

34. Keeping this in view, while Committee strongly urge that a number of measures should be undertaken by the industry to reduce costs, it would also like to recommend that a review of the fiscal duties as well as an examination of the measures for reducing the price of raw materials that go into the production of tyres be undertaken by the Government.

Proposal from West Bengal Government for Thermal Power Station in Murshidabad District

3381. SHRI ATISH CHANDRA SINHA : Will the Minister of ENERGY be pleased to state :

(a) whether Government have received any proposal from the West Bengal State Electricity Board for the proposed 5X210 MW+2X500 MW Thermal Power Station in Murshidabad District of West Bengal;

(b) if so, the details thereof;

(c) the estimated expenditure thereon;

(d) the progress in the matter; and

(e) the reasons for delay in according techno-economic approval to the project ?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARIF MOHAMMAD KHAN) : (a) No, Sir.

(b) to (e) Do not arise.

Restrictions by Khadi and Village Industries Commission on Inspection of new Institutions

3382. SHRI ATISH CHANDRA SINHA : Will the Minister of INDUSTRY be pleased to state :

(a) whether some restrictions have been imposed by the Khadi and Village Industries Commission on inspection of new institutions and/or giving certificates of the Commission;