

### लम्बेडा स्कूटर

\*१६८६ श्री भोगजी भाई : क्या वास्तविक तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) बम्बई में बनाये जाने वाले लम्बेडा स्कूटर की कीमत बाहर के स्कूटर की कीमत से लगभग तिगनी क्यों है;

(ख) क्या सरकार इसकी कीमत कम करने का प्रयत्न कर रही है; और

(ग) क्या सरकार की लगभग २०० रुपये की कीमत के हलके स्कूटरों के बनाने की, जैसे कि विदेशों में बनाये जाते हैं, और जो कि एक व्यक्ति को २० से २५ मील प्रति घंटे की गति से ले जा सकते हैं, कोई योजना है ?

उद्योग मंत्री (श्री मनुभाई शाह) :

(क) से (ग). एक विवरण समा पटल पर रखा जाता है। [वे.स.वे.प.र.रे.के.प.ट ७, अनुबन्ध संख्या ६३]

श्री भोगजी भाई : क्या मैं जान सकता हूँ कि . . . .

Mr. Speaker: Hon. Members who ask questions must be alert with their supplementaries.

श्री भोगजी भाई : क्या मैं जान सकता हूँ कि विदेशों से कितने लम्बेडा स्कूटर मंगाये गये ?

श्री मनुभाई शाह : मैं सवाल समझा नहीं।

श्री भक्त बर्दान : उनका मतलब यह है कि विदेशों से कितने स्कूटर मंगाये गये ?

Shri Manubhai Shah: There is a total ban on the import of built up scooters but in the past 3,000 to 4,000 units per year were imported.

Shri Jeachim Alva: Are plans regarding models of manufacture

submitted to Government? How does Government determine in the final run the price to be charged in India? Do they not fix the price when the whole matter comes before them for consideration?

Shri Manubhai Shah: Generally the prices are governed by the demand and supply but, as I have already mentioned in the statement, the prices of scooters, scooterettes, auto-cycles or motor-cycles are not at all much higher than the imported price. We have verified it by the price charged for the import of components and the manufacturing cost charged by the present manufacturers. So, if the hon. Member refers to any of the three manufactures I can assure him that the difference in price is not very large.

Shri Bameshwar Tanti: From the statement we find that a Bombay firm is making all these scooters. May I know whether we will not insist on them to make the spare part also instead of importing them from foreign countries?

Shri Manubhai Shah: They are making all the spare parts and components. What I mean by components is the deletion of parts in the course of a phased programme of production. No unit can be made to manufacture 100 per cent parts immediately. There is a phased programme of three or four years. As the period goes by, the import of components gets reduced.

Shri Heda: Since there is no competition the law of supply and demand would not come into play. Therefore may I know how our prices compare with the prices of the foreign collaborators in their own country?

Shri Manubhai Shah: That is exactly what I mentioned. It is very difficult, firstly, to ascertain the prices of the imported scooters or any of these items. But what we have compared is that if the whole

scooters were to be imported to India, the difference in price of that scooter and the price charged by the present manufacturer here is not too large and whatever difference is there—it is 20 to 25 per cent—is due to the fact that volume of production is not adequate to make it an economic unit.

**Shri M. R. Krishna:** Is it not a fact that the Canteen Stores Department is still importing a large number of scooters for defence purposes?

**Shri Manubhai Shah:** In the last licensing period we have totally banned, except some special items which the Defence Ministry unavoidably require for the purpose.

**श्री भक्त वार्धन :** क्या गवर्नमेंट के ध्यान में यह बात आई है कि दिल्ली में स्कूटर चलाने का जेंटिलमैनों और लेडीज में बढ़ा क्रीशन हो गया है और इसलिए क्या देश को इस सम्बन्ध में स्वालम्बी बनाने के बारे में कोई योजनाएं तैयार की गई हैं ?

**Shri Manubhai Shah:** I am very glad that the hon. Member has referred to this very important question. We have planned for complete self-sufficiency in auto-cycles, scooters, motor cycles and three-wheelers in the next three years.

**Shri Tangamani:** We find from the statement that the Bombay firm is manufacturing auto-cycles and that the manufacturing cost is not Rs. 200. May I know the manufacturing cost of these auto-cycles?

**Shri Manubhai Shah:** It is again the same question put in another form. As I have already pointed out to the House, the cost of the locally manufacture one is not very much higher than that of the imported one. The difference is about 20 to 25 per cent. and it is accounted for by the small volume of production by the present units. Once the demand goes up and the production capacity increases than want we have now, the price will come down.

#### London Jute Association

\*1690. **Shri Rameshwar Tantia:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the London Jute Association has recently decided to deal in the Pakistan raw jute only directly with firms in Pakistan and not *via* India, as previously has been the practice;

(b) whether it is a fact that some of the London Jute Agents have removed their offices from Calcutta to East Pakistan; and

(c) if so, how far this new situation will affect Calcutta as a traditional jute centre in the East?

**The Minister of Industry (Shri (Manubhai Shah):** (a) Government have seen some reports to this effect.

(b) No such information has come to the notice of Government.

(c) This situation is not likely to affect the position of Calcutta as a traditional jute centre in the East.

**Shri Rameshwar Tantia:** For the last ten years since Pakistan came into existence this trade was being done through Calcutta. That was the normal channel for this trade and this new move by the Pakistan Jute Board is just to injure the Calcutta trade. Therefore are we thinking to take some action to control the import of low quality cutting or some thing like that?

**Shri Manubhai Shah:** As the hon. Member is fully conversant with this trade, this diversion of the mere commission agency is not at all going to affect our trade pattern or the quantity of export from this country. So, it will not be right to assume that this particular move either on behalf of the London Jute Association or of the Pakistan Government will at all harm either our jute interests or the national interests.