

(iv) The running of passenger trains during dusk to dawn has already been restricted on the section.

भोतिहारी रेलवे स्टेशन

264. श्री बिभूति मिश्र :

श्री क०म० तिबारी :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे के भोतिहारी रेलवे स्टेशन के पश्चिमी कैबिन के पास की सड़क बन्द कर दी गई है ;

(ख) क्या यह भी सच है कि केवल पूर्वी कैबिन की सड़क के बुरा रखने से यात्रियों को काफी कठिनाई का सामना करना पड़ता है क्योंकि वहाँ से आने-जाने वाली गाड़ियों की संख्या बहुत होने के कारण यह सड़क भी बन्द रहती है , और

(ग) यदि हा, तो यात्रियों की कठिनाइयों को दूर करने के लिये सरकार का क्या कार्यवाही करने का विचार है ?

रेलवे मंत्री (श्री सी० एम० पुनावा) : (क) में (ग). रक्षा मन्बन्धी आवश्यकताओं को पूरा करने के लिये रेलवे यार्ड के विस्तार के कारण भोतिहारी रेलवे स्टेशन में पश्चिम के समपार न० 161 को बन्द करना पड़ा है । इससे होकर आने वाले यातायात को पास के समपारो न० 160 और 162 से होकर गुजारने की व्यवस्था की गयी है । इन समपारों से एक दिन में लगभग 18 गाड़ियां गुजरती हैं, जिनमें से 8 गाड़ियां विन की हैं और उनके कारण विन के समथ ये समपार कुल मिला कर डेढ़ घंटे के लिए बन्द रहते हैं ।

फिर भी, पैदल चलने वालों के लिए पुराने समपार न० 161 पर एक ऊपरी पैदल पुल की व्यवस्था करने का प्रश्न विचारा-धीन है ।

20 (A) LKD-3.

Small-Scale Industries in Rural Areas

265. श्री C. C. Desai:

श्री D. C. Sharma:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is proposed to concentrate efforts on the promotion of small-scale industries in small towns and promising rural areas and whether a provision is being made in the Fourth Five Year Plan for the purpose;

(b) if so, the details thereof; and

(c) the steps taken to implement the same?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir. It has been mentioned in the draft outline of the Fourth Five Year Plan that the approach will be broadly to concentrate efforts on promotion, in small towns and promising rural areas, of those small industries which do not depend on scarce raw materials. However, no separate provision is being made in the Fourth Plan.

(b) and (c). The details of the proposal will be worked out after the Fourth Five Year Plan is finally approved.

Production of Arms and Ammunition in the Private Sector

266. Dr. Karnj Singh: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether Government have taken a decision to allow the private sector enterprises to take up the production of arms and ammunition for civilian target shooting movement;

(b) the number of applications received by Government from private entrepreneurs and their names; and

(c) the proposals for foreign collaboration to start the industry under private sector?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) According to the Industrial Policy Resolution the manufacture of Arms and Ammunition is the monopoly of the Central Government, but, for the present manufacture of Air Rifles/Air Guns is excluded from the purview of restrictions on the manufacture of Arms and Ammunition by private firms. The manufacture of such Air Rifles/Air Guns which do not require possession licence under the Arms Act and rules is allowed in the private sector.

(b) One firm from Gujarat has been granted a licence, under the Arms Act and Rules, for the manufacture of such Air Rifles and Air Guns which do not require possession licence under the said Act and rules. Seven other applications, as per list attached at Annexure I, have been received and are pending consideration. [Placed in Library See No LT-178/67].

(c) The scheme of the firm from Gujarat, referred to at (b) above for collaboration with a foreign firm has also been approved towards the end of 1966, for taking up the manufacture of Air Rifles.

Lakshmi Rattan Cotton Mills, Kanpur

267. Shri S. M. Banerjee: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the Lakshmi Rattan Cotton Mills, Kanpur have not yet been taken over by Government despite the unanimous recommendation of the Committee appointed for this purpose;

(b) if so, the reasons therefor; and

(c) the steps taken by Government in this regard?

The Deputy Minister in the Ministry of Commerce (Shri Shaif Qureshi): (a) to (c). The report of the Investigation Committee is still under consideration of the Government, and a decision is expected shortly.

Car Prices

268. Shri S. M. Banerjee:
Shri Ramachandra Ullas:
Shri Dhuleshwar Meena:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the steps taken to reduce the prices of cars in India;

(b) whether cars are being sold at a much greater price than the cost price; and

(c) if so, the reason for not taking any effective steps in this regard?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). The selling prices of motor cars manufactured in the country are comparatively high on account of the relatively low volume of production, higher cost of imported and indigenous components and raw materials and higher incidence of taxation. There is little possibility of the selling prices of motor cars being reduced so long as these conditions prevail. On the contrary, prices have had to be increased in the recent past, particularly after devaluation, on account of the factors mentioned.

The dealers charge from the customers only the ex-factory retail selling price as approved by Government. However, to this they add actual cost on account of the following factors:

- (i) Excise duty and the surcharge thereon levied by Government.
- (ii) Central Sales Tax.
- (iii) States Sales Tax.
- (iv) Transportation.
- (v) Registration and Road Tax.
- (vi) Insurance.

Because of these factors that ultimate price charged to the consumer is higher than the ex-factory selling price.