

LOK SABHA DEBATES

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LOK SABHA

Friday, November 29, 1963/Agrahayana
8, 1885 (Saka).

*The Lok Sabha met at Eleven of the
Clock.*

[MR. SPEAKER in the Chair]

Mr. Speaker: It is rather odd in the beginning to ring the bell in order to collect the quorum.

Shri Hem Barua: It is very cold.

Mr. Speaker: Questions.

ORAL ANSWERS TO QUESTIONS

Prices of Scooters

*272. **Shri Yashpal Singh:** Will the Minister of Steel, Mines and Heavy Engineering be pleased to state:

(a) whether it is a fact that prices of scooters have shot up in the black market;

(b) the time it takes for a person to get a scooter in normal course; and

(c) the number of persons on the waiting list separately for Government quota and public quota in Delhi as on the 1st October, 1963 along with the date of registration of the persons who are on the top of the list for both public and Government quotas in Delhi for Lambretta and Vespa Scooters separately?

The Deputy Minister in the Ministry of Steel, Mines and Heavy Engineering (Shri P. C. Sethi): (a) to (c). A statement is laid on the Table of the House.

STATEMENT

(a) After the promulgation of the Scooters (Distribution and Sale) Control Order, 1963, which has been working satisfactorily, no malpractice in the sale of scooters has come to Government's notice.

(b) The time varies with places and types of scooter. In Delhi it is, at present, about 8 years in the case of Lambretta Scooters and about 5 years in the case of Vespa Scooters.

(c) The information is as under:—

| | Public Quota | |
|--|--------------------|------------------|
| | Lambretta | Vespa |
| Number of persons on the waiting list as on 1-10-1963 in Delhi | 5361 | 5267 |
| Date of registration at the head of the waiting list | 1930 18-12-1959 | 863 11-4-1962 |

At present a total of 5456 applications of Central Government employees for Lambretta Scooters and 884 applications for Vespa Scooters are pending with Government. Allotments have so far been made to those whose applications were received before 16-7-1962 in the case of Lambretta Scooters and before 30-11-1962 in the case of Vespa Scooters.

श्री यशपाल सिंह : इसी हाउस में जब श्री टी० टी० कृष्णमाचारी ने फरमाया था कि स्कूटरों की कीमत १५०० रु० से बढ़ने नहीं दी जायेगी तो क्या मैं जान सकता हूँ कि आज २८०० और २६०० रु० तक उस की कीमत क्यों ली जाती रही है ?

The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam): I have already explained

why the prices of cars, motorcycles and scooters are at a high level. It is mainly because we are producing too few numbers in too many plants. Unless we step up the production in each plant, it will not be possible to bring down the price.

श्री यशपाल सिंह : क्या सरकार के इल्म में यह बात है कि लोग इस को ले कर फिर ब्लैक मार्केट में बेचते हैं, और अगर है तो इस को चेक करने के लिये सरकार ने क्या उपाय किया है जिस में कि ब्लैक मार्केटिंग न हो ?

Shri C. Subramaniam: As I have said in the main answer, after the introduction of the control order in 1960, we have not had any complaints with regard to black-market.

Shri S. M. Banerjee: May I know whether Government has ascertained the actual cost of production? It is not a fact that the selling price is much more than the cost of production and, if so, may I know whether Government is going to control the price?

Shri C. Subramaniam: They have gone into the cost of production in each case and it is with reference to the cost of production that the selling price is also fixed.

Shri Tyagi: May I know what is the percentage of profit that is being allowed to the industry in this connection?

Shri C. Subramaniam: Generally they make about 8 to 10 per cent.

डा० गोविन्द दास : जब कि अम्बैसेडर मोटर की कीमत इतनी बढ़ रही है, और जब कि छोटी मोटरें जो कि बनने वाली थीं नहीं बनीं, तब क्या इस के लिये कोई प्रयत्न किया जा रहा है कि स्कूटर काफी संख्या में बनाये जायें . .

Shri C. Subramaniam: The question is with regard to scooters. I will answer the hon. Member's Question if he gives separate notice.

Mr. Speaker: He means to say that the production of one has an effect on the demand for the other, and if that is expedited the demand here might not be so great.

Shri C. Subramaniam: As a matter of fact, the demand for scooters is from a completely different section of the society. I do not think even a small car will provide the transport for the section of the society which uses the scooter now.

Shri P. C. Borooah: I find from the statement that it will take 8 years to get a Lambretta scooter and 5 years to get a Vespa scooter. May I know whether any attempts are being made to step up production so that at least a part of the demand could be met?

Shri C. Subramaniam: This is on the basis of the production remaining at the level at which it is now. As a matter of fact, most of the plants have not reached their maximum capacity of production. When they reach that, this period is likely to be reduced considerably.

Shri Hem Barua: Sir, the mikes are not working properly. There is a cooing sound.

Mr. Speaker: I will have it examined.

Shri Daji: According to the figures available with the Government, by how much will the production be stepped up and in how many years do the Government think the production will be materially improved so that the demand can be at least reasonably met? Has any scheme been drawn up?

Shri C. Subramaniam: It is ultimately a question of providing foreign exchange for all these plants to step up production; unfortunately, they are not getting it even to step up production up to the existing capacity.

Shri Daji: My question is when foreign exchange will be made avail-

ble so that at least the existing capacity can be worked to the full?

Shri C. Subramaniam: I think that question should be addressed to the Finance Minister.

श्री कछवाय : मैं जानना चाहता हूँ कि पिछले दो सालों में हमारे देश में स्कूटरों का कितना उत्पादन था और आने वाले दो सालों में और कितना बढ़ेगा ? उत्पादन बढ़ाने के लिये क्या कोई नया कारखाना किसी विदेशी सरकार की सहायता से हमारी सरकार खोलने वाली है ?

श्री प्र० चं० सेठी : जहाँ तक स्कूटरों के उत्पादन का प्रश्न है, तृतीय पंच वर्षीय योजना में उनकी नियत संख्या ६०,००० है । लेकिन इस समय जो विभिन्न स्कूटरों का उत्पादन हो रहा है उन में उदाहरण के तौर पर सन् १९६१ में आटोमोबाइल इंडिया लिमिटेड के स्कूटरों का उत्पादन ८०७१, बजाज आटो का ४७४६, आइडियल जावा का ३६५४ और एनफील्ड का २०१८ था । इसी प्रकार सन् १९६२ के उत्पादन की संख्या है ।

श्री कछवाय : क्या सरकार कोई नया कारखाना खोलने वाली है ?

Mr. Speaker: Is there any proposal to start another factory?

श्री प्र० चं० सेठी : जहाँ तक स्कूटरों का सवाल है कोई नया खुलने वाला नहीं है, मोपेड्स के दो और कारखानों के लाइसेंस दिये गये हैं ।

Shri Shivananjappa: May I know whether it is a fact that Jawa scooters did not come to the market for the last six months?

Shri C. Subramaniam: Jawa has not started production of scooters. They are now producing only motor-cycles.

Steel Production in Fourth Plan

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*273. { **Shri P. C. Borooah:**
Shri Yashpal Singh:
Shri Rameshwar Tantia:
Shrimati Renuka Barkataki:
Shri P. K. Deo:
Shri Balmiki:
Shri S. C. Samanta:
Shri Subodh Hansda:
Shri M. L. Dwivedi:
Shri B. K. Das:
Shri Mohan Swarup:
Shri Eswara Reddy:
Shri D. C. Sharma:
Shri Indrajit Gupta:
Shri H. C. Soy:
Shri Vishwanath Pandey:

Will the Minister of Steel, Mines and Heavy Engineering be pleased to state:

(a) whether the steel production target has been fixed for the Fourth Five Year Plan;

(b) if so, the target allocated to the private sector and the public sector separately;

(c) the number of new steel plants envisaged to be set up in the public sector during the Fourth Plan and the likely location of those new plants; and

(d) the extent to which the present public sector steel plants are to be expanded during the Fourth Plan?

The Deputy Minister in the Ministry of Steel, Mines and Heavy Engineering (Shri P. C. Sethi): (a) The Steering Group set up to recommend to Government the Fourth Five Year Plan for iron and steel have recommended a production target of 18 million tonnes of ingot steel in the Fourth Five Year Plan. In order to achieve this production target, they consider a capacity of about 20-21 million tonnes necessary.

(b) The expansion of the works of the Tata Iron & Steel Co. Ltd. and the Indian Iron & Steel Co. Ltd. by a million tonnes each is envisaged.