

(b) the number of ticketless passengers caught last year ending 31st March, 1969;

(c) the amount of fare and fine collected from them during the same period;

(d) the number of persons punished with imprisonment and the average imprisonment given;

(e) the practical steps taken to prevent and punish ticketless travel; and

(f) whether Government would consider the practical benefits of giving 10 per cent of the collections from ticketless travellers as extra incentive to the Travelling Ticket Examiners and members of the Special Squads and if not, the reasons therefor?

THE MINISTER OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) The annual loss on account of ticketless travel has been estimated to be between Rs. 20 and 25 crores.

(b) 1,11,75,508.

(c) The amounts realised were as under:

Fare—Rs. 2,58,54,237

Excess Charges—Rs. 82,51,772

Fines realised by Courts—
Rs. 15,17,715.

(d) The number of persons imprisoned was 1,13,265. The average imprisonment given varies from 2 days on the Western Railway to 37 days on the North Eastern Railway.

(e) The traditional methods of ticket checking have been supplemented by surprise checks on a massive scale wherein a large force of ticket checking staff supported by an adequate contingent of Railway Protection Force men and G.R.P. personnel with railway magistrates accompanying, who try cases on the spot, are deployed.

The assistance of students, village elders and social service organisations

has also been availed of in the campaign against ticketless travel.

Educative propaganda through various means of mass communication is also being carried on to curb this evil.

The penalties for ticketless travel have been enhanced by amendment of the Indian Railways Act so that they act as sufficient deterrents.

(f) Incentives have already been provided for good work done by the Ticket Checking Staff. They are given monetary awards and commendation certificates depending upon their performance and results achieved. The position in this regard was reviewed recently and the awards have been further liberalised. Any incentive in the shape of a percentage of realisations made by a Travelling Ticket Examiner from ticketless passengers is not feasible as such a step is fraught with possibilities of harassment to passengers. Further such a payment would be in the nature of a Commission to the paid employees of the Government which would not be justified in relation to normal work performed in the normal term of duty.

Production of Cars

3913. SHRI BABURAO PATEL: Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the number of Fiat, Standard and Ambassador cars manufactured during the year ending 31st March, 1969, make-wise;

(b) the number of registered customers on the waiting list as on the 31st March, 1969, make-wise;

(c) the practical steps taken by Government to meet the constantly increasing demand for cars;

(d) the reasons why Government do not invite two more car manufacturers to manufacture their cars in

India to meet the demand and also to provide healthy competition in quality and prices; and

(e) how long Government propose to keep this product in the seller's market?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) The production of the three makes of cars during the year April, 1968—March, 1969 is as under:—

Ambassador	21,400 Nos.
Fiat	12,116 Nos.
Standard	2,283 Nos.
TOTAL	35,799 Nos.

(b) The number of orders for cars pending with the various dealers in the country as on 31-3-1969 is as follows:—

Ambassador	29451
Fiat	39480
Standard	192
TOTAL	69123

(c) to (e). The existing three manufacturers are being afforded all possible assistance to increase their production to their full installed capacities. In addition, the question as to how additional capacity for the manufacture of passenger cars is to be created, is under the consideration of Government. The addition of two more units like the existing ones will not meet the situation. The only way to provide healthy competition in quality and price is to organise manufacture in one sufficiently big economic unit with modern lines of production. It is in this context that the establishment of a factory for the manufacture of a low cost car in the public sector is being considered. A decision on the project involved the allocation of funds for the project within the overall plan resources and priorities. All relevant aspects have to be given careful consideration and this is taking time.

Investment in Central Industrial Projects

3914. **SHRI BABURAO PATEL:** Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state:

(a) the total investment in Central Industrial Projects during the period 1951 to 1968 in Bihar, Madhya Pradesh, Madras, Orissa, Uttar Pradesh and West Bengal;

(b) the total investment in the Central Industrial Projects in the above period in Maharashtra and Gujarat; and

(c) the reasons why Maharashtra and Gujarat have been neglected so badly?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED): (a) to (c). The total investment made on the Central Industrial Projects during 1951—68 was about Rs. 2450 crores. The investments made on these projects during this period in Bihar, Madhya Pradesh, Madras, Orissa, Uttar Pradesh, West Bengal, Maharashtra and Gujarat are indicated below:—

<i>State</i>	<i>Investment</i> (Rs. crores)
1. Bihar	356.5
2. Madhya Pradesh	459.1
3. Madras.	245.8
4. Orissa	418.1
5. Uttar Pradesh	147.9
6. West Bengal	408.2
7. Maharashtra	49.9
8. Gujarat	48.0

The major share of the investment on central industrial projects during 1951—68 has gone to the States of Bihar, Madhya Pradesh, Orissa and West Bengal as the steel plants in the public sector have been set up in these States. The locations of large industrial projects are decided primarily on techno-economic considerations. Availability of natural resources governs the location of projects to a considerable extent. The special