

Scales of pay recommended
by the Second Pay Commission

Scales of pay
allotted

Chief Ticket Inspector	}	335-15-4.
Chief Inspector Ticket		
Travelling Ticket Examiner		
Travelling Ticket Inspector.		
Chief Travelling Ticket Inspector.		
Travelling Ticket Examiner.	}	250-10-290-15-380.
Ticket Collector.		
Head Ticket Collector.		
Chief Ticket Inspector.		
Asstt. Special Inspector.		
Inspector (Ticket)/Jt. (Asstt. Special).		
Head Travelling Ticket Examiner.		
Travelling Ticket Inspector.		
Divisional Ticket Inspector.		
Station Ticket Inspector. Ticket Inspector.		
Senior Travelling Ticket Examiner/Head/Senior Ticket Collector.	150-5-175 6-250-EB-7-240.	
Travelling Ticket Examiner	130-5-175-EB-6-205-7-212.	
Ticket Collector.	110-3-131-4-155-EB-4-175-5-180.	

Production cost of passenger cars and Monopoly in Car Manufacture

238. SHRI JYOTIRMOY BASU : Will the Minister for INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 2286 on the 2nd December, 1969 and state :

(a) the cost of production of the Ambassador, Fiat and standard cars, year-wise, from 1965-66 to 1968-69;

(b) the share of costs of (i) imported components and raw materials; (ii) indigenous components and raw materials; (iii) labour; (iv) taxes and (v) others, in the total cost of production year-wise from 1965-66 to 1968-69;

(c) the rate of profit per each type of passenger car (before taxation and depreciation) year-wise from 1965-66 to 1968-69;

(d) whether the Monopolies Inquiry Commission has observed that there is high

concentration of production and capital in the automobile industry;

(e) whether the automobile industry has been dictating prices to the consumers since its very inception;

(f) whether monopolist practices resorted to by the car manufacturers are mainly responsible for the rising car prices; and

(g) whether Government will consider

to take steps to break this monopoly and if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). The figures of cost of production of the three makes of cars manufactured in the country are not available for each year separately. However, enquiries into the cost of production of the cars were conducted by the Tariff Commission in respect of the following periods :—

<i>Name of Unit</i>	<i>Period for which actual cost of Production examined.</i>
1. Hindustan Motors Ltd.	April 1966 to March, 1967
2. The Premier Automobiles Ltd.	July 1965 to June, 1966
3. Standard Motor Products of India Limited.	January to December, 1965

The cost of production of the three makes of cars, as costed by the Tariff Commission for the periods mentioned is as under :—

	Ambassador	Fiat	Standard (2 doors)
	(Rs.)	(Rs.)	(Rs.)
Cost of Imported components and raw materials.	2,839,889	2,046,043	3,639.92
Cost of Indigenons components and raw materials.	6,142.238	5,018.595	4,421.09
Labour and Factory overheads	2,611.004	3,878.046	1,668.84
Depreciation	1,417.415	1,436.353	558.90
Others	578.225	307.905	382.36
Ex-factory cost including depreciation	13,568.781	12,686.642	10,671.11
Ex-factory cost excluding depreciation	12,151.366	11,650.589	10,112.21
Average ex-factory selling price.	13,857.000	12,687.00	10,191.00
Profit/Loss (+) (-) before depreciation	+ 1,705.634	-1,036.411	78.00

(d) The Monopolies Inquiry Commission has observed that the production of automobiles and their ancillaries shows a high degree of concentration.

(e) No, Sir; Vehicles are sold at prices approved by the Government.

(f) No, Sir.

(g) In order to make available cars at fair prices to the consumers, Government have fixed, on a statutory basis, the ceiling prices of cars manufactured in the country with effect from the 21st September 1967. Government are also pursuing a proposal to set up a project in the public sector for the manufacture of a low-cost car.

Shifting of Industrial concerns from West Bengal to other States

239. SHRI JYOTIRMOY BASU : Will the Minister of INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS be pleased to state :

(a) whether, as reported by certain leading daily papers in their issue dated the 17th January, 1970, a number of

businessmen have sought the permission of Government to shift their industries from West Bengal to other States, particularly Maharashtra, Delhi and Haryana;

(b) if so, the names of industrialists, particulars of the industries proposed to be shifted and the amount of capital involved; and

(c) whether Government have given the permission ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS (SHRI F. A. AHMED) : (a) to (c). During the period from 1-1-1967 to 31-12-1969, 10 applications were received for licences under the Industries (Development & Regulation) Act, 1951, for shifting of existing industries from West Bengal to other States. Of these, 7 applications have been rejected and two have been licensed. The remaining one application is under consideration. Names of the applicants, the industries involved and the Government's decision/present position are given in the statement enclosed. Information regarding amount of capital involved is not readily available.

Statement

Name of applicant	Item of manufacture	State to which proposed to be shifted.	Government's decision / present position.
1967			
M/s. John Fowler India Ltd., Bangalore	Internal Combustion Engines.	Mysore	Rejected
Shri H. L. Somany, Calcutta.	Glazed Tiles	Haryana	Approved
1968			
M/s. American Refrigerator Co. Ltd., Calcutta.	Industrial Blowers	Maharashtra	Approved
M/s. Hindustan Gas & Industries Ltd., Calcutta.	Miscellaneous Chemicals	Haryana	Rejected.
M/s. Navyug Dye-Chem. Industries Ltd., Bombay.	Dye-stuffs	Gujrat	Rejected.