

MR. DEPUTY-SPEAKER : He said this only through a speech also.

SHRI P.C. SETHI : He says that it requires a political will on the part of the Government. Now, as far as the Government is concerned, I have narrated in brief what transpired in the past. I have also said what is taking place at present. I have also said that we are willing to talk. At this time we are anxious and keen that when we invite them for talks, the talks must be fruitful and they should be clinched. Therefore, we are trying to find some solution between the contesting parties before we call them.

He has also read some Statements of Bhindranwale. As far as certain statements of Bhindranwale are concerned or any other statements which enflame the situation, I would say that nobody likes them and everybody has condemned them. The Government has also condemned them.

Shri A.K. Roy has..

SHRI BAPUSAHEB PARULEKAR (Ratnagiri) : Remove the confusion now.

SHRI P.C. SETHI : I would say that Shri A.K. Roy has also further added to the confusion.

SHRI BAPUSAHEB PARULEKAR : Why don't you say that he has lead humour to the confusion.

MR. DEPUTY-SPEAKER : He has confused in a humorous manner.

SHRI P.C. SETHI : I really appreciate the manner—not only this time, but many a time when he speaks—in which he puts the serious problems into a very humorous tone.

SHRI SATISH AGARWAL : That was very much needed at that time.

SHRI P.C. SETHI : Sir, as far as his question about the belief in communalism or against it is concerned, should I say that as far as the Congress is concerned, we always stood against communalism.

We have belief in secularism. We are

opposed to all sorts of communalism. We believe not only in secularism, but also in peace and affection. I don't say that this movement has taken such a dimension that . . . (Interruptions)

श्री कृष्ण चन्द्र पांडे : चंडीगढ़ वाले सवाल पर आपने कुछ नहीं कहा। कई सदस्यों ने कहा कि इसको केन्द्र शासित रखा जाय।

श्री प्रकाश चन्द्र सेठी : चंडीगढ़ का सवाल अलग से नहीं है। वह जुड़ा हुआ है पंजाब की समस्या से।

Therefore, I would like to thank all the hon. Members who have participated in the debate.

DR. SUBRAMANIAM SWAMY : We should congratulate the Minister on his conciliatory reply.

21.11 hrs.

HALF-AN-HOUR DISCUSSION

RISE IN PRICES OF CARS

MR. DEPUTY-SPEAKER : Now we go on to the next item, viz. Half-an-Hour discussion. Shri K. Lakkappa.

SHRI K. LAKKAPPA (Tumkur) : This is a discussion raised on the points arising from the reply to question No. 355 regarding the price hike of cars in this country. The reply provided on that occasion was not complete. Therefore, many Members both on this side and on the other have desired that this issue should be discussed threadbare. Hence this discussion.

On that day also, the hon. Minister has replied to my question in respect of price hike of cars. He has also clearly stated his views in a statement made recently. He has said that the car prices are too high. In his recent statement, the hon. Minister has also categorically said that the rise in car prices is not justified. I would like to read it for the benefit of the House.

The report says :

"The Industry Minister, Mr. N.D. Tiwari said here today that he found no justification for the substantial increase in the prices of motor vehicles."

The hon. Minister was inaugurating the

22nd annual general meeting of the All-India Automobile and Ancillary Industry Association. The report also says :

“The Industry Minister criticised the Indian automobile industry for lack of inclination or motivation to modernise and upgrade their products. There was an urgent need for ancillary units in view of the proposed manufacture of motor vehicles in the public sector by Maruti Udyog with Japanese collaboration, he said.”

The question of price structure of cars has been discussed many times on the floor of this House. Between 1976 and 1980, it has been raised by more than 133%. Let us analyze this question. The Bureau of Industrial Costs and Prices has gone into this several times.

It is stated in the *Hindustan Standard*, dated 13th September, 1981, as follows :

“In a report on the cost structure of motor cars submitted to the Government recently, it has said that for the last two years, car manufacturers have been making handsome profits.”

It is further stated as follows :

“Car prices have gone up by 130 per cent since 1976 when the Supreme Court ordered a decontrol.”

This had been settled in the Supreme Court because they had approached the Supreme Court. The Government of India has no control over the distribution system, price tariff and the quality system for the manufacture of cars, as far as these companies are concerned. Suggestions have been made after going into the car prices by BICP. But the Premier Padmini, the manufacturing company has still increased the price. There is absolutely no justification in this country. To use cars by the people is not a luxury; it is a necessity. Therefore, India being the biggest democracy in the world, only two companies are manufacturing cars which are also outmoded.

Now, I would like to inform you about the legal advice which was given at that

time. It is also stated in the same paper as follows :

“There is, however, no move on the part of the government to impose price and distribution controls. This is because of legal advice to the Government which says the Government will find it difficult to defend price and distribution controls in courts.”

If that is the reason for the Government of India to defend it in the courts, if that is the basic principle of providing transport system in this country to the people, if that is the reason for the manufacturers to fix up price which had been gone into by the BICP, it is not justified, according to the report. There is no country in the world where the car price has gone up within a period of 10 years by more than 130 per cent. These cars are available for Rs. 18,000/- outside the country. The model which they are giving is absolutely outmoded for the last 30 years. They have not made any improvement in the structural changes in the automobile. The quality has not been ensured at all. They have not taken care of the suggestions made for improving the model.

It further says as follows :

“The Ambassador made major changes in its engine in 1959 and the Fiat in 1965. Their fuel consumption is high by international standard. The Tariff Committee warned way back in 1968 that because of the high rate of taxation and an insulated market, the manufacturers would neither have the inclination nor the capacity to undertake modernisation. The car manufacturers themselves have been pleading for concession in excise duty and easy access to foreign technology. The Government stonewalled all these suggestions and proposals and condemned the industry to long years of technical atrophy and a shrinking market.”

Even the price hike based on the tax system—it may be income tax; it may be sales tax and other rates of the State are concerned—has not been rationalised; and there was no

structural change. Therefore, there is no use of pleading with the manufacturers; it is better if we plead with the government to see how we can modernise cars so that their prices may come down in this country as also we may ensure quality cars.

The country has grown in size over the period of 30 years and the latest science and technology has been developed the results of which have not been operated upon even in the automobile industry.

As far as the automobile industry is concerned, the developments in the fields of science and technology have not affected it so far. Therefore, we are asking why the automobile industry has not been modernised. We cannot blame the manufacturers of the cars also for this, because the manufacturers are bound to get profit out of it, they being the business people. The Government has to ensure that quality cars are available to the people and the Government should also have some control over it. In this modern world, the car is among the essential commodities, because transport is very necessary in a developing country. Therefore, some structural changes have to be made as they have not been made so far. Apart from providing quality cars, the manufacturers should also ensure that the cars are available at a reasonable price in the market. Not that the manufacturers should be destroyed. The manufacturers of the cars should not be destroyed. But they must also see that they are in tune with the modern world, in tune with developments in all the developing nations and they must also respond to the demands of the people of this country.

Sir, even the Maruti car which is now coming out is not going to be in conformity with the developments in the field. I would like to know if there is any thinking to organise a very healthy competition in this line to help the manufacturers and to explore the possibilities of collaboration. Has any collaboration been permitted and if so what is the effect of that collaboration in the selection of the model, and also in making the structural changes? The car manufacturers are making huge profits; but they should also ensure that quality cars

are manufactured in this country. The people are not getting any benefit out of the cars that are manufactured, so far as the quality is concerned. The people and the consumers are put to difficulties because of the bad quality of the cars.

Today, the Ambassador or the Fiat cars manufactured in the country are not of a good quality. Their petrol consumption is very high and the modern technology is not being utilised. Therefore, it is for the Government of India and the Ministry to take care of all these things and the structural changes are very necessary.

The B.I.C.P. had recommended the rationalisation of the duty structure. And today the car manufacturers are pleading that because of the heavy duty system, heavy taxation, and various other taxes, they are in difficulties. Therefore, they have justified the increase in the car prices. The question of structural changes and that of the price should be gone into and some rationalisation should be done as suggested by the B.I.C.P. Even the supply of the cars also is not properly done, over a period of years.

The system has been changed many times. We have to pay a premium for registration to get a car. Even today it may be about Rs. 10,000 or Rs. 6,000. Every consumer has to deposit some money and register his name with the dealers. This is, therefore, most unreasonable and today there is no rationale. We are having the techniques and when we are passing through changes, in the field of industrial development where very many improvements are taking place, our Industrial Development Ministry should take care of this situation and see that the car industry is modernised in India.

When we go out of the country and see the cars, and see the price or tariff paid, and when we come back here and see these cars and the price that has been fixed, there is absolutely no comparison between the quality of cars outside and those here. Therefore, the interests of the people and the consumers, and the manufacturers of the cars should be properly looked after, and it should also be ensured that the direc-

tions given by the Industries Ministry and also the directions given by the technical people, are kept in view while determining the tariff structure and the price of the cars, and a rationale also should be kept, and the rationalisation, the system of duty, quality, modelling and the modernisation of this industry should be taken care of by the Ministry. The answer given by the hon. Minister is convincing that the prices are not rational. Even the recent statement of the hon. Minister is quite satisfying and he has come out very strongly that the car prices are not rational in this country and the prices are too high. Therefore, the modernisation of car industry is very necessary and the cars should be available to the consumers at more reasonable prices. The car manufacturers should ensure road guarantee and the quality of the car. They should be in a healthy competition and, if necessary, foreign collaboration can be allowed. Therefore, you must see that there should not be any scarcity of cars for the consumers and there should not be any black-marketing of the cars, there should not be any kind of restraints or constraints so far as the consumers are concerned. It should also be seen that the automobile industry is modernised in conformity with other industries. I have raised this issue and I would like to ask the hon. Minister to assure the House and also tell us what is the programme and policy for modernising the automobile industry. He should ensure that all the points that I have raised are looked into by the Ministry. With this I conclude my discussion.

MR. DEPUTY-SPEAKER : Now the Minister will reply.

THE MINISTER OF INDUSTRY (SHRI NARAYAN DATT TIWARI) : First of all, I must commend my hon. friend and colleague Shri Lakkappa for having raised an important issue and I think that he has lent a vigorous support to our basic policy, that is, the modernisation of the automotive industry in our country. I want to assure him and through him the hon. Members in this House that this exactly has been the basic thrust of our policy, viz. what Mr. Lakkappa has said. The basic characteristics of our automotive policy in the field of

automotive industry are modernisation, more production and a competitive base for quality production at reasonable prices. That is the whole basis of our new automotive policy and that is why, as you know, the introduction of Maruti for production of small cars is one of the important features of the implementation of our policy. As soon as Maruti comes, it has already had its impact, it would have revolutionary effect on our automobile industry, I am sure of it. Already both the leading car manufacturers—the Premier Automobiles and the Hindustan Motors—are in the process of introducing new model cars with a new model styling. The Fiat is going to produce the Fiat 124 model and as the hon. Member might have seen, in the Annual General Meeting of the Premier Automobiles, the Chairman of the Premier Automobiles has mentioned in detail, he has devoted a paragraph to that, that the die is now out and they have assured their members that this new Fiat model will come out within a reasonable time frame. Again, the Hindustan Motors is also going to produce Vaxhaul VS model and they also met our officials and told them that they are trying their utmost to see that this Vaxhaul VS model should come in the market as early as possible. The Hindustan Motors has also submitted a proposal of collaboration with Messrs. Isuzu Motor Company of Japan for manufacture of Isuzu engines and transmission for fitment on their cars. This Isuzu is reported to be a very fuel efficient engine with a cubic capacity of 1600 cc. I am told Premier Automobiles are negotiating for a new engine model. This is the impact which Maruti already had on the other competitors and producers of cars.

I agree that the quality is not up to the mark. The designs and models have not been up-dated. This is exactly what is happening now. Let us see what happens within one or two years, when the new models arrive and Maruti is also in the market. As we expect a sea change in the two-wheeler market, similarly, I am sure in the car market also we shall see a significant change in our country.

As far as prices are concerned, let me in brief trace the history of prices of passenger

cars. Originally, since 1956, the prices were fixed by the Tariff Commission after making proper enquiries. The Tariff Commission had a Chief Accounts Officer, who made an investigation of the claims made by the companies about the manufacturing costs and then the Commission recommended a fair selling price. In August 1968, while the report of the Tariff Commission was under consideration, the three manufacturers raised the prices unilaterally. Then the Government had no alternative but to fix a fair selling price under the Industries (Development and Regulation) Act. The manufacturers of passenger cars went to the Supreme Court and the Court held the Government order illegal. The Supreme Court itself laid down certain basic principles on which the fair selling price of passenger car were to be fixed. So, till 1975 the car prices were fixed by the Government in pursuance of the Supreme Court direction and guidelines. On 1st January 1975 the price control on cars was withdrawn to augment car production so that cars were available easily. Therefore, at that point of time it was decided that there should be no price control. I agree that the car prices were increased since that time.

SHRI K. LAKKAPPA : By 130 per cent.

SHRI NARAYAN DATT TIWARI : In the last three years the car prices have risen by about Rs. 20,000. I am giving the break up of the increase in car price to put the record straight. For example, take Premier Padmini. Out of the show room cost, the ex-factory net dealer price is 64 per cent, excise duty 16.81 per cent, Central sales-tax 3.3 per cent, dealer mark up 3.9 per cent, transportation charges by road 2.8 per cent, Delhi terminal tax 0.16 per cent—I am giving the Delhi price—Delhi sales tax 10 per cent. Then, even in the 64 per cent there is tax on components, ancillaries and spare parts. So, apart from the tax structure reflected in the show room price, the companies have to pay tax on components and raw materials. As the hon. Members know, during the last three years the excise duty has been raised. I have with me here all the details regarding the increase in excise duty.

As the hon. Members know, it is in the

Budget Speech. Of course, the hon. Member mentioned about rationalisation of excise duty. Well, of course that is a point which has to be discussed with the Finance Minister and of course, I will discuss with him as to how far we can rationalise the excise duty structure. But under our dispensation it is an important element in our excise revenue and while I agree that there should be rationalisation and our taxation of cars or motor vehicles or two-wheelers should not be exorbitant, but again this is a part of our total fiscal policy. But I am sure there is a point in what Mr. Lakkappa says that there should be no inordinate price increase on cars and that has been our effort also. Without controlling the prices under the Industries (Development and Regulation) Act, we have been trying to prevail upon the car manufacturers not to increase prices and that is what I referred to when I answered the hon. Member's Starred Question last, and I mentioned that as soon as I took over in August 1981—I took over on August 9, 1981 and as soon as I read in the papers—I have been reading the papers, I knew that the car prices had been increased—I called a meeting of all the automobile manufacturers and I told them plainly that even though there is no price control order, they should refrain from increasing car prices. Without any relevance to the context, to the cost frame, and they heeded to my request and till now—I had that meeting in August 1981—the Hindustan Ambassador has not raised its price. The 'Premier Padmini' has raised it by Rs. 3000 and odd, and I have also called them, our officials met them, the Secretary of the Heavy Industry met them, and we have asked them to reconsider the whole price structure. I am again proposing to call a meeting of all the automobile manufacturers to discuss all these points about the quality, about modernisation, about pricing, and because the report of the BICP has not said—it is not very relevant, of course it is not usual that we disclose the BICP recommendations, but I would say that the latest report of the BICP which we have had not suggested any reduction in car prices as such, but it has said :

“The market for car should be kept under critical review in order to faci-

litate the entry into the market of the Maruti Suzuki car at the appropriate time. In the mean time, the Premier and Hindustan Motors should be told to gear themselves up to meeting the rigorous competition likely to come up through the production of Maruti Suzuki car.

Finally, both Premier Automobiles and Hindustan Motors need very specific investment in the coming years, if they wish to remain in the market for purchase of cars after the Maruti Suzuki car enters the market."

So, this is the case that we had to allow certain margins to both Premier Automobiles and Hindustan Motors so that they can plough back that money into the rationalisation of their plant and equipment for bringing out the models. So, we have to give them some reasonable margin also so that they can compete, and this is the basic recommendation of the BICP.

Again, they have not suggested any reduction of duty as such. They said : "Equally, while there is no case for reduction in price, there is no case at present for any reduction in the cumulative burden of duties on passenger cars. Any reduction in duty without an increase in output would only increase the untaxed gains of middlemen or quasi-rent enjoyed by consumers." This is not the recommendation of BICP because they say that we just cannot reduce duties without increase in output for all the reasons that I have mentioned. So, the BICP has not recommended any reduction in duty. But as I said, the rationalisation of duty, of course, is a factor with which we are concerned, and I am sure that the Finance Minister has considered this point while making his fiscal proposals in this context. Then again, as I mentioned, our proposals in this context do reflect.....(Interruptions).

I must also make it clear that according to our information Premier Automobiles incurred losses until 1977-78 and started making profits only from the Accounting Year 1978-79. Hindustan Motors incurred losses till 1979-80 and they started making profits only from 1980-81. That is the in-

formation that has been given to us. Now they promised whatever they do, they will build up reserve fund and reserves so that they can modernise. This factor is to be taken into account.

We are fully alive to the situation. We are for modernisation. We are for quality control. We are for cost rationalisation. I am sure when I call a meeting of Automobile manufacturers in the near future, they will take proper notice of what has been discussed here, they will take proper notice of what has been suggested in Parliament. I will also tell them. If they do not respond, then we shall have no alternative but to take recourse to price surveillance measures. But I am sure that this debate to-day in the House will have its due effect and there will be no necessity to resort for any legal measures. I think this debate has been very constructive one.

Once again I compliment my hon. friend and colleague. I am sure this debate will also be fully effective in taking us to the desired objective. Thank you.

श्री हरीश कुमार गंगवार (पीलीभीत) :
उपाध्यक्ष जी, देहात में जीप और सड़क पर कार। माननीय मंत्री को ज्ञात है कि जितने हमारे फार्मर्स हैं जो कि शहर से दूर जहां सड़कें नहीं हैं वहां हमारे देश के लिए अन्न पैदा कर रहे हैं। वे बगैर जीप के नहीं आ जा सकते हैं। जिन स्थानों पर सड़कें नहीं हैं वहां से वे बगैर जीप के नहीं आ सकते हैं।

अभी चार महीने पहले एक सरदार जी ने बताया कि उन्होंने 88 हजार रुपये की जीप खरीदी है। इस जीप के इतने पैसे क्यों बढ़े? ये जीप केवल इलेक्शन के ही मतलब की ही नहीं है। देहातों में जो लोग फार्म बनाकर बैठे हैं और अन्न पैदा कर रहे हैं, जिनको कि आप आज तक सड़क नहीं दे पाये हैं, उनके पास सिवाय जीप के कोई दूसरा विकल्प नहीं है जिससे कि वे काम ले सकें।

श्रीमन् गाड़ियों की बीस-बीस हजार रुपए प्राइस बढ़ गयीं। यह बात नहीं है कि यह चुनवा

के बाद ही बढ़ी हों। ये प्राइस बढ़नी तो चुनावों से पहले ही शुरू हो गयी थीं लेकिन बीस-बीस हजार रुपये जो प्राइस बढ़ी वे चुनावों के बाद ही बढ़ीं। आप इन कारों की हालत देखिये। पद्मिनी की जो बाड़ी है वह ऐसी है, अगर आप उस पर एक घूसा मारो तो उसमें गड़ढा पड़ जाए। जब हम उस गाड़ी में चलते हैं तो यह सोचकर चलते हैं कि इसे साइकिल वाले से भी बचाकर चलना है। अगर साइकिल वाले से उसकी टक्कर हो गयी तो साइकिल वाले की साइकिल का कुछ नहीं बिगड़ेगा, कार में डेंट पड़ जाएगा।

यहीं नहीं, इस बात की रिसर्च होनी चाहिए कि पेट्रोल की इतनी कीमतें बढ़ गयी हैं लेकिन इन कारों का एवरेज कंजम्पशन वही 10-12 किलोमीटर है। किसी भी गाड़ी को ले लीजिए। एम्बेसडर को या पद्मिनी किसी को भी ले लीजिए। इन लोगों ने इतने दिनों इतना पैसा वसूल कर लिया, लेकिन कंजम्पशन के मामले में इतना पैसा वसूल करने के बाद भी रिजल्ट ठीक नहीं हो सका। 15-20 किलोमीटर तक भी हम कंजम्पशन को नहीं ले जा सके।

जहां तक घाटे के बारे में मंत्री जी ने कहा है, मैं इससे बिल्कुल सहमत नहीं हूं। घाटा जानबूझ कर दिखाया जाता है। मुझे मालूम है और मंत्री जी भी जानते होंगे कि जे० के० सिथेटिक्स कोटा में थे। उन्होंने अपनी कंपनी में 3000 मजदूरों की छटनी यह कहकर कर दी कि घाटा हो रहा है। उसी वर्ष ब्रैलेंस शीट में प्राफिट दिखाकर आर्मी ग्रुप इंश्योरेंस से करोड़ों रुपए का कर्जा ले लिया। कार बनाने वाले को कहीं घाटा होता है। प्रीमियर पद्मिनी की हालत क्या है। मई 1981 में 500 रुपया जमा कराया था। अब जाकर पूछा तो बताया कि अभी तीन साल और लगेंगे। 5-6 साल तक नम्बर आता है। इतना रश जहां हो वहां घाटा कैसे हो सकता है। कीमतें बढ़ती जा रही हैं। 1974-75 में 20-25 हजार कीमत थी जो अब 75 हजार हो गई है। एम्बेसडर की 80 हजार है। जीप 88 हजार की है। इसके लिए कुछ करना

चाहिए। केवल उनके यह कहने से कि घाटा हो रहा है, बात को नहीं मान लेना चाहिए। घाटा तो हर आदमी दिखा देता है। मंत्री महोदय गन्ने के मंत्री भी रहे हैं। बरेली, पीलीभीत में गन्ने की फैक्ट्री के मालिक रिपेयर के नाम से पैसा लेते हैं। 10 लाख रुपया लिया। 50 हजार खर्च किए और नैनीताल में जाकर रंगरेलियां मनाई जाती हैं। घाटा दिखा दिया जाता है। गन्ने की फैक्ट्री में कभी घाटा हो सकता है? मोटर कंपनी में जहां लाइन लगी हुई हो, कभी घाटा हो सकता है? फर्जी घाटा बताया जाता है।

अंत में एक बात कहकर अपनी बात समाप्त करता हूं। मारुति लिमिटेड द्वारा कार के उत्पादन से बड़ा प्रभाव पड़ेगा, ऐसा मंत्री महोदय ने कहा है। आज मुझे मारुति कार देखने का अवसर मिला। सदस्यों को दिखाने के लिए प्रदर्शनी लगाई गई थी। 4-5 नमूने दिखाए गए। पद्मिनी में तो घूसा मारने पर गड़ढा पड़ेगा, इसमें अगर 12 साल का बच्चा जोर से मुट्ठी मार दे तो दो इन्च का घाव बन जाएगा। आपका लक्ष्य इस मारुति से पूरा होने वाला नहीं है। यह बिल्कुल बेकार गाड़ी है। मुझे शंका है कि कहीं कोई गड़बड़ तो नहीं है। बड़े-बड़े गाड़ी बनाने वाले बिड़ला और प्रीमियर पद्मिनी वालों ने कहीं कोई घोटाला तो नहीं कर दिया है। इन्जिन इतना कंजस्टेड है कि सफाई करने की जगह ही नहीं है। मैं उसको देख कर हैरान हो गया। जब प्रीमियर पद्मिनी को हमें साइकिल के डर से रोकना पड़ता है तो मारुति का क्या होगा। इसमें बैठी हुई मां रोती रहेगी। मैं आपको जज बनाता हूं। कल फिर प्रदर्शन होगा, आप स्वयं जाकर देख लीजिए। कहीं बड़े इण्डस्ट्रियलिस्ट आपके लक्ष्य को पूरा नहीं होने देना चाहते, ऐसी बात तो नहीं है।

अंत में मैं एक बार फिर मंत्री महोदय जी से कहता हूं कि आप मारुति का नमूना ठीक करिए, उसकी बाड़ी ठीक बनाइए। हमारे यहां रफ रोड्स हैं। मारुति साउथ दिल्ली में भले ही चल सकती है, कनाट प्लेस में भले ही चल सकती है, लेकिन जिस

दिन चांदनी चौक में चली गई, उम्मी दिन उल्टी हो जाएगी ।

श्री नारायण दत्त तिवारी : उपाध्यक्ष महोदय, माननीय सदस्य कह रहे थे कि कुछ बचेगा कि नहीं और साथ ही वह कह रहे थे कि उन लोगों को बहुत आनन्द आएगा जो इस कार को फेल करने में लगे हुए हैं, जिनकी मार्किट खराब हो रही है, जिनकी कारें बिकनी बन्द होंगी और जो इसमें लगे हुए हैं ।

प्राइसिस कम करने की बात भी उन्होंने कही । यह भी कहा कि मारुति का नमूना सुधारा जाए । लोगों की जो आशाएं हैं वे इससे पूरी नहीं होंगी । उन्होंने यह भी कहा कि अब तक जो मैंने देखा उस हिसाब से फिर इण्डस्ट्रियलिस्ट अपनी गाड़ियों को आगे ले आएं और हमारी मारुति पीछे पड़ जाएगी । मैं सम्मानित सहयोगी गंगवार जी को धन्यवाद देता हूं कि उन्होंने इस बहस में भाग लिया और सुझाव दिए ।

मैं बताना चाहता हूं कि मैं जो भी यहां पर तथ्य पेश कर रहा हूं वे मेरे नहीं हैं । अधिकृत सूत्रों से शासन को जो कम्पनियों के द्वारा प्राप्त होते हैं वही मैं पेश कर सकता हूं । अन्ततोगत्वा उनके जो वेलेंस शीट हैं उन्हीं को आधार मानकर चलना पड़ता है । बहुत से आंकड़े पांच छः या दस साल पुराने होते हैं । उन आंकड़ों को यहां प्रस्तुत करना होता है । जैसे अब तक उनको मानते रहे हैं, उस हिसाब से उनको मान्यता देनी पड़ती है । उनका यह कहना भी सत्य है कि डिप्रिशीएशन फंड कितना होना चाहिये और कितना नहीं होना चाहिये । यह विवादास्पद हो सकता है । अगर मैं उनसे सहमत होऊं तो भी मुझे वही आंकड़े देने होंगे जो कम्पनियों ने दर्ज किए हुए हैं । डिप्रिशीएशन और रिसर्च में ज्यादा रखना चाहिये था यह सही हो सकता है । हिन्दुस्तान मोटर, प्रीमियर ओटो-मोबाइल्ज, स्टैन्डर्ड मोटर्स जो भी कम्पनियां थीं उन्होंने रिसर्च में धन कम लगाया, वे नए माडल नहीं लाई, उनके डिजायन बहुत पुराने रहे । इस

तरह की जो बातें उन्होंने कहीं ठीक थीं । कम्पनियों से बात करें तो वे अपनी ही राम कहानी सुनाती हैं । कहती हैं पैसा था ही नहीं, आपने कंट्रोल लगा दिया था, हम घाटे में चल रहे थे । प्राइस कंट्रोल खत्म हुआ तो थोड़ी उनको छूट मिली और उन्होंने कीमत बढ़ाई । इस तरह की राम कहानी वे सुनाती हैं । मैं भी सहमत नहीं हूं इससे । लेकिन आज के हालात की बात मैं करना चाहता हूं, कहानी नहीं वास्तविकता आपको बताना चाहता हूं । वे नए माडल ला रही है, वाक्साल के नाम पर या फिएट 124 के नाम पर और कहती हैं कि ये माडल जल्दी ही मार्किट में आ जाएंगे अगले साल के प्रारम्भ में आ जायेंगे । उनके मुनाबिक ये माडल जल्दी आ जाएंगे ।

माननीय सदस्य ने कहा कि भारत के हालात के आधार पर मोटर गाड़ी होनी चाहिये, इतनी नाजुक नहीं होनी चाहिये कि साइकिल इससे टच कर जाए तो निशान पड़ जाए । मुश्किल यह है कि ऐसी कारें आज संसार में चल रही हैं जो लाइट मैटीरियल की बनी होती हैं । माननीय सदस्य बाहर गए होंगे दूसरे देशों में और उन्होंने देखा होगा कि आज लाइट मैटीरियल की कारें सारे संसार में चल रही है, हल्की कारें, और हल्की कारें बन रही हैं । खास कर छोटी कारें इस मैटीरियल से बन रही है कार्बन फाइबर का नया मैटीरियल निकला है जो बहुत सख्त भी होता है और हल्का भी । वह बहुत मजबूत होता है । स्टील और एल्यूमिनियम का भी इस्तेमाल होता है जो हल्का मैटीरियल होता है । इन सब बातों को हमको टैक्नीशियनों पर छोड़ना चाहिये कि किस प्रकार का मैटीरियल यूज किया जाए । कोई भी कार हॉ, मारुति हो, एम्बेसेडर हो, प्रीमियर हो, फिएट । हो वह यहां के हालात और आवश्यकताओं के अनुरूप होनी चाहिये । जिसको छोटी कार चाहिये वह मारुति ले सकता है, जो फैमिली कार चाहता है और जिसकी बड़ी फैमिली बैठ सकते हैं जिसमें आठ आदमी हैं वह एम्बेसेडर खरीद सकता है । अलग-अलग डिजायन की अलग-अलग होती हैं । जीप में चाहे तो जीप में बैठ सकता है । जीप की कीमत जो आपने बताई है वह भी ठीक है । लेकिन जीप कार से भिन्न है ।

उसके बारे में आज प्रश्न नहीं था। लेकिन हर कार ठीक हो, उसकी कीमत वाजिव हो। लेकिन कंट्रोल लगाने से कभी-कभी ब्लैक बढ़ जाती है और दूसरे प्रकार की बातें सामने आ जाती हैं। इसलिये कंट्रोल ही हर चीज में कर देना कोई दवा नहीं है। वह एक अन्तिम अस्त्र है और जरूरत हुआ तो लगायेंगे। प्राइस कंट्रोल इस पर भी मोच सकते हैं, लेकिन अभी उसकी आवश्यकता नहीं है। क्योंकि कम्पटीशन आ जाने से, प्रोडक्शन बढ़ जाने से, 1 लाख 80 हजार कारों की 3-4 साल में देश में जरूरत होगी, ऐसा हमारा फोरकास्ट है।

हमारे माननीय गंगवार जी ने बताया कि 1980 में उन्होंने 500 रु० जमा किये थे और उनको बताया गया कि अभी तीन साल लगेंगे उन्हें कार देने में। मैं समझता हूँ पार्लियामेंट के मੈम्बर को वैसे भी कार जल्दी मिलनी चाहिये, मुझे आश्चर्य है क्यों नहीं प्रीमियर आटोमोबाइल्स ने उनको कार दी। मुझे बताया गया है कि एम० पी०ज० को कारें पद्मिनी वाले जल्दी दिया करते हैं।

श्री हरीश कुमार गंगवार : मैंने तो रेफरेंस में कह दिया, मुझे अभी कार की जरूरत नहीं है, लेकिन जो जमा किया उसमें 5 साल मुझे बता रहे थे। जब मेरा यह हाल है तो आम जनता की क्या स्थिति होगी, इसका आप अंदाजा लगा सकते हैं। मुझे तो अभी कार की जरूरत नहीं है।

श्री नारायण वत्त तिवारी : इस समय प्रीमियर पद्मिनी की 1 लाख 50 हजार की मांग बाकी है। अब प्रोडक्शन उन्होंने बढ़ाया है, आंकड़ों के मुताबिक जो उनकी उत्पादन क्षमता है उसकी तुलना में प्रीमियर पद्मिनी का अब बढ़ा है। जैसे उन्होंने 18,000 कैपेसिटी को बढ़ाकर 20,778 कारों का उत्पादन किया 1982-83 में। 1979-80 में 15,000 था। फिर उनके यहां स्ट्राइक हो गई जिसके कारण 1980-81 में 9,301 प्रोडक्शन रहा। 1981-82 में 19,764 कारों का प्रोडक्शन हुआ और 1982-83 में 20,778

किया। और जब मारुति कार आ जायगी एम्बेसेडर का नया माडल आ जायगा तो कारों की संख्या बढ़ेगी और वेटिंग लिस्ट कम हो जायगी।

यह बात बिल्कुल ठीक है कि डिस्ट्रिब्यूशन के मामले में सतर्कता बरतनी चाहिये, और मैं ओटोमोबाइल्स मैन्युफैक्चर्स तक माननीय सदस्यों के विचार पहुंचा दूंगा ताकि कारों की वितरण प्रणाली सुनियोजित हो और ग्राहकों को कम से कम शिकायत होनी चाहिये।

एक बात और है, कार की कीमत बढ़ने का एक कारण यह भी होता है कि टायर्स के दाम बढ़ गये हैं और यह इसलिये होता है क्योंकि नेचुरल रबर और सिन्थेटिक रबर, कम्पोनेंट्स और एंसीलरीज के दाम बढ़ जाते हैं। मैं इस अवसर पर एंसीलरीज और टायर वालों से कहना चाहता हूँ कि वे मनमाने ढंग से दाम न बढ़ायें। आज अखबारों में आया है कि टायर्स की कीमत 10 प्रतिशत बढ़ाने की बात चल रही है। जब पूछा गया कि क्यों दाम बढ़ाना चाहते हैं? तो उन्होंने कहा कि केरल में नेचुरल रबर के दाम बढ़ रहे हैं। हम कंट्रोल नहीं करना चाहते, लेकिन कीमत एक तरफ से बढ़ती है तो उसका असर पड़ता है। तो कम्पोनेन्ट्स और टायर्स उत्पादकों से मैं कहूंगा कि वह टायरों की कीमत इस तरह से न बढ़ायें। और उनकी कोई बात होगी तो उस पर अवश्य विचार होगा। तो कम्पोनेन्ट्स कार के दाम न बढ़ें इसको जरूर देखेंगे। और नेचुरल रबर की कीमत कितनी बढ़ी है यह भी देखेंगे। हम बी०आई०सी०पी० से कहेंगे, और मंत्रालयों से बात चीत करेंगे और पता करेंगे। क्यों और कहा तक उनका कहना ठीक है। फिर कार वालों को रोकना मुश्किल हो जाता है क्योंकि कम्पोनेन्ट्स के यदि दाम बढ़ जाते हैं तो कीमतें और बढ़ जाती हैं।

मारुति कार में के बारे माननीय गंगवार ने कहा। वह एक छोटी कार है, उसकी कीमत इसीलिये कम रखी जा रही है ताकि मध्यम दर्ज के परिवार के लोग उसको खरीद सकें। है ही वह छोटी कार। लेकिन यह बात ठीक है कि इंडियन

कंडीशन्स में चलने लायक हो, इसका प्रयास शुरू से किया गया है।

22.00 hrs.

प्रोजेक्ट में भी लिखा गया है कि यह कार इंडियन कंडीशन के मुताबिक डिजाइन की जाये। मुझे विश्वास है कि जो माहति कार मार्किट में आयेगी वह भारत की स्थिति के मुताबिक आयेगी। लेकिन लाइट मैटीरियल का इस्तेमाल हम नहीं रोक सकते, क्योंकि वह भारी कार होगी।

श्री हरीश कुमार गंगवार : इसकी बाडी चाहे आप अन-ब्रॉकेबल बना दें, लेकिन इस समय जो टिन इसमें लगा हुआ है, वह बहुत पतला लगा हुआ है आप उसको निकाल दीजिये और चाहे जो लगा दीजिये। दोनों तरफ जो बम्पर हैं वह भी ठीक नहीं है।

श्री नारायण दत्त तिवारी : अगर घूँसे से कार टूट जायेगी, तो चूँसा वह बहुत शक्तिशाली होगा।

श्री हरीश कुमार गंगवार : कल मैं आपको इन्वाइट करता हूँ, 14 साल के लड़के से उसमें घूँसा लगवा दूंगा। आप आइये और देखिये, उसमें गड़ढा न पड़ जाये तो मेरी बात गलत मानिये।

श्री नारायण दत्त तिवारी : आप तो रुस्तमे हिन्द हैं, जो चलती हुई कार को रोकते हैं।

श्री हरीश कुमार गंगवार : हंसी में ले जाने वाली बात नहीं है, मैं कायदे की बात कर रहा हूँ। हम एक कार मार्किट में ला रहे हैं, दूसरों से इसका कम्पटीशन भी होगा।

श्री नारायण दत्त तिवारी : मैं तो घूँसे की शक्ति की तारीफ कर रहा हूँ।

MR. DEPUTY-SPEAKER : The House stands adjourned to reassemble at 11.00 a.m. tomorrow.

22.01 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, May 10, 1983/-
Vaisakha 20, 1905 (Saka).*