

[Shri P.V.G. Raju]

was that if the Ramapadasagar was completed, the whole of Tamil Nadu could be irrigated....

18.00 hrs.

[MR. DEPUTY-SPEAKER in the Chair].

MR. DEPUTY-SPEAKER: You can continue tomorrow.

SHRI P. V. G. RAJU: Thank you very much.

HALF-AN-HOUR DISCUSSION

CASH DEPOSIT FOR BOOKING OF TATA TRUCK AND BUS CHASIS

MR. DEPUTY-SPEAKER: Now we take up the Half-an-hour discussion. Shri Dileep Singh Bhuria.

श्री दिलीप सिंह भूरिया (भाबुआ) : माननीय उपाध्यक्ष महोदय, मैंने एक प्रश्न टाटा कम्पनी के बारे में माननीय मंत्री जी से पूछा था, जिसका उत्तर 18 तारीख का दिया गया। टाटा कम्पनी जो बस और ट्रक चेंसेज बनाती है, वह नियम के विरुद्ध, कानून के विरुद्ध काम करती है। यदि आप टाटा के आकड़े देखेंगे, तो आप पायेंगे कि 1974 में टाटा चेंसेज की कीमत 61 हजार रु. थी, लेकिन आज उसका कीमत 1 लाख 68 हजार रु. है—तीन गुना कीमत उसने बढ़ा दी है और इसके साथ ही साथ प्रत्येक व्यक्ति जो चेंसेज लेना चाहता है, उससे छः हजार रुपया जमा करवाती है। मुझे मालूम है 1978 से लाखों आदमी उस लाइन में लगे हैं, लेकिन उन लोगों को चेंसेज नहीं मिलती है, परन्तु वह 50-60 हजार रु. ब्लैक में बिकती है। आज हमारे देश के अन्दर रेलवे के बाद यदि माल ढांने या आदिमियों को ले जाने का नम्बर जाता है, तो यह बसेस और ट्रक्स का ही है। खास करके यदि आप आज गांवों में देखेंगे, तो आप पायेंगे कि जितने आदमी बस के अन्दर बैठे हुए हैं, उतने ही उपबस बैठे हुए हैं। बसेज न मिलने के कई बार ग्रामीण लोग मीलों पैदल चलते हैं और कई जगह तो ऐसी बटारा बसें

चलती हैं कि उनको डर होता है कि वे ठीक से पहुंच भी पायेंगे या नहीं पहुंच पायेंगे। ऐसी बसें खास करके पहाड़ी एरिया में ज्यादा होती हैं जहां गरीब लोग रहते हैं, कमजोर लोग रहते हैं, आदिवासी लोग रहते हैं, हरिजन लोग रहते हैं।

हमारे देश के अन्दर बहुत सारे गरीब लोग, पढ़े-लिखे नौजवान हैं, जिनके पास लाइसेंस है, बस चलाने का और ट्रक चलाने का, परन्तु यह जो व्यवस्था है, उस व्यवस्था के अन्दर वह गरीब आदमी कभी भी बस या ट्रक का मालिक नहीं बन सकता है, बस को नहीं खरीद सकता है। इस प्रकार की व्यवस्था इस कम्पनी ने कर रखी है। वहां पर 6 हजार रु. जमा करने के लिए गरीब आदमी वहां से लायेंगा और वह जमा भी कराता है, तो उसका ब्याज नहीं दिया जाता है। मैं अभी एक माननीय सदस्य का भाषण सुन रहा था कि 15 परसेंट इन्टरेस्ट रखा है, वह किस को मिलता है? वहां पर सब फर्जी एकाउन्ट तैयार होता है। कोई भी गरीब आदमी आज के जमाने में न बस चला सकता है, न ट्रक चला सकता है। इसलिए मैं माननीय मंत्री जी से जानना चाहता हूँ कि हमको इस देश के अन्दर कितनी बसें और चेंसेस की हर साल आवश्यकता होती है? दूसरे यह कि टाटा ने जो नियम के विरुद्ध रकम जमा करवाई है, उसका ब्याज वह नहीं देता है, उसके खिलाफ आप कानून से कानून के अन्दर उसको दंड देना चाहते हैं और अभी तक आपने क्या दंड दिया है?

दूसरी बात मैं यह जानना चाहता हूँ—यदि इस देश में चेंसेज बनाने में सिर्फ टाटा की ही मोनोपॉली है तो आप दूसरी किसी कम्पनी को इन्ट्रोड्यूस क्यों नहीं करते हैं? मैं चाहता हूँ कि आप दूसरी कम्पनियों को भी उतनी ही तादाद में चेंसेज बनाने का लाइसेंस दें, जिस से जनता को लाभ मिले।

उपाध्यक्ष महोदय, आज टाटा के बजाने में कम से कम 200 करोड़ रुपया जमा है, जिस का पूरा बनिफिट टाटा लेता है। अगर यह पैसा बैंकों में जमा हो तो इस 200 करोड़ रुपये का उपयोग भारत

की जनता कर सकती है। इस के बारे में मंत्री जी क्या करना चाहते हैं, अपने उत्तर में बतलायें ?

मैंने पेपर में पढ़ा है कि टाटा अपने चैंसिज को बाहर भी भेजता है, जिस का लाभ भारत की जनता नहीं उठा सकती है। ये चैंसिज काफी तादाद में बाहर जाते हैं—मैं जानना चाहता हूँ कि इस के खिलाफ आप कौन सा कानून ला रहे हैं। अगर ये चैंसिज बाहर न भेजे जायें, तो भारत में बर्ष हुए चैंसिज का लाभ भारत के लोग उठा सकते हैं। यहाँ के चैंसिज बाहर जायें और यहाँ के लोग तकलीफ उठावें, यह उचित नहीं है। मैं जानना चाहता हूँ कि इसके बारे में आप क्या प्रतिबन्ध लगायेंगे ताकि वे भारत के लोगों को मिल सकें ? यह सितम्बर, 1970 की बात है, उस समय टाटा ट्रक के चैंसिज 44 देशों को भेजता था तथा हर साल 15 हजार चैंसिज बाहर जाते थे। अब मैं समझता हूँ वह संख्या और ज्यादा बढ़ गई होगी। अगर उसको रोक कर जो यहाँ के गरीब लोग हैं, कमजोर वर्ग के लोग हैं, उन को दिये जाएं तो इस से बहुत सुविधा हो सकती है।

राजस्थान में एक कारखाना खोला जाना था, जिसके लिए राजस्थान सरकार ने करीब 250 एकड़ जमीन कम्पनी को दी थी। मैं जानना चाहता हूँ कि उस कम्पनी में कब तक चैंसिज बननी शुरू हो जायेगी, कितनी चैंसिज इयूरली बनेगी तथा उनके वितरण का क्या प्रोसीजर होगा ?

मैं यह भी जानना चाहता हूँ कि आज इस पर जो 50-60 हजार का ब्लैक चल रहा है, उस ब्लैक को रोकने के लिए भारत सरकार क्या प्रतिबन्ध लगाना चाहती है तथा जो वॉटिंग लिस्ट में बैठे हुए हैं उनके लिए आप क्या करना चाहते हैं ? क्या आप के पास कम्पनी की डी हूई कोर्ड वॉटिंग लिस्ट है कि 1978 से लेकर आज तक कितने लोग वॉटिंग लिस्ट में हैं, उन का कितना रुपये जमा है तथा उनको कब तक चैंसिज मिलेगी ? यदि कम्पनी उनको चैंसिज दे सकती है, तब तो ठीक है, वरना उन का रुपया लौटाया जाना चाहिये कम्पनी चार-पांच सालों से उन के रुपये का उपयोग कर रही है—मैं चाहता हूँ कि

इस कम्पनी के खिलाफ ऐसे कड़े कानून बनाये जायें जिस से भविष्य में ये लोग देश का रुपया इस प्रकार से बर्बाद न करें।

जहाँ तक मुझे मालूम है—1973 में टाटा ने करीब-करीब 22400 चैंसिज बनाई थीं और इयूरली 36 हजार बनाने का प्लान था, अब तो शायद 50 हजार बनाते होंगे। इतने चैंसिज बनाने के बाद भी पहाड़ों में रहने वालों को चैंसिज नहीं मिलते हैं जिस से उनके बन्दर भयंकर बसंतोष व्याप्त है। यहाँ पर बटारा बस चलती हैं। मैं मध्य प्रदेश का रहने वाला हूँ, हमारे यहाँ अगर आप रोडवेज में बैठे जायें तो पता नहीं आप अपनी मन्जिल पर भी पहुँच सकेंगे या नहीं। कण्ठकर कहता है कि बीमा कराकर जायें या नहीं ? कारण यहाँ है कि चैंसिज नहीं मिलती है, बरसात के दिनों में छाता ले कर चलना पड़ता है, अगर छाता नहीं है तो सफर नहीं कर सकते हैं, सामान गीला हो सकता है। मैं जानना चाहता हूँ कि इस कठिनाई को दूर करने के लिये मंत्री जी क्या व्यवस्था करना चाहते हैं ?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA): Sir, the hon. Member's concern is with regard to the shortage of chassis to the buses. It is highly appreciated and the Government is equally concerned about the whole thing. I may tell you the actions that we are taking to meet the shortage which was raised by the hon. Member.

I personally feel that there is a lot of communication gap. The first thing which the hon. Member said is:

“कम्पनी व्याज नहीं देती है, जो व्याज न दे, उसको क्या सजा मिलनी चाहिये ?”

The hon. Member must know that the company gives 12 per cent interest and this interest is not for a fixed period. Even if after six months a person gets his registration cancelled he will get the interest for that period.

श्री विष्णु सिंह भुरिक्त : ब्याज बिलकूल नहीं होते हैं, आप साहेब उनके दोसे लीजिये ।

श्री सत्यनारायण जटिया (उज्जैन) : ब्याज नहीं दिया जाता है, वह मैंने स्वयं देखा है ।

SHRI CHARANJIT CHANANA: The Company's statement is that they give 12 per cent rate of interest. In fact, many Members approach us for the allotment of a chassis and we always tell them that if there is any irregularity in the queue and somebody is ignored in the queue they should bring the same to our notice and we will take the action. Sir, interest is part of the contract between the prospective buyer and the company. The company under that contract is liable to make payment. It becomes a legal case of breach of law. If there are cases of such breach of contract then I shall appreciate if the same are brought to our notice. We shall definitely write to the company as to why this irregularity is being adopted.

As far as the hon. Member's statement that the company has collected Rs. 200 crores as advance, I may point out that the company has given us the information that the deposits over the last two years period are to the tune of Rs. 18 crores. The company has also given us the information that the availability of the chassis takes a period between two and a half years to three years. Here again we always tell the Members that if anywhere the Members feel that there is undue delay then they should bring it to our notice and we shall see to it that that irregularity is not continued at all.

Sir, the hon. Member said that the Tata chassis are defective and, as such, there should be a ban on their export. I would only like the hon. Member to appreciate that when an item goes outside the country in the international market then it acquires an international market orientation. Further, the hon.

Members would appreciate the chassis made in our country—whether by Tata or Ashok Leyland—do stand the road worthiness test. That is an important thing. But in spite of that if there is any complaint in the knowledge of any Member where the road-worthiness test is in doubt it should be brought to our notice. In fact, we are putting a condition of export obligation on the automobile units with the twin object of our products getting international market orientation and to help to ease the tight foreign exchange position.

Another point made by the hon. Member is the sale of chassis and trucks in black. That in fact is a breach of law. And if at all a case like that comes to the hon. Member's notice the first thing that he should do is that he should have an FIR done, and case registered with the Police. It is a legal case. He can bring it to our notice. That in fact is more a matter of the Ministry of Home Affairs, but even then, if he brings it to our notice, we will try to see that whatever action is needed is taken.

In the case of shortage of chassis, I would like to say this. He has quoted some figures of 1972. Then he has quoted the latest figure. I would like the hon. Member to know that the figure of production of the manufacture of commercial vehicles is like this. For his information I would like to tell him this. The total licensed capacity is spread over 9 companies like TELCO, Ashok Leyland, Simpson and Company, Hindustan Motors, Premier Automobiles etc. These are medium-sized commercial vehicles. Light commercial vehicles are covered by companies like Mahindra and Mahindra, Standard Motors, Bajaj Tempo Limited and Insova Auto. The total licensed capacity is 138,890 and the installed capacity is 95,000. Now the demand projection for 1980-81 as against the installed capacity of 95,000 was 73,200. The hon. Member said that some people would come and get the fake registration done. In fact there is a methodology of getting an earnest

money like that which is adopted. I am not trying to justify it—K Y Z companies,—but here is the basis of purchase and sale of products of heavy industries which involve a higher working capital. The manufacturers—more so in the case such commodities where the working capital is higher—would like some earnest money to be there so that the bonafide of the buyer is there; and all the companies falling within this line are accepting that. The amount of 6,000 as compared to the total value of the price of the commercial vehicle of Tata is only 4 per cent. And the total amount, as I have told him, is 18 crores.

Now, the hon. Member has complained of the buses of the State of Rajasthan and the hill areas. I would like to request him kindly to bring to our notice the particular State roadways who are having a problem. Because, as far as State Roadways are concerned, it is our Ministry which takes exceptional vigilance in this matter and tries to put pressure also. The only allotment where we put pressure is the allotment of the chassis to the State Roadways. I will appreciate if the hon. Member took up with the State's people and I am sure there would not be any gap as far as the pressure on our side is concerned.

I think I have covered all your points.

I would like only to say one particular thing that the real answer to the problem of the scarcity of the chassis is to expand their production at every level. We in fact are working on schemes. Where there is licensed capacity in any one of the public sector units we are thinking what we could do to remove this scarcity; we are working on emergency basis on that particular thing.

MR. DEPUTY-SPEAKER: Have you anything to say about the starting of another industry somewhere?

SHRI CHARANJIT CHANANA: No, Sir. It is not like that. I would not like to give the name of our own project,

because, we are working on the exercise, as to whether a collective effort of a few of our projects can be made so that we can introduce more additional chassis in the market so that the shortage does not remain there. We are really concerned about the whole thing.

I would like the House to know one thing about TELCO. The steps which the Government has taken now is to increase the quantum of production, the quantum of the supply of the chassis into the Indian market. Number one is, Messres. TELCO have been permitted to expand their production at Jamshedpur and Poona under the 'Facilities of Automatic Growth' by about 8,500 vehicles in all. They are working on it.

(2) Ashok Leyland have been permitted expansion of capacity from their present level of 12,500 vehicles per annum to 40,000 vehicles per annum through the establishment of 3 new units. Now, I am mentioning about the 3 units because the hon. Member was asking about the setting up of a commercial vehicle unit in Rajasthan. Now, these three units are to be established in Tamil Nadu Maharashtra and Rajasthan. This would mean additional capacity of 27,500 chassis by Ashok Leyland.

(3) The licence issued to M/s. Simpson & Company Limited in 1963 for the manufacture of Commercial vehicles was reactivated by the Government and the Company has been permitted to produce 12,000 vehicles per annum with a pay-load range of 7.5 tonnes. The company has started assembling these vehicles with imported CKD packs from Ford of the U.K. utilising their Perkins engines.

(4) The facilities have been given to the commercial vehicle manufacturers to import critical components at concessional duty in order to augment production.

Finally, one of the reasons why the production was less was due to inade-

[Shri Charanjit Chanana]

quate supply of power to these units. There was a cut in power supply and therefore there was a decrease in the production. But what we have done now is that we have given licence for the installation of diesel power generating sets by the manufacturers in order to enable them to augment the availability of power. Production of commercial vehicles during the last five years is as follows:

1975-1976	....	40,376
1976-1977	....	46,242
1978-1979	....	58,255
1978-79	....	58,255
1979-1980	....	57,441

For the current year 1980-1981 the production figure would be in between 65,000 and 70,000. We are not sure about this because the month's figure has not been received. As far as the company in question is concerned, they are telling us that by the end of the year they would be completing the mark of 36,000 units.

श्री विलीप सिंह भूरिया: मेरे दो प्रश्नों का उत्तर नहीं आया।

MR. DEPUTY-SPEAKER: If you want any clarification, you can ask.

श्री विलीप सिंह भूरिया : उपाध्यक्ष महोदय, मेरी दो बातों का जवाब नहीं आया है। एक तो यह कि 18 तारीख को जो जवाब दिया गया था उसमें लास्ट में प्रश्न "ब" के उत्तर में बताया गया था कि "अग्रिम जमा राशि एकत्रित करना कंपनी जमा नियमों की नियंत्रक धाराओं के अधिकार क्षेत्र से बाहर है।" मैं मंत्री जी से पूछता हूँ कि उसके बारे में आपका क्या कहना है। दूसरी बात यह है कि चैंसिस डिस्ट्रीब्यूट करने की कोई पालिसी बनाई जा रही है या उसको आप अपने अधिकार में ले रहे हैं?

SHRI CHARANJIT CHANANA: I think there is some misunderstanding.

ing. As far as the question of the hon Member is concerned, I would only like to clarify that the Companies Deposits Rules do not prohibit the collection of such deposits and hence this deposit does not fall within the mischief of the existing regulations. Now, secondly, as far as the distribution part of hon. Member is concerned, I would only say that this is not covered by the guidelines. As I have submitted already in the House, the solution of the problem lies only in the purchase of chassis once the over-production is there. There is no problem of distribution at all. If there is surplus then they might come up with a request that we should buy these chassis and there will be no problem.

MR. DEPUTY-SPEAKER: I would request the hon. Members to be brief and put only new points that they have, because a cultural function is there and there is a request that all of us should attend.

SHRI KRISHNA CHANDRA HALDER (Durgapur): The trucks are playing a very important role in carrying essential commodities from one place to another. Due to delay and pilferage in goods trains, people are relying more and more on trucks for carrying goods from Kashmir to Gauhati and Delhi to Trivandrum. On account of the rise in price of petrol and diesel, most of the people depend on buses. Even after the introduction of advance deposit system, the truck owners and the bus owners have to wait for more than a year to get their chassis. This is in spite of their advance deposit. They are harassed and they do not get the chassis in time. This ultimately leads to difficulties in carrying goods and passengers.

The Durgapur Truck Association, the West Bengal Bus Syndicate and other organisations from different States gave representations to the Government in this connection and I

forwarded those representations to the then Transport Minister, Shri A. P. Sharma and even I forwarded several representations to the hon. President. I only received acknowledgement, but no remedial measures were taken. I would like to know, what remedial measures Government wants to take for this

In reply to part (d) of the question, it was stated that the collection of advance deposits is outside the purview of the regulatory provisions of the company deposit rules. Will the Government bring forward an amendment to the company deposit rules to do away with the collection of advance deposit?

The hon. Minister has stated that there is scarcity of chassis, but he has not indicated what is the actual requirement or demand for truck chassis and bus chassis and what they can supply. What is the gap between supply and demand? How long will you take to remove the short supply of chassis for trucks and buses? It is a very important question, because if you cannot meet this demand, the transport of essential commodities from one place to another is badly affected. I would like to have categorical answers to my questions.

SHRI K. MALLANNA: (chitradurga): In part (d) of the question, it was stated that the collection of advance deposit is outside the purview of the regulatory provisions of the company deposit rules. According to the hon. Minister, the company deposit rules cannot bar the collection, or the company rules have not contemplated the collections. That means that the Tata company violated the provisions. The deposit of Rs. 6000/- collected for each chassis during two years has accumulated to Rs. 18 crores.

Sir the deposit is not contemplated according to the Companies' Act or according to the Companies' Deposit rule. At least this amount goes to black money or unaccounted money. I want to know whether the Government is going to encash this and what is the profit out of these Rs. 18 crores?

श्री रामवतार शास्त्री (पटना): उपाध्यक्ष महोदय, टाटा हिन्दुस्तान का दूसरा इबारदार पूंजीपति है, जिसकी माया कहां तक फैली हुई है, हम और आप सभी जानते हैं। टाटा की माया यहां तक, सरकार तक पहुंची हुई है। इसीलिये मुझे तो संदेह है कि अगर कोई गड़बड़ टाटा के इबारदारों में की जाती होगी....

SHRI ANANDA GOPAL MUKHOPADHYAY (Asansol): Mr. Deputy-Speaker, Sir, Mr. Ramavatar Shastri has said something important. Question is, is he talking from faith or from knowledge?

SHRI RAMAVATAR SHASTRI: I am talking from faith and knowledge both.

MR. DEPUTY-SPEAKER: Mr. Ramavatar Shastri does not know that Tata is going to start some industry in Russia.

SHRI RAMAVATAR SHASTRI: Let them do that. They will settle with them.

MR. DEPUTY-SPEAKER: I am saying only for the information of the House.

SHRI RAMAVATAR SHASTRI: It may be your information.

यहां इस बात की शंका प्रकट की गई है कि टाटा जिन लोगों से 6 हजार रुपये जमा करते हैं, उनको वह सूद नहीं देते हैं। मंत्री जी ने कहा कि मुझे बताया गया है कि देते हैं। आपको यह खबर है और यहां के कई माननीय सदस्यों को खबर है कि वह नहीं देते हैं। क्या आप उसको जांच कर के सदन को सही सूचना देंगे?

दूसरी बात में यह जानना चाहता हूँ कि ट्रैल्को में जो चैंसिज ट्रक और बस का बनता है या और कंपनियों में बनता है, जो सारी की सारी कंपनियां निजी प्राइवेट सेक्टर में हैं तो उनका सम्बन्ध हमारे देश की ट्रांसपोर्ट से है। अगर पीपल्स ट्रांसपोर्ट पालिसी होती सरकार की, जो कि मेरी समझ में नहीं है, तो निश्चय ही ट्रक और बस के चैंसिज बनाने वाली ट्रैल्को या दूसरी

[श्री रामावतार शास्त्री]

कम्पनियों के साथ इनका व्यवहार दूसरा होता । वह नहीं है । इसलिये मैं जानना चाहता हूँ कि ट्रक बनाने के लिये क्या हम कमी टैल्को पर ही सीमित अपने को करना चाहते हैं ?

एक ट्रक का चैंसिस बनाने में कुल खर्चा आपने जरूर पता लगाया होगा कि कितना होता है और टाटा एक चैंसिस को बेचता कितने में है ? अगर आप यही बता देंगे तो देशवासियों को मालूम हो जायेगा कि टाटा की लूट किस तरह से होती है ?

मैं यह भी जानना चाहता हूँ कि उसके वितरण और उत्पादन दोनों में किसी भी स्टेज पर क्या सरकार का कोई नियंत्रण है ताकि आप जान सकें कि उत्पादन की स्थिति क्या है ? इनकी इंस्टाल्ड कैपैसिटी क्या है, कितना बना रहे हैं, कितना ब्लैक में बेच रहे हैं कितना सही दाम पर बेच रहे हैं ? इसका पता लगाने के लिये क्या आपने कोई माप दंड तय किया है ? मंत्री महोदय कहते हैं कि उनको ब्याज मिलता है, हम कहते हैं कि ब्याज नहीं मिलता है । तो उनको ब्याज मिलने, इसके लिये उस राशि को टाटा के पास जमा करवाने के बजाये बैंक या पोस्ट ऑफिस में उन के नाम से जमा क्यों नहीं करवाते हैं ? इस में क्या कठिनाई है ?

देश में ट्रकों और बसों की बहुत कमी है । सरकार ने मालूत को ले लिया है और अपने लोगों को पैसा दे दिया है, हालांकि उससे कुछ फायदा नहीं होने वाला है और ऐसा करने की जरूरत नहीं थी । क्या सरकार ट्रकों और बसों की कमी को पूरा करने के लिए टेलको और असांके लेलेंड वगैरह सब कम्पनियों का राष्ट्रीयकरण करने के लिए तैयार है, अगर नहीं, तो क्यों नहीं ?

MR. DEPUTY-SPEAKER: Now, Mr. Atal Bihari Vajpayee is not available.

SHRI RAMAVATAR SHASTRI: I was taking his time.

MR. DEPUTY-SPEAKER: But you are not permitted to do it.

SHRI CHARANJIT CHANANA:

Regarding the first question of the hon. Member, I would only tell him that he should have listened to my earlier reply. Even at the risk of repetition, I can again read out the statement. The hon. Member has referred to the Durgapur Truck Owners' Association's problems and to harassment of people. As far as harassment is concerned, of course not getting a thing when you want it is, in itself, a harassment. And we are concerned with that part of the harassment. But if an individual is harassed in a way in which he thinks he is harassed, I shall appreciate it if the hon. Member kindly brings that particular harassment to my notice. If it is against a rule or against a law, and if he bring it to my notice, I will take whatever action has to be taken against that particular thing.

Another point which the hon. Member has asked me is: what are the steps taken by the Government? I have already read out the five points. If you want, I can read them out again.

MR. DEPUTY-SPEAKER: Not necessary.

SHRI CHARANJIT CHANANA: The main thing is that the solution to the problem lies in producing enough. Another hon. Member's point was that I did not inform the House about the demand projections. About that also, in fact, if I read out the statement made by me earlier, it will only be a repetition. I will again read it out. I had said that for 1980-81, the demand projection was 73,200. Against this demand projection, the licensed capacity is 1,38,890 units; and I have also said in this House that as against this, the installed capacity is 95,900. (Interruption) I will give the total production figures also to the hon. Member. The production figures are: for 1973-74—43,000. This again I have already talked about; and I have said that the production

figure to-day would be between 65,000 and 70,000. Now, the gap between the installed capacity and production is due mainly to the infrastructural gap; and we are trying to see—Sir, about the steps I think I have to repeat, so that the hon. Member will understand. . . . (Interruptions).

SHRI KRISHNA CHANDRA HALDER: The shortage would be 8,000.

SHRI CHARANJIT CHANANA: Sir, do you want me to report the steps taken?

MR. DEPUTY-SPEAKER: He knows that; not necessary.

SHRI CHARANJIT CHANANA: The hon. Member here has asked me a question on Company Law, and the Company Law statement I have already given.

SHRI KRISHNA CHANDRA HALDER: I had put another question regarding the amendment of the rules for advance deposits.

SHRI CHARANJIT CHANANA: The hon. Member must know that I have already said that the number of products of heavy industry is not one. There are many; e.g. printing machines, tractors, commercial vehicles, cars etc. They are taking this money. I am not trying to justify Company X, Y or Z. I have said this earlier also. It is to prove the bonafide of the demand of the product. As the hon. member has rightly said, there are cases where the people want to get the *benami* things also done. To avoid that particular thing, we want that only genuine and bonafide cases should be there for the allotment of the commercial vehicles.

SHRI KRISHNA CHANDRA HALDER: You tell something about the rules for advance so that genuine people will get it.

MR. DEPUTY-SPEAKER: Mr. Halder, if everybody registers his name, then it will be difficult.

SHRI CHARANJIT CHANANA: I will request the hon. member to see one particular thing which he would be knowing also. I don't have to show it to him. This is Patriot newspaper dated 10th. There is an advertisement of the Indian Banks Association. If you see the rate of interest, you will come to know about it. I do not know if you are concerned with the buyers or the purchasers. If your concern is for the buyers, if a buyer puts his money without a fixed term, without a fixed tenure of the deposit, he would not get more than 5 to 3 per cent interest from the bank whereas this company is paying 12 per cent. As the hon. members had said that they have not paid, I am surprised why the complaints have not been brought to our notice.

SHRI DILEEP SINGH BHURIA: This is not a question of paying interest; this is a question of violating the rules. They are violating the company deposit rules.

MR. DEPUTY-SPEAKER: He said that it is not a violation of the rules.

SHRI CHARANJIT CHANANA: It is not violation of the rules. I have already told the member; I have already given the clarification also that it is not covered. (Interruptions). It is within the Companies Law itself. (Interruptions) Shastriji was talking of a wonderful thing about the popular transport policy. I do not know what were the ingredients of that policy. I would appreciate if he explains them.

MR. DEPUTY-SPEAKER: Then we will have another Half-an-Hour Discussion. Another thing is that you are not a Transport Minister.

SHRI CHARANJIT CHANANA: But we have to explain to him. फिर शास्त्री जी ने जो मापदण्ड की बात की है, मैं ने पहले यह कहा है कि ब्लैक में कोई भी चीज बेचना ला के बिलाप है

[श्री चरण जीत चानना]

और जो ला को तोड़ेगा वह तो एक किमिनस होगा। उस के लिए ला है और उस का मापदण्ड कालरेडी ला में बना हुआ है।

[फिर आप ने कास्ट और प्रॉफिट की बात कही, तो वह आप को मंटे से ज्यादा पता होगा क्यों कि आप तो उस के विशेषज्ञ हैं। आप जानते हैं कि जब ये कम्पनीज बैलेंस शीट बनाती हैं तो उस में दो कालम्स होते हैं—असेट्स एंड लायबिलिटीज। उसके अंदर यह होता है और वह इनकम टैक्स डिपार्टमेंट के अंदर पड़ता है। वह इन सारी चीजों को देखते हैं। उस का पूरा रेगुलेशन मिनिस्ट्री आफ फाइनेंस और इनकम टैक्स डिपार्टमेंट वाले देखते हैं।

श्री रामावतार शास्त्री : कास्ट आफ प्रोडक्शन क्या होता है, यह तो बताइए।

श्री चरणजीत चानना: कास्ट आफ प्रोडक्शन के लिए आप अलग से सवाल पूछेंगे तो मैं बता दूंगा।... (अवधान)...

श्री रामावतार शास्त्री : चील्स बनाने में कितना खर्च पड़ता है और वह क्या प्राइस चार्ज करते हैं, यह तो बताइए।

एक माननीय सदस्य : इस का हम में क्या सम्बन्ध है?

श्री रामावतार शास्त्री: क्यों नहीं सम्बन्ध है? ... (अवधान)...

MR. DEPUTY-SPEAKER: It will vary from year to year according to the price increase.

SHRI CHARANJIT CHANANA: Would you kindly advice the hon. member to study the balance-sheets of the companies.

MR. DEPUTY-SPEAKER: You would have studied all the balance-sheets of the company. You are an expert in that. Why do you want this information from the Minister.

SHRI RAMAVATAR SHASTRI: What is the cost of production of the chasis and what is the value?

SHRI CHARANJIT CHANANA: The hon. member would get a copy of the balance-sheets from the Company Law Administration from the Library and he should study that.

MR. DEPUTY-SPEAKER: The House stands adjourned to re-assemble tomorrow at 11 A.M.

18.44 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 12th March, 1981/Phalguna 21, 1902 (Saka).