

SHRI L. N. MISHRA: I beg to move:

"That the Bill be passed".

MR. CHAIRMAN: The question is:

"That the Bill be passed".

*The motion was adopted.*

18.24 hrs

#### HALF-AN-HOUR DISCUSSION

##### STEPPING UP OF PRODUCTION OF SCOOTERS

SHRI N. K. SANGHI (Jalore): Sir, the very difficult position about the availability of scooters in the country and the difficulties of the common man have persuaded me to raise this discussion today. Production of scooters started in India in 1955. During the last 18 years, practically no perspective planning has been done to meet the situation. Scooter has been our second line of defence so far as a means of communication is concerned, besides the public transport system of buses. The increasing cost of petrol in the wake of the West Asian crisis has landed the middle-class people travelling by scooters in this country in a further very difficult situation. Unfortunately there has been no coordination between the Planning Commission and the industry in the last 18 years and they have not been able to come to grips with the problem. The industry has been in a fortunate position for 18 years because there has been pent up demand and they have been having a brisk business. The Planning Commission has been lost in the planning of the public transport system like buses etc. and small cars. Unfortunately the emphasis on increasing the scooter production was lost. Today scooter has become very very essential, in the wake of the oil crisis. Whereas a private owners car consume about 150 litres of petrol a month, the same person can do with a scooter by consuming 15 litres a month. But what is the situation today? We find that there are more than 3½ lakhs of pending orders lying with the scooter

dealers for supply of these vehicles and every year the demand that is pent up is increasing vis-a-vis production in the country.

Recently, the National Council of Applied Economic Research had made a detailed survey and they have come to this conclusion that 80 per cent of the scooters were being used in urban areas and 20 percent in the rural areas and that more than 20 per cent are being used in Delhi alone. They have come to the further conclusion about the people who are using these scooters. They found people with an annual income of Rs. 5,000 using 11 per cent, people with an annual income of Rs 7,500 were using 24.2 per cent people with an annual income of Rs. 10,000 were using 23.3 per cent and people with an annual income of Rs. 12,500 were using 18.3 per cent of the total production of scooters. You will see from this that people below an income of Rs. 12,500 per annum were 77 per cent of the users of scooter. The increasing demand by the middle income group has aggravated the situation that we find ourselves in today in the matter of supply of scooters, and the situation is going to be further aggravated.

A little brief history of the production of scooters will be revealing. In the year 1964 the Government unfortunately decided to give no more licences to any party in the country. Therefore, there was a lot of discussion in the Lok Sabha and the Rajya Sabha. Whenever such a discussion took place it was thought that something has got to be done in this matter.

Today, what is the situation in the manufacturing of scooters? More than 94 per cent of the scooters that are available in this country are being manufactured by two concerns, namely, the Automobile Products of India Limited and Bajaj Autos. The balance six per cent is split up between Escorts and Enfield. These two concerns have practically a monopoly of the scooter production in this country.

In 1969 there was a discussion on this question and some parties applied for licence for the manufacture of scooters. The Ministry of Industrial Development in October 1970 called for applications from parties for the manufacture of scooters with indigenous know-how. Even though as many as 180 parties came forward, out of these 180 parties the applications of only 43 were considered by the Government and ultimately it was decided to issue letters of indent to 17 parties, including 8 State Industrial Development Corporations and some private individuals.

What happened after that? We find out of these 17 parties only two have been issued industrial licences. The other 15 parties have not yet applied for an industrial licence, though the gestation period of more than two to three years has already passed. This is the situation for the production of scooters.

Again, when this matter was taken up in Rajya Sabha in 1970, it was decided to set up a scooter manufacturing plant in the public sector. Later on, a Committee was set up headed by Shri O. P. Murthy, Chairman of Bharat Heavy Electricals Limited to go into the question whether a scooter with an indigenous design could be manufactured in the public sector. What do we find? The O. P. Murthy Committee came up with the recommendation that there was no indigenous proven design which could be taken up in the public sector and that in case we want to make our own design it will take at least five years. So they suggested collaboration with some popular make. If we wait for so many years to make our own design, the result would be that for the next 7 or 8 years there would be no production of scooters and people would not be able to get it.

I am very happy that there was an offer from the Government of India from the Innocenti to set up a plant here and the Government was good enough to take a wise decision to

accept that offer and set up a scooter plant.

The proposal for this scooter plant was that the Government of India will have 51 per cent shares, 20 per cent will be held by Innocenti and the balance will be contributed by Automobile Products of India Limited and the public of the country.

This was a first case where a complete plant was imported into the country. It was decided to make one lakh of scooters in the next four years. But a lot of things happened afterwards. Shri Saran and Shri Chidambaram, who originally negotiated for bringing this plant to this country, resigned from the Board of Directors of Scooters India Limited.

What do we find now? The original terms was that Innocenti will provide the foreign exchange and they will also assist us in the export of scooters to the extent of 40 per cent. But this was changed. I would like to know from the Minister why we agreed to pay the entire amount in foreign exchange and why did we depart from the original terms of the agreement.

We have lately found that there has been a statement from the hon. Minister that they will consider the Scooters India Limited, the joint sector undertaking to be a Holding Company. They will supply built-up engines and transmission assemblies for the manufacture of scooters to other State Industrial Development Corporations. May I know from the hon. Minister in case they have decided to give to other State Industrial Development Corporation, whether they will be able to reach the target of manufacture of 1 lakh units themselves or it would reduce their production.

I do not think this is going to meet the situation. We are interested to see that the public sector, the joint sector undertaking, takes up the manufacture of scooters to the level which has been originally decided.

[Shri N. K. Sanghi]

This is what we find from the hon. Minister's answer recently given in Parliament to Unstarred Question No. 1702 dated 23rd November, 1973. In

the Fourth Plan, the demand of scooters is envisaged at 2,10,000 per year. What is the production of scooters? We find presently the production is as follows:—

M/s. Bajaj Auto Ltd.	40,000
M/s. Automobile Products of India Ltd.	20,000
Other manufacturers.	4,000

So, only about 65,000 scooters are being produced in India.

In another answer to Unstarred Question No. 1793 dated 22nd November, 1973 the hon. Minister has said:

"Letters of intent have been granted to eight State Industrial Development Corporations for manufacture of scooters for a total capacity of 1,98,000 Nos. per annum and to thirteen parties in the Private Sector for a capacity of 2,75,000 Nos. per annum. Out of these one Unit in the State sector and one Unit in the Private Sector have been granted industrial licence for a capacity of 24,000 Nos. per annum each....."

May I know from the hon. Minister whether the production that is envisaged by the grant of these letters of intent is only a misnomer and that we can hardly expect a production of 12,000 to 20,000 scooters in case these two licences granted to the State Industrial Development Corporations go into production.

This is a difficult situation, a very serious matter, and, in the wake of oil crisis in the wake of big demand for scooters, we have long queues at the public transport system—I think, a review has to be taken as to how this demand is to be met.

Before I conclude, I would like to put a few questions to the hon. Minister. What is the total available installed capacity in the plants that are producing scooters at present, whether it is being fully utilised and if not, the reasons therefor, and what steps are being taken to see that the capacity

of these scooter manufacturing plants is fully utilised in view of the acute shortage of scooters?

I would also like to know from the hon. Minister whether, as suggested by a Member of the Monopolies Commission, the Government consider it desirable to allow the present manufacturing units to raise their production to 1 lakh units to help bridge the demand and supply of scooters. Is the Government thinking on these lines?

I would also like to know from the hon. Minister if he is thinking in terms of cutting down the gestation period of the Scooters India Ltd., the joint sector project which is going to be started, so that they are able to produce 1 lakh units not in a period of five years but as early as possible, at least by 1975?

With the rise in the cost of steel, aluminium and other raw materials, with the increased difficulties of aluminium availability etc., the labour trouble and the escalation in the prices, will the hon. Minister consider to see that the present manufacturers are allowed to increase the production of scooters and are given some relief by way of some increase in the price structure.

When commercial vehicle manufacturers have been allowed to increase the prices by 20 per cent, when we find that some increase has been allowed to car manufacturers, is it not desirable that the production of scooters is also increased by allowing a certain increase in the price so that the poor man is able to get the supply? The black market price of scooter today is more than Rs. 7000 to Rs. 8000.

The hon. Minister should give a re-thinking to the present system of registration of bookings. If a person wants to get a scooter, he has to wait for 7 to 8 years in the queue. I want to know from the hon. Minister whether a small number of scooters is also made available through the State Trading Corporation at a little increased price so that extra money can go to the Government and the people who really need scooters instead of going to the black market, get them from the S.T.C.

I would like to have categorical answers from the hon. Minister to the questions that I have posed, so that for this difficult situation, some solution is found.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr. Sanghi has asked number of relevant questions, and I would confine myself only to a few points.

At the present moment a person who applies for getting scooter in Delhi alone has to wait it for ten years. The position is much worse in other State. In view of the rise in the price of petroleum and in view of the increasing dependence of the public in scooters, may I ask the hon. Minister to say whether he has any policy in view in order to provide relief to the persons who want to have scooters and further whether he is starting a new procedure, any rethinking on the existing procedure so that the period of waiting is curtailed from ten years to a minimum of two or three or four years, so that the people get some relief?

Secondly, there are illegal transactions going on at the present moment. What happens actually is that, on the sale deed, date is put even in advance, and that leads at black-marketing in scooter. A scooter which costs Rs. 3,200 normally goes up to more than Rs. 7,000 because this kind of practice continues. What is the hon. Minister going to suggest as remedy

for this? Then, there is normal period of two years which is allowed for transaction, for transfer. In the Minister's view, does this period of two years encourage or discourage black-marketing?

In answer to a question, it was stated by Shri Dalbir Singh the Deputy Minister, that the capacity of M/s. Bajaj Auto Ltd. was allowed to be increased from 24,000 to 48,000; similarly the capacity Automobile Products India Ltd. was also allowed to be increased to the same extent; and that of M/s. Escorts Ltd. was allowed to be increased from 6,000 to 24,000. The total in the highest limit, comes 1,20,000. When the demand is 2,10,000 to the existing rate, what is the Minister's proposal to see that the supply is in consonance with the demand as that people do not have to lag behind?

Formerly there was a discretionary to allowed to scooter manufacturers some percentage was allowed. Now that has been stopped. It has further led to frustration. Does the hon. Minister have any plan to see that this is also taken into consideration and some way-out is found?

These are the three or four points I wanted to raise. I would not repeat what Mr. Sanghi has already said.

श्री जयप्रकाश शिख (मधुमती) : सामाजिक विज्ञान (मधुमती) : समापति महोदय, स्कूटर सार्वजनिक का एक उपयोगी वाहन है। आज उस की उपयोगिता और बढ़ गई है। सामाजिक दृष्टिकोण से भी वह अपना विशेष महत्व रखता है। सरकार ने इस तथ्य को स्वीकार किया है, यह प्रसन्नता की बात है। उस से तीर कारों की आपना उत्पादन बढ़ावे की स्वीकृति प्रदान की है। इस परिप्रेक्ष्य में मैं सज्जी महोदय से जानना चाहूंगा कि सिर्फ इन तीन मोनों-लि हाउसेज को ही क्यों उत्पादन बढ़ाने की स्वीकृति दी गई है और दी गई है तो बढ़ाने का आधार क्या था?

श्री जगनाथ मिश्र

किस आधार पर ऊपर की दो फर्मों तथा बजाज स्वीकृति दी गई है तो बढ़ाने का आधार क्या है? जित्त आधार पर ऊपर की फर्मों की तब, बजाज लिमिटेड और आटोमोबायल प्रोडक्शन इंडिया लिमिटेड को दुगना करने और तीसरे मेकर्स एस्कार्ट लिमिटेड को चौगना करने की स्वीकृति क्या अन्य फर्मों से उत्पादन बढ़ाने की स्वीकृति के लिए प्रावदन पत्र नहीं दिए गए थे? अगर दिए गए थे तो उन पर क्या विचार हुआ? क्या यह तथ्य नहीं है कि बे तीन फर्मों आ टी फि कल स्केपसि-टि पदा कर और स्कूटर का मूल्य बढ़ा कर जनता का शोषण कर रही है? क्या इन फर्मों की मोनोपॉलि कमीशन से क्लियरेन्स मिला है? अब जब कि देश में पेट्रोल का अभाव है क्या सरकार नई नई फर्मों को लाइसेंस देकर स्कूटर के उत्पादन में बढ़ावा देने के प्रश्न पर विचार करेगी? अन्तिम चीज में यह जानना चाहना है औद्योगिक दृष्टिकोण जो इन्वैलेस्ड क्षेत्र हैं उनमें सरकार का इरादा इंडस्ट्री स्थापित करने का है तो देश के जिन इन्वैलेस्ड 'स्टेट' से प्रावदन पत्र आए बिहार और अख्यमान स्टेट उन पर क्या विचार किया गया और नहीं किया गया तो अब क्या विचार है?

SHRI P. G. MAVALANKAR (Ahmedabad): I am broadly in agreement with my hon. friends, Shri Sanghi, Shri Parashar and Shri Misra and I hope the Minister will be good enough to give detailed answers to the various points they have raised.

I look at this problem from a different angle also. Therefore, I want to ask this question. Firstly, there is no denying the fact that the scooter today in modern India is a very convenient vehicle for transportation purposes for the middle-class people and for as many years as one can see ahead I do not think these people belonging to the middle class can afford

a car. Even if that will publicised small car "Maruti" comes, they will have to fortunately or unfortunately use this vehicle, the scooter. Therefore when this is the fact or the situation that the middle class people for many years will have to use only the scooter and for many many years, this is not going to be changed then, surely, I want to ask the Minister whether he is not aware of this situation and if so how is he going to solve this problem in terms of augmenting the supply? Not only in big towns and urban centres but even in big urban areas, what are called by the Census Report, urban agglomerations where even the surrounding areas are also linked with the main city, people live in the suburbs and the outskirts and come to the city work there and then again go back. Now, therefore, if this is the reality and if this is the situation, why is it that the Government is not giving priority to the necessary extra manufacture of scooters?

My second question is that this leads to black-marketing as my hon. friends have said, as the demand is far more than the supply. This leads to increase in prices not only by two times 2½ times or 3 times and a flourishing black-market is created but it also leads to corrupt practices and illegalities. Many of these, I suggest, are avoidable. I want to ask the Minister whether he also thinks that these things are avoidable and if so, why not the Government do something quick and urgent so that these illegalities and black-marketing operations are eliminated?

Lastly, is his Ministry of Heavy Industry also in constant touch with the Planning Commission and other relevant authorities for fixing certain priorities in this regard so that not only these three companies viz., Bajaj Auto, Automobile Products of India and the Escorts but also others who have applied will also get chance?

Finally, has he any data to tell us that others who had applied could not get it because of certain difficulties

from the Government end or because of their own deficiencies? If it is because of difficulties on the part of the Government, will he see to it that he helps those people who apply for producing these scooters so that the pressure will be relieved?

**श्री मूल चंद डागा (पाली) :** राजस्थान इम्प्ट्रीयल कारपोरेशन ने आप के पास स्कूटर बनाने के लाइसेंस के लिए दरखास्त दी थी। उन का चेतक नाम का स्कूटर एप्रब भी हो गया था, मैं जानना चाहता हूँ उन को इम्प्ट्रीयल लाइसेंस ग्रान्ट करने में कितना टाइम लगेगा? उन्होंने के पास कब दरखास्त दी आज तक उन को लाइसेंस क्यों ग्रान्ट नहीं किया गया? लाइसेंस न मिलने से चेतक का निर्माण प्रारम्भ नहीं कर सके हैं।

आप ने जो इम्प्ट्रीयल लाइसेंस दिए हैं, ये कितने अर्समें अपना काम शुरू करेंगे? क्या आप ने उन के लिए कोई टाइम लिमिट रखी है कि इतने समय में अपना काम शुरू कर देंगे? यदि नहीं बना सकेंगे तो वह लाइसेंस कौन्सिल होगा और किसी दूसरे को दिया जायेगा।

स्कूटर की बिक्री में जो काला बजार हुआ है क्या आज तक किसी कानून के अन्तर्गत किसी को सजा मिली है। जितने स्कूटर इस तरह से बेचे गये, क्या बेचने वालों को किसी भी रूप में आप के डिपार्टमेंट द्वारा सजा दी गई है या कोई ऐसा कानून बनाने जा रहे हैं, जिस से सजा दी जा सके? क्या आप जिस को कार का परमिट देते हैं, उस को स्कूटर का परमिट देने के लिए कोई पाबन्दी लगायेंगे। आज लोग बीएट कार भी ले लेते हैं और स्कूटर का परमिट भी ले लेते हैं, जब कि दूसरों को कुछ भी नहीं मिल पाता। क्या आप जैसा प्रावधान करेंगे कि जिस को कार का परमिट मिलेगा, उस को स्कूटर का परमिट नहीं दिया जायेगा।

**THE MINISTER OF HEAVY INDUSTRY AND STEEL AND MINES (SHRI T. A. PAI):** Mr. Chairman, Sir I am happy that the hon. Members have raised an important issue regarding the manufacture of scooters and their availability and the programme for the future.

My friend Mr. Mavalankar said that he agreed with most of the previous speakers, but I found that most of the points that the Members had raised were contradictory and I do not know what he agreed with. I have been asked whether it is not true that even while somebody buys the motor-cycle, somebody else can also take it from him while the licence continues in his name and if we extend it from 2 years to 4 years: whether it is a remedy. Well you may think for yourself; as long as somebody is willing to run the motor-cycle which is held in the name of somebody else possibly I cannot prevent it but such cases are few and far between. It is impossible to regulate the society when we know that the demand for the scooters is far higher than what is available in the market. There is no substitute for our increasing the supply in order that the needs of the people may be met.

Now, hon. Members have asked, well, now in view of the fact that there is going to be petrol shortage and it would be difficult for people to go by cars, whether it would be possible for them to have scooters. They have themselves answered partly this question because there is a long waiting list of people who don't have cars. Now if those who have had the benefit of cars think that cars are now expensive and therefore they have to switch on to scooters, I am afraid, they will have to be at the end of the line because precedence will have to be given to those who have registered and those who are waiting and you cannot possibly consider them now important, keeping their car inside and having a motor-cycle also. Well, I think much has been made of this as-

[Shri T. A. Pai]

being a vehicle. I would like to ask? Why not also the bicycle? Why motor-cycle alone? Why even Lambrettas or why even Vespas? Because, when I went abroad there has been an active movement all over Europe; I saw Government even advocating people to take to cycles and saying that it is good for health also. Here I think cycling has become a status symbol mostly. The people judge a man's status by whether he has a car or a motor-cycle or a cycle and how much he has to travel. I think cycles will also have to be popularised besides the motor-cycle, because if there is going to be petrol shortage since they run on petrol some day, they will also face the problem of petrol shortage.

I have been asked by one hon. Member: Why do you allow these two or three monopolies to expand? Sir it is only those who are in existence, those who are manufacturing, who can expand. So, these three being the only units, they were allowed to expand because the country requires more of the scooters to be manufactured within a shortest possible time where the investment is little, where the expansion perhaps is quicker and when hon. Members are now telling me, why did you not expand much quicker, there was no other solution except permitting those to expand and they have been permitted to expand and all the rules and regulations that were required to be fulfilled under the Monopolies Act have been satisfied.

Now, I may also tell the hon. Members that the production this year that is, the total approved capacity is of the order of 103,200 in respect of these manufacturers. In 1971 the production was 67,212. In 1972 it was 64,731. Upto November 1973, the production has been 72,562 and I expect it to go to 80,000. Bajaj and the other one, API have been allowed to expand upto 48,000; and under the rules they can go up to 60,000 each. So they have now the capacity of nearly 1,20,000—both of them. Escorts also has been

permitted to expand their capacity. The Escorts has been making 18000 motor cycles and 6,000 scooters. Apart from scooters, the number of motor cycles that are being manufactured in the country are now 43,873. As against 47,557, last year 43,873 have been made upto November. As against the capacity of 75,000, Mopeds this year their production upto November has been 21,246 as against 24,671 last year. You will see from this that the production at least in this sector has been much higher upto November as compared to the other sectors. You may ask me whether it satisfied the conditions or the requirements of this country. I have been told just now—the survey has also been carried out by the National Council of Applied and Economic Research—that according to the survey made by the N.C.A.E.R. by 1979, the total requirements of the country for the scooters would be 2,43,000. But, as against that we have a manufacturing programme of 4,00,000 We have not agreed with these estimates. So, we have provided for much more expansion and we expect that four lakhs should satisfy this. In fact, the officers in my Ministry have come to me with this when the problem of petrol shortage came namely, whether the public sector factories should go slow now in view of the apprehended shortage of petrol. I told them not to have this apprehension but to stick to the programme. I hope that enough petrol would be available to met this requirement.

Now, I have been asked about the rest of the people as to why they have not been permitted to go into production. My answer to this is that in 1969 October we had invited applications from the interested entrepreneurs who had been prepared to take up production of scooters with a complete indigenous know-how. Letters of intent have already been issued to the new manufacturers and some of the States Industrial Development Corporation for a local full capacity of

3,95,000 per annum. One Corporation, namely, the Gujarat Small Scale Industries Corporation has already been granted an industrial licence on 1st October 1972 for an annual capacity of 24,000 scooters. Industrial licence for a similar capacity has also been granted on 17th September, 1973 to Messrs. U.P. Scooters, Kanpur, Messrs Western Maharashtra Development Corporation who have been allowed to enter into a collaboration agreement with M/s. Bajaj Auto Limited for the manufacture of scooters will be granted an industrial licence. We are awaiting their confirmation of the agreement. Their capacity will be 24,000.

Now, In order to cover the gap as quickly as possible it has been decided that the States Industrial Development Corporations who have obtained the letters of intent but have not been able to proceed very much further in the absence of indigenous know-how should be taken under the orbit of Scooters India in its own production plan programme. The idea is not to reduce the production of Lambretta scooters of Scooters India. But they would provide the collaboration and assembly lines for Lambretta scooters of the same model so that we would have the scooters of the same type in maximum production and popularise it in the country. It is only when we go into a large scale production there is a possibility of reducing the prices and the spares being made available so that the country is not burdened with having a museum of different types of scooters all over the country.

Now, this scheme has been agreed to by the Industrial Development Corporations of Andhra Pradesh, Kerala, West Bengal, Punjab, Bihar and Tamil Nadu. They all have agreed to have a licensing arrangement with Scooters India Limited.

SHRI M. C. DAGA: What about Rajasthan?

SHRI T. A. PAI: Their scooter has been decided and we have cleared

their licence for the import of capital goods. I think their industrial licence also should not take much time now to be followed.

Now I come to the public sector project. As the hon. Member pointed out, it is being imported completely—the entire plant from M/s. Innocenti of Italy is being imported. We are now making a joint sector project in the sense that though Shri Chidambaram might withdraw for his own reason, I may assure the hon. Members that the Innocenti would continue to be there. They are going to have shares of Rs. 30 lakhs in the equity capital of the project. The Government is going to have 51 per cent and the rest of the capital is going to be issued to the public.

The factory is expected to go into production in August, 1974 and is expected to produce about 40,000 scooters in 1974-75. In 1975-76 it would be producing 60,000 but in 1976-77 and 1977-78 it will be 1 lakh each year. If it is possible to increase the number that they can make even earlier than this, I would certainly ask them to examine this and see what can be done.

I do not think that the picture is as bleak as has been described. I am convinced that the price and long waiting list can be brought down by only increased production. Sometimes if people want the Bajaj scooter in preference to Escorts or in preference to the other make namely the API, there is an artificial demand created for only one particular type, and, therefore that cannot be considered as a pent-up demand for the scooter, it is pent-up demand for one particular type of scooter. That is what I must point out.

A number of other people have also submitted their scooter for test namely Messrs. Kanpur Construction Co. Kanpur, Shri M. C. Lalla, Poona, Maharashtra, Messrs. K. Kumari and S.



[Shri T. A. Pai]

Luxmi Lucknow, Delhi, Messrs. Kerala State Engineering Technician Workshop Industrial Co-operative Society Ltd., Trivandrum, Kerala, Messrs. B. R. Herman Mohatta (I), Pvt. Ltd. New Delhi. They have submitted their prototypes to VRDE, Ahmednagar and as soon as they are cleared we shall consider their applications for industrial licence. I think we shall have a fairly large capacity to produce.

I have been asked whether there is going to be an increase in price permitted. This was quite contrary to the other suggestion that it is a common man's vehicle and therefore the prices must be controlled. Now, there are two things. Either you will have the price which is due to them on account of all the cost of production or net. You cannot artificially hold it down for long without affecting production; if it is artificially held down, you will not have the production. If you just give them the fair price

which is due to them I suppose that the production also would be ensured.

Whatever the price system should be, it is too early for me to decide until the scooters come into production. I hope hon. Members are satisfied with the replies that I have given. If they want any clarification on any other point, I shall be happy to give it.

18.59½ hrs.

BUSINESS ADVISORY COMMITTEE

#### THIRTY-FIFTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHURAMAIAH): I beg to present the Thirty-fifth Report of the Business Advisory Committee.

19.00 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, December 18, 1973/Agrahayana 27, 1895 (Saka)*