

के इंजीनियरिंग ने बुला-बुलाकर यह कहा कि आप कांग्रेस को चन्दा दें। इन ठेकेदारों ने पेईज एकाउंट के चैक आल इंडिया कांग्रेस कमेटी के नाम दिये हैं। एक ठेकेदार ने नहीं बहुत ठेकेदारों ने दिये हैं। मैं चाहता हूँ कि आप इसकी इन्क्वायरी करें।

MR. DEPUTY-SPEAKER: The hon. Member may resume his speech on the next occasion.

श्री शक्ति भूषण : क्या यह आज खत्म हो गया है ? हम भी दिल्ली जन संघ के बारे में बताने वाले थे।

MR. DEPUTY SPEAKER: It is not over. It is to be continued.

17.30 hrs.

[SHRI GADILINGANA GOWD *in the Chair*]

BUSINESS ADVISORY COMMITTEE THIRTY-SIXTH REPORT

THE MINISTER OF PARLIAMEN-
TARY AFFAIRS, AND SHIPPING AND
TRANSPORT (SHRI RAGHU RAMAIAH):
I beg to present the Thirty-sixth Report of
the Business Advisory Committee.

SHRI SEZHIAN (Kumbakonam) :
What is the recommendation? Is there any
change in the programme now?

SHRI RAGHU RAMAIAH: Tomorrow
it will come before the House. For
tomorrow it will be planning discussion. It
has already been announced.

17.30½ hrs.

HALF-AN-HOUR DISCUSSION

PENDING APPLICATIONS FOR SCOOTERS
AND CARS.

SHRI S. S. KOTHARI (Mandsaur):
The Government's policy regarding scooter
manufacture is characterised by procrastina-
tion sluggishness, and red-tape. The

Ministry is reluctant to part with licences
as a miser is reluctant to part with his
gold. This is the position. The delay of
about 4 years in the issuance of licence for
scooters indicates that the Government is not
interested in establishing new scooter
factories. It wants to perpetuate the short-
age. That is the only conclusion that can
be drawn.

Sir, it is stated that it takes more time
to obtain an industrial licence in this country
than to establish an industry in Japan or
West Germany. That is the deplorable
state of affairs which is existing today. If
you criticise other Ministries, they at least
go through what is stated and try to rectify
matters, but this Ministry is impervious to
criticism and does not want to learn from
past mistakes they go on perpetuating the
mistakes.

About the demand for scooters, I have
the figures with me, which show that in
1964, there was a registered demand of about
1.5 lakh scooters, which rose to 2.5 lakhs in
1968 about 3 lakhs in 1969, that is, at pre-
sent. Yet, in 1964, the Ministry, in its
wisdom, decided to ban the licensing of new
units. In March, 1965, the Ministry woke
up from its slumber and decided to invite
applications from new entrepreneurs for
licences to establish new scooter factories.
The response was excellent. A total of 191
applications for industrial licences was recei-
ved. The Ministry dilly-dallied with those
applications and after 2 or 3 years, 70 appli-
cations were selected. Later on, some mathe-
matical genius in the Ministry reduced the
selected applications from seventy to seventeen.
So, these seventeen were selected. In March,
1968, when the Ministry felt that they could
not delay any further, they decided to select
3 out of 17 applications. Further there were
more of discussions, more committees were
appointed, licensing committees, sub-com-
mittees and so on. And then they became
wiser and decided to issue one license for the
establishment of a factory for 50,000 scooters.

Then, the funniest part is this that even
that decision had to be reconsidered. They
have invited the various applicants to send
their representatives. The licensing com-
mittee would re-examine the whole situation
and it may take another 3 or 4 months