

रक्षा कार्य कर रहे हैं। तो जो रक्षा विभाग में अप्रत्यक्ष रूप से काम करने वाले कर्मचारी हैं उनको प्राप सप्लाय प्रपनी कंटीनों से देते हैं कि नहीं? यदि देते हैं, तो 1980-81 का जरा प्राप हमको विवरण बता दें कि कितने ऐसे लोगों को कितन-कितन कंटीनों से प्रापने सप्लाय दी है ?

श्री शिबराज जी० पाटिल : प्रापका जो प्रश्न है इसका उत्तर मैंने (श्री) श्रीर (डी) में दिया है। लिखित उत्तर में कहा है कि हम जो सिविलियन्स हैं, डिफेंस गिनस्ट्री में काम करने वाले हैं उनको भी यहां से साहाय्य देते हैं। सिर्फ कुछ चीजें ऐसी हैं जो उनको नहीं दी जाती है, ममलन शराब नहीं दी जाती है, या एम्प्लोयमेंट नहीं दिये जाते हैं, या जो चीजें बाहर से मंगायी जाती है जिनके अन्दर फोरेंस ऐक्स-सर्विस लगता है वह चीजें नहीं दी जाती है। बाकी मारी वस्तुएं उनको उपलब्ध करायी जाती है।

प्रापका दूसरा सवाल है कितने लोगों को दिया गया। करीब दो, ढाई हजार हमारी कंटीनें हैं, कितने सिविलियन्स को दिया गया इसकी पूरी जानकारी बिना नोटिस के मैं नहीं दे सकता।

श्रीमती संयोगिता राणे : अध्यक्ष महोदय, मैं प्रापके माध्यम से रक्षा मन्त्री जी से पूछना चाहती हूँ कि, जैसे अभी एक सदस्य ने सिविलियन लोगों को कंटीन से माल खरीदने के बारे में प्रश्न पूछा है, देश की एमर्जेंसी में एक्स-सर्विस मैन जो सिविल सर्विस में चले जाते हैं, उन एक्स-सर्विस मैनो को शराब या प्रायानित माल कंटीन से खरीदने की अनुमति मिलेगी ?

श्री शिबराज जी० पाटिल : मैं तो कहा हूँ कि जहाँ तक एक्स-सर्विसमैन का सवाल

है, उनको यहां पर बहुत सारा साहाय्य दिया जाता है, मगर एम्प्लोयमेंट जैसा साहाय्य या शराब जैसा साहाय्य या परदेयो से लाया हुआ साहाय्य, मैं समझता हूँ कि हमारे एक्स-सर्विसमैनो को शराब देने के लिये प्राप नहीं कहेंगे।

श्री मूलचन्द्र डागा : जब सर्विस मैन को दे रहे हैं तो एक्स-सर्विसमैन को क्यों नहीं ?

श्रीमती संयोगिता राणे : एक्स-सर्विस-मैन को क्यों नहीं दे रहे हैं ? प्रापको उन्हें भी देना चाहिये।

Classis for West Bengal

*349. SHRI SATYAGOPAL MISRA : Will the Minister of INDUSTRY be pleased to state :

(a) the Central Government are aware of the fact that both public and private sectors in transport operation in the State of West Bengal are in urgent need of bus and truck chassis ; and

(b) if so, the steps Government have taken to solve this urgent problem ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRY (SHRI P.A. SANGMA) : (a) There is substantial pending demand for truck and bus chassis of the preferred makes of vehicles, namely, TATA and Ashok Leyland chassis, all over the country including West Bengal.

(b) Government have advised the manufacturers to fully meet the requirements of the various State Road Transport Undertakings. In addition, Government have prescribed certain guidelines for priority release of vehicles to certain categories of applicants which include the educated unemployed. Measures,

both short-term and long-term, have been taken for augmenting the production of commercial vehicles to meet the pending demand. The production of commercial vehicles increased from about 57,000 in 1979-80 to about 72,000 in 1980-81 and is likely to be higher in the current financial year.

SHRI SATYAGOPAL MISRA : In his reply the Hon. Minister has himself admitted that there is a substantial pending demand for truck and bus chassis. What have they done—I want to know. If you go through the answer, the Government has only advised the manufacturers. The actual problem is that if you pay Rs. 3000 or something like that more than the actual price...

SOME HON. MEMBERS : What is Rs. 3000?...

SHRI SATYAGOPAL MISRA : Yes, Sir, that is correct. If you pay Rs. 30,000 more than the actual price of the chassis you will get it. But if you go through the regular process you will have to wait for 3 or 4 years.

In his reply the Minister has given the increased figure of production. In 1979-80 it was Rs. 57,000 and in 1980-81 the production was 72,000...

MR. SPEAKER : What is the question ?

SHRI SATYAGOPAL MISRA : I want to know from the Hon. Minister as to what is the actual demand in the public and private sector in the country and what measures have the Government taken to augment the production in the country and what guidelines they have issued for early release. I want the details of the measures and details of the guidelines.

MR. SPEAKER : The question has been put

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI CHARANJIT CHANANA) : For the information of the Hon. Member, the Working Group on Transport, Earth-moving and Agricultural Machinery set up by the Planning Commission has worked out the demand and the demand for 1981-82 is 82,500 bus and truck chassis. As against that, the Hon. Member has asked as to what has been done besides the backlog. In fact it has been given in reply to the question. You may add one more thing—that the anticipated production figure for the current year is 1,01,600. This would meet not only the demand but would clear some of the backlog also. But, I have already answered about the scarcity part of the question. Question No. 3 of the Hon. member relates to the guidelines. I would lay on the table of the House the guidelines issued to the priority allotment of commercial vehicles on the 16th July, 1981.

SHRI SATYAGOPAL MISRA : Sir, my second supplementary is : how many cases from West Bengal for the demand of buses and truck chassis both in the public sector as well as in the private sector are pending ? What are the proposals of the Government to meet those demands ?

SHRI CHARANJIT CHANANA : The question is a hypothetical one. The first thing is that West Bengal Government suffers from brand preference. Their preference is for the TELCO. We have first of all requested them since they want hundred per cent of one brand of bus and truck chassis to diversify the demand. We have put pressure on them. That is one unit has been given to them with an installed and licensed capacity of 15,000 chassis. That is underutilised to the extent of about 75 per cent. I personally feel that the Hon. Member would appreciate coming from West Bengal that

in their own unit he must do all that he can to have a fuller utilisation of the capacity there.

As far as the backlog of West Bengal is concerned, well, I can give you the figures. As I said it was a hypothetical question. After the notification regarding the ban on the re-sale, the position has undergone a change. We have not statistically got it tested. But, I can give you the figure of backlog of West Bengal. In the case of two manufacturers, that is, Tatas and Ashok Leyland, the position as on 1-4-81 is as follows:

	<i>Backlog</i>
Tata	6,526
Ashoke Leyland	2,126

SHRI NAWAL KISHORE SHARMA : Sir in view of the fact that transport by car and other means has become costlier, is it not imperative on the part of the Government to increase the number of buses as also the trucks on the road? May I know from the Hon. Minister as to what is the installed capacity of the automobile manufacturers and what they are producing and what is their utilisation? Also in view of the anticipated increase in the demand, is there a proposal to increase or augment the supply of the chassis to motor trucks or buses?

MR. SPEAKER : This is too wide ranging a question.

SHRI CHARANJIT CHANANA : If you allow me, I can read out the data.

SHRI NAWAL KISHORE SHARMA : Sir, I would like to have a reply.

MR. SPEAKER : You can lay it on the table of the House. Give him the data.

SHRI NAWAL KISHORE SHARMA : This is very important. Let the House know it.

MR. SPEAKER : Let it be laid on the table of the House.

SHRI CHARANJIT CHANANA : Yes, Sir.

SHRI K. MAYATHEVAR : There is large scale blackmarketing and malpractice being done in respect of sale and delivery of bus, lorry and truck chassis in so far as the private concerns namely Ashok Leyland and Tata are concerned. In Madras, a poor man running a truck has to purchase chassis at blackmarket rate. Therefore, I want to know from him whether Government would take some serious action against Ashok Leyland and other private concerns who are indulging in blackmarketing.

Secondly, is there any proposal from this Government which is wedded to socialism to nationalise these private sector concerns so as to avoid blackmarketing or malpractices in chassis?

SHRI CHARANJIT CHANANA : Sir, I may tell the House that resale of chassis has been banned. If the Hon. Member comes to know of anything being done by way of resale in blackmarket, it will be unlawful and illegal he can file an FIR anywhere if he comes to know of such a thing.

As regards his second part of the question, it is not under consideration.

Spart in Crimes in States

*352 **SHRI M.V. CHANDRA SHEKARA MURTHY :**

SHRI G.Y. KRISHNAN : Will the Minister of HOME AFFAIRS be pleased to lay a statement showing :