

SHRI VIRBHADRA SINGH: They have been allowed to keep office in Delhi in order to wind up their business only.

MR. SPEAKER: S/Shri Ramprasad Ahirwar and Atal Bihari Vajpayee are not present.

Rise in prices of Cars

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*355. **SHRI K. LAKKAPPA:**
SHRI GULSHER AHMED:

Will the Minister of INDUSTRY be pleased to lay a statement showing:

(a) whether prices of Indian cars have registered steep increase during the last three years and, if so, details thereof;

(b) the reasons for this increase in prices and justification thereof;

(c) the steps proposed to bring down the abnormally high prices;

(d) whether Government are aware that despite abnormally high prices, there is still black-market in a certain make of Indian cars; and

(e) if so, the measures being adopted to stop the menace?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI VIRBHADRA SINGH): (a) to (e). A Statement is laid on the Table of the House.

Statemnet

(a) The ex-showroom prices at Delhi of the Ambassador and Premier cars have increased by about Rs. 20,000 each since 1-4-1980.

(b) The manufacturers have attributed the price rise to increase in the cost of raw materials, components and other inputs, besides increases in Government levies.

(c) Government have impressed upon the manufacturers the need to hold the price line and to avoid price escalations. As a result of Government's dialogue with industry, the prices have remained stable in the last year and a half except for a very recent increase in the price of Premier Padmini car.

(d) and (e). The manufacturers have reported that no intending customer is required to pay a price in excess of the authorised price.

SHRI K. LAKKAPPA: The reply given by the Government is:

“(a) The ex-showroom prices at Delhi of the Ambassador and Premier cars have increased by about Rs. 20,000 each since 1-4-1980.”

For the last five years there has been complaints of the price hike, inferior quality of the premier car. The complaint has been that deteriorating situation, prevails in the Premier Automobile Industry which is manufacturing cars. In this scientific age sophisticated machinery has not been applied; designs and other things have not been duly attended to. Time and again so many Committees have been appointed, BICP has also rejected their price structure.

In their reply it has been stated:

“Government have impressed upon the manufacturers the need to hold the price line and to avoid price escalation. As a result of Government's dialogue with industry....”

I would like to know, has there been only friendly dialogue with big industrialists or is there any seriousness of the Government of India to see that the price structure is as per the direction of the Government? Expert Committee was appointed by the Government of India to go into the price structure and the quality aspects of these cars. I would like to know what is the outcome of those reports and what steps have been taken to implement them? Please let me know the type of dialogue you had with the manufacturers. Please ensure that the prices come down and quality is improved.

THE MINISTER OF INDUSTRY (SHRI NARAYAN DATT TIWARI): As soon as I took over as Minister of Industry in August, 1981, I called all the automobile manufacturers exactly to discuss this matter. I told them in plain terms that arbitrary price increase of cars could

not be acceptable to the Government. Only those escalations, which are as a result of fiscal measures taken by the State Governments or the Central Government, which are the inevitable burden on the price, could be countenanced. As a result of that the hon. Member will see that except an increase of Rs. 3,000/- in Padmini car which was done only recently and which is said to reflect the increase in excise duty and which according to them is because of Sales Tax increase and increase in transportation charges, etc. no other price increase has been made.

We do not have any price control on the prices of cars.

It has been realised by the manufacturers that they should bring out new models. We also wanted that they should go in for modernisation.

Now, we are informed that both the Hindustan Motors and the Premier Automobiles are taking measures to bring about new models of cars. So, we are trying our best to see that new designs and better quality of car is available over the present models of Premier Automobiles and the Hindustan Motors. We will also try our best to see that the price level is maintained or even brought down if possible.

SHRI K. LAKKAPPA: Even after the dialogue the Government had with the Automobiles industry, the cars are supplied at higher prices, according to the reply given to us. So, I would like to know what is the effect and what are the results achieved of this dialogue? Even after the dialogue, they have not reduced the price and other things. In view of this, will the hon. Minister assure us that the Maruti Udyog in the public sector will produce more cars to ensure and to see that the cheaper cars are available in the country and also the people of this country can utilise it? Will he also ensure that the production of cars is also maintained and the public sector undertaking will produce more cars so that the price would come down?

SHRI NARAYAN DATT TIWARI: I have already mentioned that the Premier Automobiles have told us that the increases in excise duty, in sales tax and transportation charges and other inputs have led to the increase in the price of car. The Bureau of Industrial Costs and Prices goes into these matters and examine all the break-up of the costs and they give us the recommendations. Only on the basis of the recommendations of the BICP, we consider any further steps like price control. Of course as I said in the beginning, there is no price control as such but the mechanism of directional consultation and dialogue prevails upon the industry.

SHRI K. LAKKAPPA: What is the production of Maruti Udyog? My later part of the question is not answered.

MR. SPEAKER: That is yet to start production.

SHRI K. LAKKAPPA: This is very important because this is a public sector undertaking and it must produce cars.

MR. SPEAKER: They will produce.

SHRI K. LAKKAPPA: But, Sir, that part of the question should be answered by the hon. Minister. I seek your protection.

SHRI M. SATYANARAYAN RAO: Protection or production?

SHRI NARAYAN DATT TIWARI: Regarding Maruti Udyog, I know the hon. Member is very well conversant with the facts. It has been our endeavour that these should be manufacturing fuel-efficient cars. We hope that this car will be in production by the end of this year. The cost level will be such as should be satisfactory to the general public.

SHRI GULSHER AHMED: Is it a fact that the Bureau of Industrial Costs and Prices has submitted a report in the year 1981 and in the report it has stated that these two companies are making handsome profits to the tune of Rs. 5,000 to Rs. 10,000? Even after your dialogue with the car manufacturers, the price of Premier Padmini and Ambassador cars have been increased. In June, 1980, the price of

Premier Padmini was Rs. 35,064 and the price of Ambassador was Rs 35,862. But by September, 1981, the prices of Premier Padmini and Ambassador cars have gone up to Rs. 69,000 and Rs. 73,000 respectively. May I know from the hon. Minister that in spite of your consultation with the car manufacturers of the two companies and in spite of the report of the Bureau of Industrial Costs and Prices, how is it that these prices have been increased so much within a period of 15 months from June, 1980 to September, 1981? The prices have gone double in a period of 15 months. What are the main reasons for this?

SHRI NARAYAN DATT TIWARI: The answers have already been given by my hon. colleague that during the last three years the ex-show room price has been increased by about Rs. 20,000 both for Ambassador and Premier cars.

Now, as regards the report of the Bureau of Industrial Costs and Prices, the facts supplied by the hon. Member are not very correct.

The report is still under consideration.

SHRI GULSHER AHMED: I have quoted the figures from the reply given in the House. In June, 1980, the price was Rs. 35,000 and, in September, 1981, the price became Rs. 69,000. In 15 months, the facts supplied by the hon. Member for this?

श्री धर्मदास शास्त्री : हम तो मंत्री महोदय की काबलियत और उनकी शान को ऊंचा करने के लिये सज्जते थे कि वह हमारे प्रतिनिधि हैं, लेकिन इस जवाब से ऐसा लगता है कि वह कार वालों के प्रतिनिधि हैं और उनको इतना प्रोटेक्शन देना, जब की देश में कीमतें बढ़ रही हैं, ठीक नहीं। देश की भावनाओं को समझे बिना मंत्री जी इस तरह से जवाब देंगे तो पता चलता है कि बिग हाउस की क्यों प्रोटेक्शन दिया जाता है। जब आप स्टेन्डर्ड चैक नहीं कर सकते, उसकी क्षमता पर कंट्रोल नहीं

कर सकते तो कीमतें बढ़ाने की इजाजत कैसे दे सकते हैं, यह मैं पूछना चाहता हूँ ?

श्री नारायण दत्त तिवारी : सम्मानित सदस्य धर्मदास जी हैं ...

अध्यक्ष महोदय : आप इनसे आना-कानी नहीं कर सकते।

श्री नारायण दत्त तिवारी : उन्होंने कहा कि मैं कार वालों का प्रतिनिधि हूँ। जैसे कि वह कार में बैठने वालों के प्रतिनिधि हैं मैं भी कार में बैठने वालों का उपभोक्ताओं का प्रतिनिधि हूँ मैंने प्रथम कार्य यह किया ..

अध्यक्ष महोदय : मैं तो खेत की मेढ़ पर चलने वालों का प्रतिनिधि हूँ।

श्री नारायण दत्त तिवारी : हम सभी हैं, यह ठीक है। मैं यह कह रहा था कि जो कार बनाने वालों की बैठक अगस्त में हुई उसके बाद केवल अभी हाल में पद्मिनि वालों ने ही अकेले कीमत 3,000 रुपये बढ़ायी। उसके बीच में नहीं बढ़ी। जो पहला कीमत बढ़ी उसका पूरा स्पष्टीकरण बी० आई० सी० पी० को दिया जिसका उसने परिक्षण किया, वह हमारे सामने है। यह बात सही है कि.....

अध्यक्ष महोदय : ब्यूरो पर आपको विश्वास है पूरा।

श्री नारायण दत्त तिवारी : ब्यूरो पर विश्वास करना पड़ता है।

श्री धर्मदास शास्त्री : जब उनकी एफि-शियन्सी कंट्रोल नहीं है तो कीमत कैसे बढ़ाने की इजाजत दी जाती है ? अध्यक्ष महोदय इस सवाल पर आधे घंटे की बहस होनी चाहिए क्योंकि यह बुनियादी सवाल है।

मन्त्री महोदय बड़े बड़े लोगों का संरक्षण करते हैं और छोटे लोगों की भावनाओं की कद्र नहीं करते हैं।

अध्यक्ष महोदय : आप नोटिस दीजिये।

SHRI E. BALANANDAN: The hon. Minister has told us that he had a discussion with the car manufacturers about the latest design and new car models. Did he get an assurance from them that the cars will be supplied at lesser cost or at reduced price?

SHRI NARAYAN DATT TIWARI: They are asking for certain fiscal concessions. They say that if they are given these fiscal concession, they will fix more reasonable prices for the new car.

PROF. RUP CHAND PAL: May I know from the hon. Minister whether the Government's attention has been drawn to a news-item that 20,000 cars are being imported by Suzuki, a Japanese firm, in collaboration with Maruti Limited and, if so, what are the details of such import and what impact that has made in the prices of cars in the country.

SHRI NARAYAN DATT TIWARI: I am not aware of any such import of 20,000 cars.

परमाणु ऊर्जा के विकास के लिए हेवी वाटर प्रोजेक्ट स्थापित करना

* 551. श्री बापूसाहिब पुरसेकर :

श्री रवीन्द्र वर्मा :

क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में परमाणु ऊर्जा के विकास के लिये हेवी

वाटर प्रोजेक्ट स्थापित करना आवश्यक है ;

(ख) यदि हां, तो इस संबंध में सरकार द्वारा किये गये प्रयासों का ब्यौरा क्या है ;

(ग) क्या सरकार ने परमाणु ऊर्जा के विकास के लिये कोई व्यापक योजना तैयार की है ; और

(घ) यदि हां, तो क्या उसका ब्यौरा सभा पटल पर रखा जायेगा ?

प्रधान मंत्री (श्रीमती इन्दिरा गांधी) :

(क) जी, हां।

(ख) तीन चालू भारी पानी संयंत्रों और दो उन भारी पानी संयंत्रों के अलावा जिन्हें चालू करने की कार्यवाही चल रही है, दो और भारी पानी संयंत्र भी महाराष्ट्र के थाल नामक स्थान पर और आंध्र प्रदेश के मानुगुरु नामक स्थान पर लगाये जा रहे हैं।

(ग) और (घ). परमाणु ऊर्जा विभाग ने सन्, 2000 तक 10,000 मेघावाट क्षमता के परमाणु बिजली घर लगाने का लक्ष्य रखा है। इस लक्ष्य को पूरा करने के लिये कई परमाणु बिजली परियोजनाएं भारी पानी परियोजनाएं तथा अन्य सहायक सुविधायें लगाने की योजना है।

Application of constitution amendment

* 354. SHRI RAMPRASAD
AHIRWAR:

SHRI ATAL BIHARI
VAJPAYEE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the matter relating to the application of relevant provisions of the Constitution (Fourty-Second Amendment) Act, 1976 and also the Constitution (Forty-Fourth Amendment) Act, 1978 as