

come to India before my Government was defeated in 1977. Naturally, when we came back, I felt that I should stand by my commitment. However, when he came here under the impression that the successor Government would honour our commitment, he was arrested by the Janata Party Government. He sent messages of distress to me through various means. That is why we talked with him with all sincerity. In fact we accepted almost every one of his demands. But it did seem to be—and this I told Mr. Laldenga himself—that towards the end, for some reason, he did not seem to want an agreement. Every time we accepted any point raised by him, and I went out of my way even on some matters on which some people thought we should not give in, he found a new excuse. We can ask our own Chief Minister to resign—we cannot force them to do so—but asking another party's Chief Minister to resign is certainly more difficult. Besides, what would it solve? What one group is doing today, the other group would do tomorrow. The situation there is one of a great deal of violence. If the Government is changed through elections, at least the elected government would face it. But by dismissing the government we would have the blame for continued violence. I don't think the violence would have stopped. The situation there is a very complex one. It is true that more people there are well educated. However, it is also true that because of education, they have much higher expectation. Those expectations are difficult to fulfil unless there is peace and harmony, in which programmes can be taken up and given the opportunity of succeeding. If officials are murdered as they are today, it is even becoming impossible to find efficient people to serve there.

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

सीमेंट का वार्षिक उत्पादन और मांग

* 184. श्री नरसिंह भक्तवर्तन : क्या उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) हमारी सीमेंट को वार्षिक मांग की अपेक्षा वार्षिक उत्पादन कितना है;

(ख) गत वर्ष कितना सीमेंट आयात किया गया था और इस वर्ष कितना सीमेंट आयात किये जाने की संभावना है; और

(ग) छोटे सीमेंट संयंत्र सीमेंट की कितनी मांग पूरी कर सकेंगे और यदि वे मांग पूरी नहीं कर पाते तो किन वैकल्पिक उपायों पर विचार किया जा रहा है ?

उद्योग तथा इस्पात और खान मंत्री (श्री नरसिंह बक्त वर्तन) : (क) से (ग) एक विवरण संलग्न है ।

विवरण

(क) पिछले दो वर्षों में अनुमानित आवश्यकताओं की तुलना में सीमेंट का उत्पादन निम्न प्रकार हुआ था :—

(दस लाख मी० टन में)

मांग (सीमेंट उद्योग उत्पादन वर्ष सम्बन्धी कार्यदल द्वारा लगाए गए अनुमान के अनुसार)
लगभग

1980-81	28.00	18.56
1981-82	30.00	21.06

(ख) 1981-82 में देश में लगभग 16.00 लाख मी० टन० सीमेंट का आयात किया गया था। सीमेंट की आंशिक विनियंत्रण योजना लागू हो जाने से सरकार की ओर से सीमेंट का आयात बन्द कर दिया गया है। किन्तु, सीमेंट की पूर्ति में होने वाली कमी की आंशिक रूप से पूरा करने और गैर-प्राथमिकता वाले क्षेत्रों की सीमेंट की आवश्यकता पूरी करने के लिए वास्तविक उपभोक्ताओं को ओर से राज्य व्यापार निगम तथा प्रत्येक राज्य सरकार या संघशासित क्षेत्र के प्रशासन द्वारा नियुक्त एक सार्वजनिक क्षेत्र के अभिकरण द्वारा सीमेंट का आयात किए जाने की अनुमति है। अतएव, ऐसी अवस्था में यह बता सकना संभव नहीं है कि वर्ष 1982-83 में कितनी मात्रा में सीमेंट का आयात किये जाने की संभावना है।

(ग) प्रत्येक मिनी सीमेंट संयंत्र की क्षमता 66,000 मी० टन/प्रति वर्ष तक ही सीमित होने और चूंकि अभी तक केवल कुछ ही मिनी सीमेंट संयंत्रों ने उत्पादन शुरू किया है, अतः मिनी सीमेंट संयंत्रों द्वारा किए जाने वाले उत्पादन से देश में सीमेंट की समग्र उपलब्धता पर बहुत ही कम प्रभाव पड़ेगा। क्षमताओं का बेहतर उपयोग करके तथा नई क्षमता के लिए स्वीकृति सीमेंट की उपलब्धता बढ़ाने के लिए हर संभव प्रयास किया जा रहा है।

Production, Prices and Distribution of Cars

*185. SHRI GHULAM MOHAMMAD KHAN: Will the Minister of INDUSTRY be pleased to lay a statement showing:

(a) the total number of cars produced in the country annually;

(b) the prices of these cars;

(c) whether any specific norms have been decided for distribution of passenger cars and the delivery period of different cars;

(d) the incidence of tax on a car; and

(e) proposals under consideration of Government to reduce the waiting period, lower level of taxation and make available more cars in the country?

THE MINISTER OF INDUSTRY AND STEEL AND MINES (SHRI NARAYAN DATT TIWARI): (a) to (e) A statement is attached.

Statement

(a) The total production of cars in 1981-82 was about 42,500.

(b) The show room prices at Delhi of the principal makes on 16th July, 1982 were:

Ambassador	Rs. 73,525.20
Premier	Rs. 69,604.26

(c) There is no Government control on the distribution of cars which are sold by the manufacturers in accordance with their commercial procedures. The Ambassador vehicle is reported to be readily available. The waiting period for the Premier cars in currently reported to be over 5 years.

(d) There is a 25 per cent Central excise duty on the car plus a surcharge of 5 per cent over the excise duty. In addition, cars are exigible to a 4 per cent inter-state sales tax and the local sales tax levied by States which may differ from State to State.

(e) As far as the Premier Padmini car manufactured by M/s. Premier Automobiles Limited is concerned, the company has been advised to step up production. Moreover, looking to the overall needs of the country, Government have established Maruti Udyog Limited which would manufacture passenger cars and the light commercial