

Tyre Factory in Public Sector

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*22. SHRI NAWAL KISHORE
SHARMA:

SHRIMATI SAVITRI SHYAM:

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether the proposal under the consideration of Government to set up a tyre factory in the public sector has made any progress;

(b) if so, the time by which the factory will be set up; and

(c) whether the tyres and tubes produced by the factory in public sector will be cheaper than those produced in private sector?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE): (a) to (c). The N.I.D.C. have been entrusted with the work of preparing a feasibility report for the setting up of a Central Public Sector Unit for the manufacture of Automobile Tyres and Tubes with a capacity of one million Nos. each. They have also been requested to explore the possibility of obtaining suitable know-how for the proposed public sector project. As only the feasibility study has just been taken on hand it is premature to suggest the time by which the factory will be set up as also the price of the products.

श्री नवल किशोर शर्मा : मंत्री महोदय के जवाब से ऐसा लगता है कि फीजिविलिटी के लिए स्टडी का काम शुरू हुआ है।

मैं यह जानना चाहता हूँ कि फीजिविलिटी स्टडी की रिपोर्ट कब तक प्राप्त हो जायेगी और क्या उस के लिए कोई टाइम निर्धारित किया गया है।

इस वक्त देश में टायर और ट्यूब की कमी है, जिस के कारण वे मिलते नहीं हैं, और अगर मिलते हैं तो ब्लैक में मिलते हैं और उन की कीमतें बहुत बढ़ती जा रही हैं। क्या उस पर भी कोई नियंत्रण करने का सरकार का इरादा है ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C. SUBRAMANIAM): The feasibility report may be available within the next few months.

As far as shortage is concerned, the shortage is only with reference to truck tyres and bus tyres. For that we are trying to improve the production and a small import is also being contemplated.

श्रीमती सावित्री श्याम : 1971 में यह निश्चित हुआ था कि पब्लिक सेक्टर में टायर-ट्यूब की एक फैक्टरी बनेगी। उस के दो बरस बाद आज यह बताया गया है कि इस की स्टडी प्रारम्भ हुई है। मंत्री महोदय ने अभी बताया है कि जो शाटज है, वह बड़े व्हीकलज, ट्रक्स, बसों और ट्रैक्टरों के टायर-ट्यूबों की हैं। पचास हजार ट्रेक्टर इम्पोर्ट किए जा रहे हैं और हर साल दस प्रतिशत मांग बढ़ती जा रही है। मैं यह जनना चाहती हूँ कि मंत्री महोदय टायर-ट्यूबों की इस मांग को कैसे पूरा करेंगे-इम्पोर्ट के द्वारा पूरा करेंगे, या सेल्फ-रेलायंस के द्वारा। टायर उद्योग ने साफ कहा है कि हमारे पास इम्पोर्ट सब्स्टीट्यूशन नहीं है। हमें इस के कम्पॉनेंट भी नहीं मिलते।

प्रध्यक्ष महोदय : आप भाषण मत दीजिए, सवाल पूछिए।

श्रीमती सावित्री श्याम : बस, मैं यह जानना चाहती हूँ कि यह जो आवश्यकता की पूर्ति होगी यह इम्पोर्ट के द्वारा होगी या किसी उद्योग धंधे से, किस प्रकार उसे पूरा करेंगे ?

SHRI C. SUBRAMANIAM: While the present production capacity is round about 4-5 million units—as a matter of fact, the production is at the level of 5 million units—we have further given letters of intent and licences to the extent of about another five million units and, therefore, it should be possible to meet the increasing demand by indigenous production and not by imports.

SHRI R. V. SWAMINATHAN: Now, the Government is contemplating starting a public sector tyre factory but I understand the Government has given licences to six parties in the private sector to establish tyre factories. I want to know whether this proposal of the Government is besides the private sector factories or it will only be a public sector enterprise.

SHRI C. SUBRAMANIAM: The hon. Member's figures are not correct. Eleven letters of intent have been issued to private parties and six letters of intent have been issued to State Government undertakings. So, on the whole, it is 17. This one million unit will be in addition to the letters of intent which have already been issued.

SHRI DINEN BHATTACHARYYA: May I know at the present moment how many of these tyre factories manufacturing truck tyres and giant tyres are managed by Indians and how many are under the management of the foreigners and of the eleven letters of intent that have been issued to the private sector companies, how many of them are Indians and how many are foreigners?

SHRI C. SUBRAMANIAM: As far as the issue of letters of intent are concerned, all of them are Indian companies. The other six are State Government undertakings and of the already existing units, I think, three have a foreign majority holding and others are mainly Indian companies.

SHRI DINEN BHATTACHARYYA: There is not a single Indian company which is manufacturing giant tyres. I asked for the truck tyres and giant tyres manufacturing units and not other units.

SHRI C. SUBRAMANIAM: I agree, the Dunlops is the main producer of these big tyres. But, now we are asking the other companies also to diversify and produce these tyres also.

Dispersal of Industries in Backward Regions

2. **SHRI RAJDEO SINGH:** Will the Minister of PLANNING be pleased to state

(a) whether the 21st Annual seminar on Planning for the Next Decade has recommended some steps for discouraging the rural migration to big urban centres, and

(b) if so, whether Government propose to consider the question of taking steps for the dispersal of industries in the backward regions of the country in pursuance of the views expressed at the seminar?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI MOHAN DIARIA): (a) and (b). The recommendations of the 21st Annual Seminar on "Planning for the Next Decade" which was convened by the Institute of Town Planners INDIA, a professional body, have not been received in the Planning Commission. However, balanced development of different parts of the country, extension of the benefits of economic progress to the less developed regions and widespread diffusion of industry are among the major long-term aims of planned development. The objective of attainment of balanced regional development has also been stressed in the Planning Commission document "Approach to the Fifth Plan—1974-79", copies of which have been placed on the Table of the House.