

को केन्द्र से उस के लिए जो लागत दी गई है वह प्रति व्यक्ति बहुत कम दी गई है। क्या मंत्री महादय इस कठिनाई को दूर करेगे और उत्तर प्रदेश को पाचवी योजना में आनादी के हिमाचल से लागत देने की वृत्ति करेंगे ?

श्री डी० पी० शर्मा मैं नहीं समझता कि पिछले चार मन्सूबो में उत्तर प्रदेश को साथ कोई नाइन्साफी हुई है लाकिन उत्तर प्रदेश में जा बैकवर्डनेस है उस का हम को खाम ख्यात है। इसा तरह से और भी कई प्रदेश है जिन की बैकवर्डनेस का रूप न रखता पड़गा और जैसा मैंने अज किया है जिस वकन उत्तर प्रदेश के प्रराजस पर बहस होगी, डब बात का खाम ख्याल रखा जायेगा।

श्री अटल बिहारी वाजपेयी श्री मंत्री महादय न स्वीकार किया है कि उत्तर प्रदेश पिछड़ा हुआ है। इस पिछड़ा हुआ उत्तर प्रदेश में पूर्वी जिले और भी पिछड़ा हुए है। योजना आयोग ने एक पटेल कमिशन नियुक्त किया था उन पिछड़ा हुआ क्षेत्रों को जाच के लिये और उन के विकास के लिये मुआव देने के लिये। क्या योजना मंत्री को मालूम है कि वह पटेल कमिशन की रिपोर्ट रद्द की टोकरी में फेंक दी गई है और उस पर अभी तक कोई अमल नहीं किया गया है ?

श्री डी० पी० शर्मा मैं श्री वाजपेयी को कहना चाहूंगा कि योजना मंत्री उत्तर प्रदेश से इतने नावाकिक नहीं है जितने वह समझता है। जहा तक यू पी की बैकवर्डनेस का ताल्लूक है उस के लिये खाम मन्सूबे बनाये जा रहे हैं। हमें उम्मीद है कि इस पाचवां नाना मन्सूबे में जितने पिछड़े हुए इलाके है चाहे वह उत्तर प्रदेश के हो चाहे बिहार के या चाहे बुन्देलखण्ड या ईस्ट यू पी हो उन का खाम ख्याल रखा जायेगा।

श्री अटल बिहारी वाजपेयी मैं पटेल आयोग की रिपोर्ट के बारे में पूछा था। क्या हमारे योजना मंत्री ने अभी तक पटेल रिपोर्ट

का देखा है ? आप को राद होगा कि उस समय नेहरू जो जीवित थे अब श्री गहमरी उस सदन में वहां से चुन कर प्रायशः और उन्नीस पूर्वी उत्तर प्रदेश की गरीबी पर आम् बहाय था। उस के बाद पटेल कमिशन बना था। क्या उस के बारे में योजना मंत्री का पता है ? अध्यक्ष महादय, आप जग मन्त्री महादय स पत्रों कि पत्र कमिशन की सिफारिशें क्या हैं ?

श्री डी० पी० शर्मा मैंने पटेल रिपोर्ट पढ़ी है। श्री वाजपेयी तो आम् बहाते बहात समय प्रदेश पहुंच गये

श्री अटल बिहारी वाजपेयी मैं मध्य प्रदेश में उत्तर प्रदेश गया था।

श्री डी० पी० शर्मा हमें इन बातों का वाक-फिरन है और आप इस बात का इत्मानान रखें कि इन सब चीजों का ध्यान रखा जायेगा।

Expansion of Foreign Managed Automobile Tyre Industry

*149 SHRI VAYALAR RAVI Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) the outlines of permission given for the expansion or regularisation of capacities given to foreign managed automobile tyre units in India after Letter of Intents issued to the six State Industrial Units and eleven private Indian Units,

(b) whether Government are aware that such simultaneous expansions of foreign companies with over 80 per cent existing production capacity would prevent new comers to enter this field and

(c) if so, the steps taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI PRANAB KUMAR MUKHERJEE) (a) to (c) A

statement is laid on the Table of the House.

Statement

(a) The details of the approvals granted to the foreign managed auto-

mobile tyres companies recently for expansion or for fuller utilisation of their installed capacities are given below:—

(1) *Fuller utilisation approvals granted:*

Name of the company	Date of approval	Additional capacity approved
Dunlop India Ltd.	30-4-1973	2,72,100 nos. per annum

(ii) *Expansions allowed :*

Name of the company	Date of grant of letter of intent	Capacity approved	Location.
1. Dunlop India Ltd., Ambattur	16-4-1973	2 lakh nos. of truck tyre only	Ambattur
2. Ceat Tyres of India, Bombay	19-6-1973	4 lakh nos. per annum	Telengana region of Andhra Pradesh.

While the expansion to M/s Dunlop India Limited has been allowed in view of the serious shortage of truck tyres in the country and the need for augmenting production of this type of tyres in the shortest possible time, M/s Ceat Tyres have been allowed to set up a new unit on the recommendations of the State Government of Andhra Pradesh primarily because they intend to set up the new unit in the backward Telengana region of Andhra Pradesh.

(b) and (c). Against the estimated demand of 115 lakh nos. per annum and capacity target of 140 lakh Nos. per annum to be achieved by the end of Fifth Plan Period, the capacity so far licensed/approved in the case of foreign managed companies (including the capacities of 8,72,100 nos. per annum recently approved) totals up to 42,45,000 nos. per annum. There is thus still a substantial gap between the demand and the capacities approved in the case of foreign managed Companies and there is no basis for the apprehension, that, by allowing limited expansions due to fuller utili-

sation approvals to the foreign managed companies recently, the new comers who have been granted letters of intent would be discouraged from going ahead with the implementation of their schemes

SHRI VAYALAR RAVI: The statement shows that the Ministry is very much in favour of the Dunlop Co. in that not only expansions have been allowed to this company but also approvals have been granted for fuller utilisation. The Government have also given a justification that there may be a gap in the fifth Plan.

I would like to know from the hon. Minister what is the policy of the Government regarding this vital industry; in the name of scarcity and blackmarketing, are you going to encourage foreign monopoly to expand or are you going to give more encouragement to the Indian people or are you going to expand the public sector in this vital industry?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY (SHRI C.

SUBRAMANIAM): We are particularly facing scarcity with regard to truck tyres and, therefore, it is with regard to the Dunlop India Ltd. at Ambattur that we have given the capacity for two lakh tonnes production of truck tyres. This is the quickest way of producing it. I would request the hon. Member to face the alternative: whether he will continue to have scarcity and blackmarketing in it, or import them or have them produced within India. We, in our opinion, thought that perhaps it is better to have it produced within the country, and that is why we have asked Dunlop India, Ltd., to go forward and produce these things.

It is not as if we have not taken note of the necessity to have the production by the Indian companies. We have given expansion programmes for the Indian companies also, and in view of the capacity for Indian companies, particularly in the State sector and in the public sector also, we are considering the establishment of a new factory.

SHRI VAYALAR RAVI: By this answer, the Minister has tried to justify the steps taken. When the foreign companies are controlling 80 per cent of the tyre industry, still, he has tried to justify that the expansion licence given to them is to meet the shortage and everything. I am sorry I cannot follow the philosophy of it. Not only that. For the last 40 years, since this industry started, there is no research and development done in this country. The task force recommended research and development. The foreign monopolists take one to three per cent as repatriation out of India. What is the proposal before the Government to develop our own indigenous methods and to institute research and development? Have we any programme for this, and what is the encouragement you are giving with regard to starting the industry in the public sector also?

SHRI C. SUBRAMANIAM: It is a very valid point raised with regard to research and development. Unfortunately, we have been till now depending upon not only foreign technology for further improvement but also we have been going to the original source again. That is why we are insisting that all the foreign-owned companies should set up the research and development effort within their industries. In addition to that, there will be a research and development institution in the public sector for the entire tyre industry. So we are hoping that during the next five years it will be possible to make further developments in the technology within the country.

DR. RANEN SEN: Is the Minister aware of the fact that this Dunlop-Co., and the Ceat Tyres have their development and research section not in India but outside India so as to keep the Indian experts completely blind to the latest developments in the automotive tyre industry? Secondly, is it also known to the Minister that the methods used by the Dunlop and Ceat companies in India have become outmoded in the rest of the world and they are only giving us second-hand knowledge in regard to the production of automotive tyres? If these facts are known to the Minister, may I know why the Government is still continuing to give further expansion programmes to these particular companies who are guilty of these omissions and commissions?

SHRI C. SUBRAMANIAM: I would not call them guilty of these omissions and commissions. These are the deficiencies in our own policies till now that did not insist, while we imported the technology, that we should have the research and development within the country to make further improvements and further development of the technology. Now, we have taken a decision, with regard to the existing imported technology or when we are compelled to import foreign technology in the fu-

ture also, that simultaneously we should set up research and development efforts within the country, so that further improvements would take place within the country. It is not only with reference to the tyre industry; this is the general picture with regard to imported technology. Therefore, this will have to be corrected and corrective measures are being taken.

SHRI B. V. NAIK: I am glad that the hon. Minister himself has conceded that there is blackmarketing in tyres... (Interruptions) Since the principal Harbingers of the black-market activity are the long-standing distributors of these old companies, would it not be appropriate at the time of increasing their capacity or at some other more appropriate time to see that the distributors who had been there for the last 25 years are scrapped and new ones appointed?

SHRI C. SUBRAMANIAM: Provided there is the guarantee that the new comers would not indulge in these activities. What is important now is to see that we have an efficient system of distribution in our country particularly in regard to some of these commodities we are trying to tighten up the distribution system so that blackmarketing and other abuses are reduced to the minimum.

SHRI KARTIK ORAON: I should like to know from the hon. Minister as to whether he has explored the availability of technical know-how in this country and whether he is completely dissatisfied and feels that no Indian unit could be started with Indian technical-know-how? If so, what steps has he taken to develop technical know-how in this direction so that a unit of this type can be started with India know-how?

SHRI C. SUBRAMANIAM: Unfortunately as far as the tyre industry is concerned we depend upon completely imported technology. We are making all efforts to set up research and develop within the country so

that the imported technology could be improved further and adapted to our needs so that we may have Indian technology. It is a fact that today we do not have Indian technology.

SHRI INDRAJIT GUPTA: If the information contained in Shri Vayalar Ravi's question is correct may I know whether these six States industrial units and eleven private units which had been given letters of intent propose to get their technical know-how from? Do these include any of the monopoly houses in this country? With which parties have they entered into collaboration because the Minister says know-how is not available in the country. They must be having collaboration agreements which have been approved by him.

SHRI C. SUBRAMANIAM: Yes, Sir; collaboration agreement is with the existing tyre companies within the country, and a new company has also come into the picture and it has agreed to give, not to one unit but to three units at a time. It is much more advantageous than getting collaboration for each unit separately. We were able to get advantageous terms on that basis. As far as I recollect there is no larger house involved in the tyre manufacture licences.

SHRI INDRAJIT GUPTA: He said some company has come into existence which will supply the technical know-how to more than one unit. Is that an Indian company or a foreign company?

SHRI C. SUBRAMANIAM: It is a foreign company.

SHRI HARI KISHORE SINGH: The hon. Minister says that foreign companies have been asked to develop R & D in this country. May I know when this decision was taken and how many companies have complied with it?

SHRI C. SUBRAMANIAM: This decision was taken only recently, a few months back when we gave new licences for expansion we insisted on a condition that they should establish an R & D wing in the country in their units.

SHRI UNNIKRISHNAN: May I know if his Ministry has appointed a task force to assess the total demand for tyres, and if so, whether that was largely loaded in favour of the private sector and in their interest?

SHRI C. SUBRAMANIAM: The task force only makes an assessment of the requirements of tyres. Certainly it does not load it either in favour of public sector or private sector. They give the capacity which would be required by the end of the fifth plan. It is for the Government to take a decision where it will load it.

SHRI G. VISHWANATHAN: In view of the fact that we have to pay double the fixed price in the black market, I want to know what steps are being taken to expand production immediately without any ideological considerations coming in the way?

SHRI C. SUBRAMANIAM: There is no question of ideology involved in this. Either we produce it or we import it or we continue to suffer under scarcity conditions. We have taken the decision that in the existing units within the country, we should have quick production. That is why we have identified these companies and allowed them to expand.

SHRI DINEN BHATTACHARYYA: Permission has been given to Dunlop India for expansion to the extent of 2 lakh numbers of truck tyres. I want to know how many units Dunlop has got throughout India, what is their existing production capacity, whether that capacity is fully

utilised and whether there is idle capacity in their unit in Saugor which requires immediate attention of Government.

SHRI C. SUBRAMANIAM: That is not correct, because if he sees the answer to part (a) he will find that fuller utilisation approval was granted to Dunlop India. Over and above their authorised capacity, during the emergency we asked them to expand. They expanded and increased their production by 2,72,000 numbers. They came for recognition of this extra capacity, which has been recognised now. That shows that they have been producing above their capacity. Of course, there was a strike in Dunlop, when no capacity would have been utilised. I do not know if he is referring to that.

Expansion of Bharat Ophthalmic Glass Limited Durgapur

*151 **SHRI P. M. MEHTA:** Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state

(a) whether the Ophthalmic Glass Plant at Durgapur is going to be diversified and expanded so as to make it economically viable;

(b) whether Soviet equipment and technology which was appropriate for optical glass was used instead of ophthalmic glass and the result of which was disastrous;

(c) whether due to these reasons, India used to export these lenses to the U.S.S.R. at a very heavy loss of more than 60 per cent and if so, to what extent India was exporting these lenses at this loss and when was it stopped; and

(d) whether India has now found that foreign firms are willing to sell their know-how to Bharat Ophthalmic Glass Limited?