

compete with them. Now, Sir, I hear that there were definite contracts available in Iran and in other Middle-East countries but the HMT did not take advantage of those contracts because they were not prepared to make such modifications as were necessary to fulfil those contracts. May I know whether the Minister has enquired into this as to why the HMT does not cater for such foreign markets as may give them a chance to promote their goods with such modifications as are required?

Shri F. A. Ahmed: We have already taken steps to appoint selling agents in various countries so that we may be able to know what are the demands of these countries and what are the special machines required by them. We have to consider to what extent we can bring about adjustments so far as our production is concerned. All that effort is being made and I hope that whatever is possible will be done to speed up our export (*Interruption*).

Production of Commercial Vehicles

*396. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether some more firms are being licensed for producing light commercial vehicles of which there is a great shortage in the country; and

(b) if so, the number of such units?

The Deputy Minister in the Ministry of Industrial Development and Company Affairs (Shri Bhaan Prakash Singh): (a) No, Sir.

(b) Does not arise.

Shri S. M. Banerjee: Sir, it appears that the monopoly for the four-wheeler is that of Mr. Birla and that for three and two-wheeler of Mr. Bajaj. The entire thing is of the two

"B's"—Birla and Bajaj. May I know what are the specific reasons as to why this is confined to the existing units only and no licences are given to further units?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): We have given licence to four private firms which have a capacity of producing....

Shri S. M. Banerjee: Who are they?

Shri F. A. Ahmed: They are Messrs. Premier Automobiles, The Standard Motor Products, The Bajaj Tempo Limited and Messrs. Mahindra and Mahindra Limited. These four concerns have been licensed to manufacture 13,000 light commercial vehicles. But we find that they have been able to produce only about 3700. Even those have not been sold by them. At the end of the year 1966 there was a stock of 148 vehicles out of what they had produced which is nearly about 25 per cent of their licensed capacity. In these circumstances there can be no question of considering further applications.

Shri S. M. Banerjee: From the statement of the hon. Minister it appears that these vehicles are available in the market. But he is aware that their price is Rs. 2000 to Rs. 6000 more than the ceiling price—I mean that is the blackmarket price. I would like to know whether it is a fact that the Russians have agreed to collaborate with an Indian firm and with the help of the West Bengal Government to start production of commercial vehicles; if so, may I know whether this proposal has been rejected or it is still under consideration?

Shri F. A. Ahmed: My hon. friend has been writing to us from time to time about this private firm. They have been told that because this particular item is now in the banned list and unless and until there is necessity for giving more licences their application cannot be considered.

श्री मधु निमये : आने वाले चार पांच बरों में ये जो लाइट कमर्शियल वीहिकल्स है इनकी मांग क्या रहेगी, क्या कोई आपने अनुमान लगाया है और यदि लगाया है तो क्या उसके आधार पर और एक दो नये यूनिट्स को आप इजाजत देने के बारे में सोच रहे हैं?

श्री कन्नड़ान मल्लः महोदय : एक दफा थ्याल वा प्लानिंग कमिशन का कि सायद चौथे प्लान के आखिर में जा कर 25 या 26 हजार लाइट कमर्शियल वीहिकल्स दरकार होंगे। उसके बाद लिए जो अभी लाइसेंसिंग कंपैसिटी है अगर उसको एक्सपैण्ड किया जाए तो काफी हम बना सकते हैं। लेकिन अब जैसा कि नजर आ रहा है कि जो तेरह हजार के लाइसेंस दे रहे हैं वे भी पूरे तीर पर इस्तेमाल नहीं किये जा रहे हैं क्योंकि मांग नहीं है तो तीन या चार बरस में तेरह हजार से 26 हजार किस तरह से पहुंचेंगे यह तो मुम्किन मालूम नहीं होता है।

श्री मिट्टेवर म्माद : जब जब मोटर गाड़ियों का सवाल सदन में आया है हमेशा ही यह आवाज उठी है कि कुछ ही लोगों का मोटर गाड़ियों के उत्पादन पर एकाधिकार है। इस बात को जानते हुए भी सरकार ने इस संबंध में कोई कार्यवाही क्यों नहीं की है?

दूसरी बात यह भी है कि मोटर गाड़ियों की उत्पादन क्षमता जितनी होती है, उसका पूरा लाभ नहीं उठाया जाता है और इस कारण से मोटर गाड़ियां काले बाजार में, और बाजार में बहुत अधिक कीमत पर बिकती हैं। मैं जानना चाहता हूँ कि इस उत्पादन क्षमता के मुताबिक उत्पादन क्यों नहीं कराने की व्यवस्था की जाती है?

श्री कन्नड़ान मल्लः महोदय : यह प्रश्न तो लाइट कमर्शियल वीहिकल्स के बारे में है,

माननीय सदस्य मोटर गाड़ियों का बिक कर रहे हैं।

Shri G. Viswanathan: Is the Government aware of the statement of the Chief Minister of Mysore that if the Central Government is not going to have a small car project of its own, the Mysore Government will. . . .

Mr. Speaker: This question relates to light commercial vehicles.

श्री एस० एम० जोशी : जब कंपैसिटी सिर्फ दो हजार की थी तो तीस हजार की कंपैसिटी के क्यों किये गये? तीस हजार कंपैसिटी देने से ये जो वीहिकल्स बनते हैं, उनका लागत खर्च बढ़ जाता है, कीमत ज्यादा हो जाती है और लोग खरीद नहीं पाते हैं। ऐसी व्यवस्था में जब इतनी जरूरत नहीं थी तो तीस हजार कंपैसिटी क्यों दी?

श्री कन्नड़ान मल्लः महोदय : सायब मुन्ने में आपके गलती हुई है। मैंने तीस हजार का जिक्र नहीं किया है। जो कंपैसिटी है, जो लाइसेंस दे रहे हैं वे तेरह हजार के हैं। अभी तक ज्यादा से ज्यादा जो बने हैं डिमांड के बेसिस पर वे 3700 के करीब बने। मैंने कहा था कि चौथे प्लान के आखिर में जा कर एक दफा यह संदाजा लगाया था कि हम को सायद 26 हजार लाइट कमर्शियल वीहिकल्स की जरूरत हो। लेकिन आजकल की डिमांड को देखते हुए यह मुम्किन मालूम नहीं होता है कि चार बरस में तीन हजार से 26 हजार तक हम पहुंच सकेंगे।

Shri Virendrakumar Shah: My hon. friend, Shri Banerjee, may be allergic to Birlas and Bajajs but there are other manufacturers also. I want to ask whether the hon. Minister is aware that Premier Automobiles Limited had to stop their production and lay off a large number of workers because they cannot market their products? Is it the reason that the

prices are high due to very heavy excise duty which makes it impossible for people to buy trucks?

Shri F. A. Ahmed: It is true that there is no demand for these light commercial vehicles and for that reason many of the manufacturers who have the licence for that purpose are thinking of reducing their programme, which would inevitably involve reduction of labour.

Shri V. Krishnamoorthi: May I know whether the Government is aware of the fact that there is a premium of between Rs. 3,000 to 5,000 over and above the price fixed by the Government for Tatas Mercedes chassis because there is a lot of demand for such type of vehicle? What action has the Government taken to stop this sort of blackmarketing? Do the Government propose to start any industry of their own, without increasing the capacity of Tatas?

Shri F. A. Ahmed: We are discussing the question of light commercial vehicles. So far as I am aware, there is no premium on these vehicles. Perhaps, the hon. Member is referring to private cars.

Shri A. V. Patil: May I know the price of the four-wheeler tempo produced by Bajaj Tempo? Is it not a fact its price is too high because there is monopoly and no competition?

Shri F. A. Ahmed: I have not got the figures in order to give the prices just now.

Import licences

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*397. **Shri Madhu Limaye:**

Shri S. M. Banerjee:

Shri George Fernandes:

Dr. Ram Manohar Lohia:

Shri Kanwar Lal Gupta:

Shri S. K. Taparia:

Shri Manibhai J. Patel:

Will the Minister of Commerce be pleased to state:

(a) the total value of import licences issued after devaluation;

(b) how many parties applied for these licences;

(c) how many have utilized them;

(d) the total value of this utilization;

(e) the reasons why the licences were not fully and rapidly utilised; and

(f) the impact of this non-utilisation on industrial production?

The Minister of Commerce (Shri Dinesh Singh): (a) to (f). A statement giving the information to the extent available is laid on the Table of the House. [Placed in Library. See No. LT-586/67].

Shri S. M. Banerjee: Sir, I rise on a point of order. The question asked was (a) the total value of import licences issued after devaluation and (b) how many parties applied for these licences. We definitely wanted the names of the firms etc. Now, the reply is—I hope, you have got the statement—that licensing statistics are not maintained on firm-wise basis. A similar question came up in this House earlier when we wanted to know whether all licences were concentrated in the hands of big business houses and ultimately it went up to the Prime Minister when Shri Nehru was alive. Then a statement was laid on the Table. So, I feel that the Minister wants to conceal the information from the House by not mentioning the names of firms. I want your ruling on that.

Mr. Speaker: He can ask that as a question.

श्री मधु लिमये : माननीय सदस्य का मतलब यह है कि यहाँ पर जो परम्परा बनी है, उस के अनुसार यह जानकारी जानी चाहिए थी ।

मंत्री महोदय ने हम को खबर दी है कि कुल 1826 करोड़ रुपये के आयात परवाने दिये गए हैं और उन में से 447