

trains are mainly connected with demands for additional halts, introduction of additional trains, adjustment of train timings, late running of trains due to such causes as theft of overhead electrical equipment, theft of telecommunication wires and cables and interruption of power supply from generating power stations, etc., ventilation of local grievances such as rehabilitation of refugees from East Pakistan, Bandhs organised by different political parties, stoppage of work by the staff due to assaults on them by passengers, etc.

Railway Administrations endeavour to meet the reasonable demands of passengers. Railway Administrations also bring all such incidents promptly to the notice of the State Governments, State Police authorities for seeking their timely intervention both for prevention of lawlessness wherever possible and for bringing the offenders to book with a view to restoration of normal conditions. Opportunity is also taken through the press and other publicity media to explain the Railways' view-point and seek the co-operation of the rail-users and other members of the society.

Shortage of Scooters

*53 SHRI HARDAYAL DEVGUN :
SHRI PRAKASH VIR SHASTRI :
SHRI MRITUNJAY PRASAD :
SHRI JAI SINGH :
SHRI BAL RAJ MADHOK :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that there is an acute shortage of scooters in the country ;

(b) the total production and demand thereof ;

(c) how far the supply is behind the demand ;

(d) whether Government propose to license further capacity and, if so, the details thereof ; and

(e) if not, the reasons therefor ?

THE MINISTER OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI DINESH SINGH) : (a) The production of scooters in the country at present is not adequate to meet the demand.

(b) and (c). The current annual demand for scooters separately has not been fully assessed. However, the demand for scooters, motor cycles, three-wheelers mopeds etc. has been estimated by the Planning Group on Machinery Industries at 210,000 Nos. per annum by 1973-74. Against this, the production of scooters alone during the year 1969 has been 49,270 and for half the year 1970 29,962 Nos.

(d) and (e). The question of filling up the gap between the supply and demand of scooters has been under the consideration of Government for some time past. Government have now come to the conclusion that it would be desirable to have a project in the public sector for the manufacture of scooters. In pursuance of this decision, Government had set up a Committee of technical experts to (work out and) advise on a suitable design and on a programme of production of scooters in the public sector. The Report of the Committee has been received and is under examination.

Government had also decided that, if any private sector party was prepared to take up production of scooters with indigenous know-how and materials, he should be allowed to do so. Accordingly a public notice was issued on 27th October, 1969 inviting applications by 31st January, 1970 from interested entrepreneurs who would be prepared to take up the production of scooters with completely indigenous know-how and materials. In response 38 applications have been received so far. These are, at present, under examination.