



सत्यमेव जयते

**GOVERNMENT OF INDIA
TARIFF COMMISSION**

**REPORT ON
The Continuance of Protection to the
Diesel Fuel Injection Equipment Industry**



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BOMBAY, 1957

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GOVERNMENT OF INDIA
MINISTRY OF COMMERCE AND INDUSTRY
(DEPTT. OF HEAVY INDUSTRIES)

New Delhi, the 25th October, 1957

RESOLUTION

Tariffs

No. 21(5)TP/57.—The Tariff Commission has submitted its Report on the continuance of protection to the Diesel Fuel Injection Equipment Industry on the basis of an inquiry undertaken by it under Sections 11(e) and 13 of the Tariff Commission Act, 1951. Its recommendations are as follows :—

- (1) The existing rates of duty of 60 per cent *ad valorem* on single cylinder pumps and 60 per cent *ad valorem* standard and 52½ per cent *ad valorem* preferential on nozzle-holders should be continued for a further period of two years ending 31st December, 1959. These rates of duty should also be applied to elements, delivery valves and nozzles and the description of the articles covered by the relevant tariff Items Nos. 75(18)(a) and 75(18)(b) should be amended suitably.
- (2) The validity of import licences issued to the manufacturers of diesel fuel injection equipment for iron and steel should be extended to one year if there is no serious administrative difficulty.
- (3) Government may render such assistance as is possible to Motor Industries Co., Ltd., to obtain its entire requirements of castings and forgings within the country.

2. Government accept recommendation (1) and the necessary legislation will be undertaken in due course. The duties recommended in the case of elements, delivery valves and nozzles have been brought into force with immediate effect under notifications issued separately.

3. Recommendation (2) has been noted by Government for consideration along with other relevant factors.

4. Government have also taken note of recommendation (3) and steps will be taken to implement it as far as possible.

ORDER

ORDERED that the Resolution be published in the *Gazette of India* and a copy of it be communicated to all concerned.

S. RANGANATHAN,
Secretary to the Government of India.

REPORT ON THE CONTINUANCE OF PROTECTION TO THE DIESEL FUEL INJECTION EQUIPMENT INDUSTRY

1. The first inquiry into the claim of the diesel fuel injection equipment industry to protection or assistance was undertaken by the Tariff Commission in 1954, in conformity with its observation in paragraph 12(c) of its Report on the Automobile Industry (1953) that the case of ancillary industries should be examined separately. The Commission submitted its Report early in 1955. Its principal recommendations were that single cylinder fuel injection pumps for stationary diesel engines and nozzle-holders with a clamping capacity upto 1" clamping diameter for nozzles (atomisers) alone required protection and that a protective duty of 60 per cent. *ad valorem* should be levied on those two items and their component parts excluding clemetns and delivery valves when imported separately and nozzles resepctively, till 31st December 1956 in the first instance. The Government of India accepted the Commission's recommendations and granted protection to the industry with effect from 7th September 1955. Government also notified that nozzle-holders and their components of United Kingdom manufacture would be exempted from so much of the customs duty as was in excess of 52½ per cent. *ad valorem*, provided that the said articles were not also adapted for use as parts and accessories of motor cars including taxi-cabs, as they were covered by the Indo-U.K. Trade Agreement, 1939. The period of protection was later extended to 31st December, 1957.

2. The present inquiry is undertaken under Section 11(e) read with Section 13 of the Tariff Commission Act, 1951 by which the Commission is empowered to investigate into the working of protection granted to an industry and to recommend any further action required with a view to its increase, decrease, modification or abolition according to the circumstances of the case.

3.1. On 18th March, 1957, questionnaires were issued to producers, importers and consumers. A separate questionnaire was issued to manufacturers of diesel engines also. On 30th May, 1957, a press note was also issued stating that the Commission had taken up for investigation the question of continuance of protection to the diesel fuel injection equipment industry beyond 31st December, 1957 and those interested in this inquiry might obtain copies of the relevant questionnaires and submit their replies to the Commission. The Automobile Manufacturers' Association of India, Calcutta, the Engineering Association of India, Calcutta and the Association of Diesel Engine Manufacturers of India, Poona, were requested to submit memoranda on the various issues covered in the Commission's questionnaires. The Chief Industrial Adviser, Ministry of Commerce and Industry was requested to submit a detailed memorandum on the progress made by the industry after the last inquiry, the present position and the plans for further expansion. The Director General of Supplies and Disposals was requested to furnish information in regard to Government purchases of diesel fuel injection equipment during the last two years. Similar letters were addressed to the Ministries of

Defence and Irrigation and Power, the Railway Board and individual Railway Administrations. The Indian Standards Institution, New Delhi, the National Physical Laboratory of India, New Delhi; the National Metallurgical Laboratory, Jamshedpur and the Indian Institute of Science, Bangalore were requested to furnish information of certain aspects relevant to this inquiry. The Collectors of Customs at the principal ports were requested to furnish information in regard to c.i.f. prices and landed costs of different types of diesel fuel injection equipment comparable to those manufactured in the country. A list of firms or bodies to whom questionnaires or letters were issued and from whom replies or memoranda were received is given in Appendix I.

3.2. Shri Ramasubban, Member, visited the factory of Motor Industries Co. Ltd., Bangalore on 29th April, 1957. Dr. S. K. Muranjan and Shri J. N. Dutta, Members visited the above factory on 13th May, 1957. The above mentioned Members also visited the factory of Fuel Injections Ltd., Bombay on 16th May, 1957.

3.3. Shri S. V. Rajan, Cost Accounts Officer, visited the factory of Motor Industries Co. Ltd., Bangalore from 15th to 26th March, 1957 and examined the cost of production of single cylinder diesel fuel injection pumps and nozzle-holders manufactured by it.

3.4. A public inquiry into the industry was held on 17th May, 1957 in the Commission's Office in Bombay. A list of persons who attended the public inquiry is given in Appendix II.

4. The scope of the last inquiry was confined to (a) single cylinder fuel injection pumps for stationary diesel engines and (b) nozzle-holders with a clamping capacity up to 1" clamping diameter for nozzles (atomisers). Since then Motor Industries Co. Ltd. has started producing elements and delivery valves from imported semi-finished components. It is scheduled to undertake the complete manufacture of these articles before the end of the year. Fuel Injections Ltd. Bombay, a new unit which has come into production recently, has undertaken complete manufacture of nozzles and elements. In view of these developments, the Industrial Adviser (Engineering), Ministry of Commerce and Industry, who attended the public inquiry, suggested that the scope of the inquiry should be enlarged to cover nozzles, elements and delivery valves also. Motor Industries Co. Ltd., was, however, of the view that it was too early to extend the scope of protection as it had not established production of these articles from raw materials and contended that it would not be in a position to furnish any information on the costs of manufacture. Fuel Injections Ltd., favoured the inclusion of these articles in the scope of our inquiry but preferred a complete ban on imports to protection by tariffs. We examined the contention of the manufacturers and have come to the conclusion that the scope of the inquiry should be enlarged as follows :—

Single cylinder fuel injection pumps for stationary diesel engines and component parts of such pumps; and

Nozzle-holders with a clamping capacity upto one inch clamping diameter for nozzles (atomisers) for use on stationary or automobile diesel engines and nozzles therefor; and component parts of such nozzles and nozzle-holders.

5.1. The ancillary recommendations made by the Commission in its last Report and the extent to which they have been implemented are given below :—
5. Implementation of the Commission's recommendations on matters other than tariffs.

5.2. "Government should make arrangements with the Collectors of Customs and the Director General of Commercial Intelligence and Statistics to record the imports of diesel fuel injection equipment separately under two categories, viz. (1) single cylinder fuel injection pumps for stationary, diesel engines and (2) nozzle-holders with a clamping capacity up to 1" clamping diameter for nozzles (atomisers) for use on stationary as well as automobile diesel engines."

This recommendation has been implemented. Statistics of imports of single cylinder fuel injection pumps and nozzle-holders with a clamping capacity up to 1" clamping diameter for nozzles are being recorded separately by the Director General of Commercial Intelligence and Statistics from October, 1955.

5.3. "The Indian Standards Institution should examine the feasibility of formulating standard specifications for the fuel injection equipment as well as its principal components in consultation with the manufacturers of fuel injection equipment, Stationary diesel engines and diesel engines automobiles."

The Indian Standards Institution has informed us that draft standard specifications for single cylinder fuel injection pumps have been prepared and are under circulation. They cover dimensions and test requirements for three types of single cylinder constant stroke fuel injection plunger pumps. The Institution expects to finalise the standards for single cylinder pumps during the course of the year. It has made no progress in respect of multiple cylinder injection pumps. The Institution has initiated action for formulating standards for nozzle-holders.

5.4. "Government should take steps to develop indigenous production of raw materials which are imported at present."

Our observations in this regard will be found in paragraph 9.

5.5. "Government should make arrangements for periodical testing of the quality of indigenous fuel injection equipment."

The Development Wing has informed us that tests were being carried out by the Industrial Research Institute, Bangalore.

5.6. "Motor Industries Co., Ltd. and Fuel Injections Ltd., should be prepared to submit a detailed phased programme of manufacture of components for 1955, 1956 and 1957 so that by the end of 1957 it should be possible for them to manufacture all components of pumps and nozzle-holders in India."

5.7. "Steps should be taken by Government to ensure that the phased programme is implemented by Motor Industries Co. Ltd. and Fuel Injections Ltd., according to the time table approved by them (i.e. Government)."

Both Motor Industries Co. Ltd., and Fuel Injections Ltd. have submitted to Government their programmes of manufacture about which further information is given in paragraph 6.

5.8. "The manufacturers of fuel injection equipment should take steps to build up an adequate sales and service organisation so as to be able to meet the requirements of consumers in different parts of the country. They should also maintain adequate stocks of various types and specifications of pumps and nozzle-holders required by consumers and also provide adequate facilities for the servicing of their equipment".

Motor Industries Co. Ltd. reports that it has set up four sales houses with complete after-sales service facilities in Bombay, Calcutta, Delhi and Madras. It has 22 distributors with fully equipped service workshops, 17 stockists with service equipment for emergency repairs and 5 wholesalers without service facilities. The Company has a German engineer to supervise its technical service organisation. It expects to start a training school by the end of 1957. Fuel Injections Ltd. sells its products through the sales and service organisation of Industrial and Agricultural Engineering Co. Private Ltd. It has dealers and sub-dealers all over India.

6.1. As in 1954, there are only three firms licensed for the manufacture of diesel fuel injection equipment in the country, namely, Motor Industries Co. Ltd., Bangalore, Fuel Injections Ltd., Bombay and Kulko Engineering Works Ltd., Kolhapur.

6.2. *Motor Industries Co. Ltd., Bangalore.*—It is a public limited company with a paid-up capital of Rs. 81.15 lakhs. The Company has an agreement with Robert Bosch GmbH, Stuttgart, Germany, under which it obtains from the German Company the technical 'know how' for the manufacture of diesel fuel injection equipment, sparking plugs, electric horns, generators and electric starters. The German Company is to depute technicians to the Indian Company whenever required, and give training to Indian technicians at the Works of the German firm at Stuttgart. Besides, the German firm is to contribute upto 49 per cent of the paid-up capital. It holds at present 34 per cent. of the capital. The Agreement provides for a royalty of 4 per cent. on the net sales price for the above services. The rate of royalty has been subsequently reduced to 2 per cent. at the request

of the Government of India, but income-tax on a part of the royalty income of the German Company is payable by the Indian Company, and the Indian Company's actual liability is, therefore, raised to about 3·79 per cent, on the net sales price. By another agreement, the Indian Company is appointed as the sole concessionaires in Indian Union, Nepal and Bhutan for the products of the German Company. The production programme of Motor Industries is, at present, confined to fuel injection equipment and sparking plugs. The Company now produces A and B type single cylinder fuel injection pumps and nozzle-holders and does the final operations in regard to nozzles, delivery valves and elements. It expects to undertake the complete manufacture of elements and delivery valves towards the end of the year and nozzles in 1958. It has commenced the assembly of multi-cylinder pumps required for automotive engines. Though the Company was registered in 1951, its manufacturing activities commenced only in 1954. The Company incurred a loss of Rs. 5·47 lakhs till the end of 1954. In addition, there was a contingent liability of Rs. 4·98 lakhs towards arrears of dividend on the cumulative preference shares. In 1955, the total turnover was Rs. 41·83 lakhs inclusive of the sales of imported products from Bosch and the Company made a net profit of Rs. 60,784 during the year. The number of workers employed by the Company as on 31st December, 1956 was 149.

6.3. *Fuel Injections Ltd., Bombay.*—This is a public limited company with a paid-up capital of Rs. 10 lakhs. It has entered into an agreement with Injector Company A.B., Stockholm, Sweden for technical collaboration. The Indian Company has to pay for it Sw. Krs. 1,10,000 (equivalent to Rs. 1,01,617) in four instalments, the first instalment to begin after six months from the date of acceptance of plant and machinery despatched by the Swedish firm. The Swedish firm has also lent to the Indian Company the services of a technical expert. The Company started production of nozzles in December, 1956 and the production of elements will commence shortly. It expects to commence production of pumps for stationary engines and nozzle-holders by the end of 1957 and delivery valves in 1958. It has plans to manufacture multi-cylinder pumps later. The number of workers employed by the Company was 27 as on 31st December, 1956.

6.4. *Kulko Engineering Works Ltd., Kolhapur.*—It is a public limited company with a paid-up capital of Rs. 2·81 lakhs. It manufactures stationary diesel engines. It makes fuel injection pumps and nozzle-holders for its own use.

7.1. The Commission, in its last Report, had estimated the annual domestic demand of pumps for single cylinder stationary engines at 17,000 and of nozzle-holders for stationary engines as well as for other types of engines at 50,000. The Development Wing and Motor Industries Co. Ltd., have furnished to the Commission their current estimates of demand for the various components. These estimates are given below :—

Statement showing estimates of current demand for diesel fuel injection equipment as furnished by the Development Wing and MICO.

(Figures in numbers)

Items	Development Wing			MICO		Remarks				
	Original equip- ment	Replace- ment	Total	Original equip- ment	Replace- ment		Total			
I. Single cylinder pumps	.	.	.	12,000	6,600	18,600	10,000	4,000	14,000	
II. Multi-cylinder pumps—										
(i) Vehicles inclusive of converted ones	.	.	.	20,000	1,950	21,950	..	..	..
(ii) Industrial engines	.	.	.	1,500	900	2,400	..	..	..
	Total			21,500	2,850	24,350				
III. Nozzle-holders—										
(i) Stationary engines	.	.	.	12,000	6,600	18,600				
(ii) Automotive engines	.	.	.	1,20,000*	11,700	1,31,700				* Estimated at the rate of 6 per engine.
(iii) Industrial engines	.	.	.	6,000†	5,400	11,400				† Estimated at the rate of 4 per engine.
	Total			1,38,000	23,700	1,61,700	70,000	3,800	73,800	
IV. Nozzles—										
(i) Single cylinder engines	.	.	.	12,000	73,000	85,000	..	..	..
(ii) Automotive engines	.	.	.	1,20,000	1,95,000	3,15,000	..	..	..
(iii) Industrial engines	.	.	.	6,000	40,000	46,000	..	..	..
	Total			1,38,000	3,08,000	4,46,000	70,000	1,70,000	2,40,000	
V. Elements	.	.	.	..	..	..	70,000	1,38,000	2,08,000	
VI. Delivery valves	.	.	.	..	..	..	70,000	1,38,000	2,08,000	

* Estimated at the rate of 6 per engine.

† Estimated at the rate of 4 per engine.

7.2. The demand for the various components of a fuel injection equipment is of two types: (a) for original equipment and (b) for replacement. These two types of demand are determined by the type of engine to which the fuel injection equipment is fitted. To arrive at any reasonable estimate of demand, it is necessary to know (i) the various types of diesel engines in use and the rate at which replacement of each component is required, and (ii) the new engines produced each year and their requirements of each of the components. We examined the estimates of demand received by us on these lines and also discussed the basis to be adopted with the representatives of the manufacturers and consumers present at the public inquiry. We have arrived at the following estimates of current annual demand on the basis of the information available to us. The details showing how these estimates are arrived at are given in Appendix III.

Items	Original equipment	Replace- ment pur- poses	Total
	Nos.	Nos.	Nos.
1. Single cylinder pumps	12,000	6,900	18,900
2. Multi-cylinder pumps	16,300	3,100	19,400
3. Nozzle-holders	109,500	16,500	126,000
4. Nozzles	109,500	474,400	583,900
5. Elements	109,500	311,300	420,800
6. Delivery valves	109,500	311,300	420,800

We expect the demand for the above components to increase by 15 per cent. over the next three years.

8.1. *Rated capacity.*—The annual rated capacity of the industry on single shift for the manufacture of pumps, nozzle-holders, nozzles, elements and delivery valves is given below.

8. Rated capacity and production. The capacity available with Kulko is excluded as its productions is used exclusively for its own use.

Products	Motor Industries Co. Ltd.	Fuel Injections Ltd.	Total
Single cylinder "PFA" and "PFB" pumps	12,000	..	12,000
Multi-cylinder pumps	6,600	..	6,600
S. Type nozzle-holders	48,000	..	48,000
Nozzles	75,000	30,000	105,000
Elements	66,000	10,000	76,000
Delivery valves	66,000	..	66,000

Motor Industries Co. Ltd. has no immediate plans for expansion of its capacity nor has Fuel Injections Ltd. The latter has stated in its reply to the Commission's questionnaire that it might expand its capacity for the various products at a later date.

8.2. *Production.*—The following statement gives the production of Motor Industries Co. Ltd.

Production during :				
	1954	1955	1956	1957 (Upto March)
	Nos.	Nos.	Nos.	Nos.
Single cylinder pumps	3,887	11,865	12,402	3,076
Multi-cylinder pumps	..	..	1,353	662
Nozzle-holders	3,813	14,604	34,291	11,157
Elements	..	13,763	31,795	7,124
Delivery valves	..	9,501	27,638	11,430
Nozzles	..	..	1,017	3,825

As was stated in paragraph 6.2 Motor Industries Co. Ltd. produces single cylinder pumps and nozzleholders alone from raw materials. As regards elements, delivery valves, nozzles and multi-cylinder pumps, the manufacturing activity relating to the first three products is confined at present to final operations only, while that relating to the fourth is yet to progress beyond mere assembly. Fuel Injections Ltd. has commenced production from December, 1956 and produced 350 nozzles in 1956 and 670 in January March, 1957.

9.1. The principal raw materials required by the industry are
9. Raw materials given below :—

1. Bright drawn free cutting mild steel round and hexagonal bars.
2. Case hardening bright drawn mild steel bars.
3. Bright drawn hardening alloy steel bars (including H.S.S.).
4. Case hardening hot rolled mild steel bars.
5. Low carbon steel forgings.
6. Free cutting bright drawn brass bars.
7. Cast iron castings of special alloy.

9.2. Motor Industries Co. Ltd., has stated that only 12 per cent. of the value of its requirements of raw materials is obtained locally. The rest is imported. This dependence on imported raw material is likely to continue till the new steel projects in the country are completed. The Company has represented to us that the validity period of six months for import licences for iron and steel items is causing it great hardship. According to it, an order cannot be placed till the import licence is in its hands and as the delivery periods quoted by suppliers in England and Germany are 9 to 12 months, the import licence expires before the material is actually shipped. This results either in protracted correspondence with the licensing authorities and the supplier or a fresh import licence application. The Company's complaint, therefore, appears to be genuine and we recommend that the validity of its import licences for iron and steel items should be extended to one year if there is no serious administrative difficulty.

9.3. The Company has also brought to our notice that the hot rolled case hardening mild steel bars which it obtains from Tata Iron and Steel Co. Ltd., are often found to be bent, as they are despatched without proper casing. As the bent portions of the bars have to be cut off before machining, wastages are relatively high. We do not know if there are any insuperable difficulties in casing the bars before despatch. The attention of the Tata Iron and Steel Company may be drawn to this complaint of the Motor Industries.

9.4. *Castings and forgings.*—During the last three years Motor Industries Co. Ltd. imported 27,991 pieces of castings while it obtained from local sources only 19,736 pieces. According to the Company, of the six possible suppliers of castings in India, it has been able to obtain satisfactory supplies from one firm only. It appears that even that firm is not in a position to meet the entire requirements

of Motor Industries. In the case of forgings, the Company imported 79,702 pieces during the last three years. There are three possible indigenous suppliers for forgings required by the Company. Of these only one evinced interest in supplying the Company's requirements, but the supply amounted to only 500 pieces against orders placed for 35,000 pieces. It will be seen from this that the Company has not been able to obtain sufficient supplies of castings and forgings within the country. We recommend that Government may render such assistance as is possible to the Company to obtain its entire requirements of castings and forgings within the country.

10. It appears to be the almost unanimous view of all who use MICO products that they are satisfactory and that there is no ground for complaint. Motor Industries Co. Ltd. **Quality.** has not encountered any prejudice against its products. The Indian Institute of Science, Bangalore, has expressed the view that while MICO equipment is functionally good, there is scope for further improvement. Fuel Injections Ltd. apprehends prejudice against its products. It has stated that large imports of nozzles have already taken place and it will have difficulty to find a market initially.

11.1. *Import Control Policy.*

11.1.1. Imports of diesel fuel injection equipment and its component parts are regulated according to the policy laid down in Serial **11. Import control policy and imports.** No. 30(f)(1) of Part II of Import Trade Control Schedule. The broad features of the import policy from January—June 1955 to January—June 1957 are given in Appendix IV. It will be seen from it that the general quota for all types of fuel injection equipments and their components which was 100 per cent. general and 100 per cent. soft from January—June 1955 was reduced to 66 $\frac{2}{3}$ per cent. general and 66 $\frac{2}{3}$ per cent. soft during January—June 1957. The imports of single cylinder pumps and nozzle-holders were further restricted to 50 per cent. of the face value of the licence during January—June 1955, 10 per cent. during each of the three successive half yearly periods and increased to 12 $\frac{1}{3}$ per cent. during January—June 1957. The Imports of elements and delivery valves have been restricted to 10 per cent. of the face value of the licence since July—December 1956. From January—June, 1956 quota licences have not been valid for import of bodies and racks of single cylinder pumps and bodies of nozzle-holders of non-integral types Applications for import of these spare parts are considered on an *ad hoc* basis.

11.1.2. We received a large number of complaints about the import control policy. The main complaint related to the hardships caused to the users of those types of fuel injection equipments and their components which are not in the manufacturing programme of the domestic industry. It was alleged that the number and types of engines which required such equipments are very large and as they are mostly employed in rural areas, agriculturists are put to great difficulties for want of spare parts. These difficulties appear to be a little exaggerated. If there are shortages, a part of the blame rests

with the importers themselves. The licences are issued to import spare parts mainly for those types not produced in the country. The importers, on the other hand, tend to import parts for those types manufactured in the country, thus neglecting the needs of other types still in operation in the country. In any case, the question of relaxing imports does not arise in the present acute foreign exchange situation. The solution lies with the importers themselves who should restrict their imports, as far as possible, to the types not produced in the country. On behalf of Greaves Cotton and Co., Ltd., it was represented to us that as it is the sole importer of the Ruston Hornsby engines for the western region and as those engines require special types of fuel injection equipments not manufactured by Motor Industries Co. Ltd. the face value restriction for the import of single cylinder pumps, elements and delivery valves prevents it from obtaining its legitimate requirements of spares. The same complaint was made in regard to Crossley and a few other engines also. It was further represented that, in such cases, the face value fixed for single cylinder pumps, elements and delivery valves should be increased within the permissible quota. It was also suggested that this arrangement would not involve any extra foreign exchange. As the object of introducing the face value was to restrict the import of those components which were produced in the country, any general relaxation of the face value is clearly out of question. If importers or consumers find that the present fact value does not permit them to obtain their actual requirements of spares, the right course for them would be to establish a *prima facie* case with the licensing authority for *ad hoc* licences. We do not expect that Government will have any objection to issue *ad hoc* licences in cases of real hardship. In this connection we suggest that when sanctioning the manufacture of new diesel engines, whether stationary or of vehicular type, Government should explore the possibilities of supplies of components and spare parts from the existing fuel injection equipment manufacturers so as to avoid imports of such products.

11.2. *Imports.*—Imports of diesel fuel injection equipment and their components are not separately shown in the Foreign Trade Accounts of India. The imports are being recorded separately by the Director General of Commercial Intelligence and Statistics since October, 1955. His records are, however, incomplete and we refrain from giving these figures here.

12. The components of diesel fuel injection equipment which are in the protected list, are assessed to import duty
Existing rates of duty under Items. No. 75(18) (a) and 75(18) (b) of the First Schedule to the Indian Tariff Act, 1934 (32 of 1934). The components which are at present assessed to revenue duty are classified under various items according to the types of engine in which they are used; under Item No. 72(3) if used in stationary or marine type diesel engines operated by $\frac{1}{2}$ BHP or more, under Item No. 72(6) if use in stationary or marine type diesel engines operated by less than $\frac{1}{2}$ BHP; under Item No. 72(3) if adapted exclusively for use on agricultural tractors and under Item No. 75(11)(i) or Item No. 75(12) if used in vehicular type of diesel engines. The relevant extracts from the said Schedule are given below :—

Item No.	Name of article	Nature of duty	Standard rate of duty	Preferential rate of duty if the article is the produce or manufacture of the United Kingdom	Duration of protective rates of duty
1	2	3	4	5	6
72(3)	Component parts of machinery as defined in Item Nos. 72, 72(1) and 72(2) and not otherwise specified, namely, such parts only as are essential for the working of the machine or apparatus and have been given for that purpose some special shape or quality which would not be essential for their use for any other purpose but excluding small tools like twist drills and reamers, dies and taps, gear cutters and hacksaw blades :	Revenue	10 1/2 per cent <i>ad valorem</i>*	..	..
	Provided that articles which do not satisfy this condition shall also be deemed to be component parts of the machine to which they belong if they are essential to its operation and are imported with it in such quantities as may appear to the collector of Customs to be reasonable.				
72(6)	Machinery and component parts thereof, meaning machines or parts of machines to be worked by manual or animal labour, not otherwise specified, and any machines (except such as are designed to be used exclusively in industrial processes) which require for their operation less than one-quarter of one brake-horse-power.	Revenue	31 1/4 per cent <i>ad valorem</i>(†)	..	..
72(30)	Agricultural tractors and parts thereof. ‡		Free	..	..

75(11) The following articles, and parts thereof, adapted for use as parts and accessories of motor vehicles other than motor cycles and motor scooters, namely :—[†]

(i) The following engine components :—

thin wall bearings, cylinder liners, carburettors, oil pumps, air cleaners, oil filters, fuel pumps and fuel line hoses with connections.	Revenue	25 per cent <i>ad valorem</i>	17 1/2 per cent <i>ad valorem</i> [‡]
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75(12) Articles other than rubber tyres, tubes, batteries and such other components as are specified in Item Nos. 75(9), 75(10), 75(11), 75(14), 75(15), 75(16) and 75(18)(b) adapted for use as parts and accessories of motor vehicles other than motor cycles and motor scooters.

Revenue	25 per cent <i>ad valorem</i>	17 1/2 per cent <i>ad valorem</i> [‡]
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75(18)(a) Single cylinder fuel injection pumps for stationary diesel engines, and component parts of such pumps but excluding elements and delivery valves and component parts thereof.

Protective	60 per cent <i>ad valorem</i>	December 31st, 1957
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75(18)(b) Nozzle-holders with a clamping capacity upto 1 inch clamping diameter for nozzles (atomisers) for use on stationary or automobile diesel engines, and component parts (excluding nozzles) thereof.

Protective	60 per cent <i>ad valorem</i>	52 1/2 per cent <i>ad valorem</i> [‡]	December 31st, 1957.
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*Under Government of India, Ministry of Finance (Department of Revenue) Notification No. 107-Customs, dated 16th May, 1957 articles specified under this item are to be assessed to customs duty at 10 per cent *ad valorem*.

†The rate of duty on the articles under this item has been increased to 35 per cent *ad valorem* under the Finance (No. 2) Bill 1957.

‡This is GATT item.

§Provided that the said articles are not also adapted for use as parts and accessories of motor cars including taxi cabs.

13. We have obtained from the Collectors of Customs and some of the importers information regarding c.i.f. prices, clearing charges, etc. of certain types and specifications of fuel injection equipment namely, single cylinder pumps of 'A' and 'B' types and nozzle-holders of 'S' type and the information is given in Appendix V. After discussion at the public inquiry, we have decided to adopt the following c.i.f. prices and landed cost of pumps and nozzle-holders (of U.K. origin) of types and specifications corresponding to the types and specifications of indigenous pumps and nozzle-holders which represent broadly the popular categories under which different kinds of pumps and nozzle-holders produced by Motor Industries Co. Ltd. can be classified and which form the bulk of their production.

Item	Single Cylinder Pumps		Nozzle-holders	
	Bryce-A1AA70/5S99K (Indigenous-HPF 1A70BS-185)	CAV-BPF1 B 60BS6031 (Indigenous-HPF 1B60 CS131)	Bryce-AL 67SD127 (Indigenous-HKBL 67S13)	CAV-BKB35S87 (Indigenous-HKB35 SA369)
	Rs.	Rs.	Rs.	Rs.
1. C. i. f. price	40.00	51.67	19.00	15.67
2. Customs duty	24.00	31.00	10.00	9.40
3. Clearing charges	1.28	0.24	0.58	0.37
4. Landed cost	65.28	82.91	29.58	25.44

14.1. Our Cost Accounts Officer examined the costs of production of single cylinder fuel injection pumps and nozzle-holders produced by Motor Industries Co., Ltd. It has completed the manufacture of these two items except for proprietary parts like springs and steel inserts, which are not in its manufacturing programme. The following statement shows the value of the indigenous manufacture as compared with the value of the imported components used.

Item	C. i. f. value of manufactured components	C. i. f. value of imported components	Percentage of manufacture to total
	Rs.	Rs.	
A type pump	29.5	4.7	86.2
B type pump	36.5	4.2	89.7
KBL nozzle-holders	21.1	0.7	96.8
KB nozzle-holders	15.5	0.7	95.7

The Cost Accounts Officer did not examine the costs of production of elements, delivery valves, nozzles and multi-cylinder pumps as the progress of manufacture of these items was insignificant. The costs of production of single cylinder pumps and nozzle-holders arrived at by the Cost Accounts Officer were discussed with the representatives of the Company. As the Company desires that the details of its costs should be kept confidential, we are forwarding the report of the Cost Accounts Officer as a separate enclosure to this Report. On the basis of the 1956 costs of the above items, we have estimated the costs of production of A and B type single cylinder pumps and KBL and KB nozzle-holders. The following statement gives the 1956 cost and our estimates for the future for single cylinder pumps and nozzle-holders.



THE MOTOR INDUSTRIES CO. LTD., BANGALORE.

Statement showing the fair ex-works price of Diesel Fuel Injection Equipment (pumps and nozzle-holders) estimated for 1956 and for future.

Type	A—Pump Kirkoskar		B—Pump Cooper		KBL—Nozzle-holder Kirkoskar		KB—Nozzle-holder Perkins	
Reference No.	HPF 1A 70 BS 185		HPF 1B 60 CS 131		HKBL 67 S 13		HKB 35 SA 369	
	Actuals for 1956	Estimates for future	Actuals for 1956	Estimates for future	Actuals for 1956	Estimates for future	Actuals for 1956	Estimates for future
	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.	Cost per 100 Nos.
(a) Raw materials (including customs duty)	Rs. 978.2	Rs. 1027.7	Rs. 1346.2	Rs. 1343.1	Rs. 350.0	Rs. 357.3	Rs. 285.6	Rs. 288.1
(b) Imported components (including customs duty)	306.8	306.8	423.5	423.5	67.8	63.0	67.8	63.0
(c) Locally purchased materials	19.8	19.8	16.8	16.8	0.9	0.9	0.9	0.9
Total	1304.8	1354.3	1788.5	1785.4	418.7	421.2	354.3	352.0
Add wastage in assembly	13.0	13.5	17.9	17.9	4.2	4.2	3.5	3.5
1. Total material cost	1317.8	1367.8	1806.4	1803.3	422.9	425.4	357.8	355.5
2. Manufacturing charges	2027.1	1949.5	2433.3	2453.1	2804.2	2744.1	2366.2	2301.5
3. Total cost	3344.9	3317.3	4239.7	4256.4	3227.1	3169.5	2724.0	2657.0
4. Packing charges	30.9	30.9	38.1	38.1	19.3	19.3	10.5	10.5
5. Interest on working capital	100.3	102.1	127.1	127.6	89.6	88.1	75.5	73.8
6. Return on block	469.7	450.6	386.2	366.4	842.6	774.9	709.3	647.2
7. Royalty for Bosch	271.0	319.2	308.0	362.9	160.0	189.0	131.0	154.5
8. Fair ex-works price per 100 Nos.	4216.8	4220.1	5299.1	5351.4	4338.6	4240.8	3650.3	3543.0
8a. Fair ex-works price per piece	42.17	42.20	52.99	53.51	43.39	42.41	36.50	35.43

14.2. Our estimates of costs are based on a production of 12,700 single cylinder pumps and 36,700 nozzle-holders as against the actual production of 12,408 single cylinder pumps and 34,291 nozzle-holders in 1956. We have allowed return at 10 per cent. on the original value of the fixed assets and interest on working capital at $5\frac{1}{2}$ per cent. on an amount equivalent to 7 months' costs of production. The royalty has been allowed according to the terms of agreement with Robert Bosch GmbH. In calculating royalty we have taken into consideration the incidence of the new taxation measures introduced in May 1957. The following statement shows our estimates of costs as compared with the estimates prepared by the Commission in 1955.

	1955 estimates	Our esti- mates for future
Pumps—A type	43'36	42'20
B type	54'46	53'51
Nozzle-holders—KBL type	44'92	42'41
KB type	39'32	35'43

15. The following statement gives a comparison of fair ex-works prices of indigenous single cylinder fuel injection pumps of two types and specifications and nozzle-holders of two types and specifications with the c.i.f. prices and landed costs, without duty, of the corresponding imported articles.

Indigenous Ref. No.	Pumps		Nozzle-holders	
	A—Pump Kirloskar	B—Pump Coopers	Kirlos- kar	Perkins
	HPF 1A 70 CS185	HPF 1B 60CS 131	HKBL 67S 13	HKB 35 SA 369
	Bryce- A1 AA70/ 5S99K	CAV-BPF 1B 60 BS 6031	Bryce-AL 67SD127	CAV-BKB 35S87
	Rs.	Rs.	Rs.	Rs.
1. Fair ex-works price	42'20	53'51	42'41	35'43
2. C. i. f. price	40'00	51'67	19'00	15'67
3. Clearing charges	1'28	0'24	0'58	0'37
4. Landed cost without duty (2+3)	41'28	51'91	19'58	16'04
5. Difference between fair ex-works price and landed cost without duty (1 minus 4)	0'92	1'60	22'83	19'39
6. Difference as a percentage on c. i. f.	2'30	3'10	120'16	123'74

16.1. The comparison of domestic cost with the landed cost ex-duty given in paragraph 15 indicates that the protection required by single cylinder pumps is only nominal, while nozzle-holders require a duty of about 120 per cent. *ad valorem* to bring the landed cost of imported product from United Kingdom on level with the domestic cost. In 1955 also there was wide variation between the rates of duty required for pumps and nozzle-holders to equate landed costs with domestic costs. The Commission then decided to grant protection to the two articles by a uniform rate of duty. The purpose of protection is to develop the fuel injection equipment industry as a whole. To fix different rates of duty for various components does not appear either sound in principle or desirable in practice. We have, therefore, decided to recommend a uniform rate of duty for the various components which are going to be brought under protection. For this we propose to determine the quantum of protection by taking the weighted average of the disadvantage to the industry by undertaking the manufacture of these two articles. A similar method was adopted by the Commission in 1955 also. The following statement gives the weighted average disadvantage.

	Rs.
1. Ex-works cost for producing 8,500 A-pumps at Rs. 42.20 each	3,58,700
2. Ex-works cost for producing 4,200 B-Pumps at Rs. 53.51 each	2,24,742
3. Ex-works cost for producing 6,700 KBL nozzle-holders at Rs. 42.41 each	2,84,147
4. Ex-works cost for producing 30,000 KB nozzle-holders at Rs. 35.43 each	10,62,900
5. Total ex-works cost	19,30,489
6. Landed cost without duty for importing 8,500 pumps at Rs. 41.28 each	3,50,880
7. Landed cost without duty for importing 4,200 pumps at Rs. 51.91 each	2,18,022
8. Landed cost without duty for importing 6,700 nozzle-holders at Rs. 19.58 each	1,31,186
9. Landed cost without duty for importing 30,000 nozzle-holders at Rs. 16.04 each	4,81,200
10. Total landed cost without duty	11,81,288
11. Total disadvantage (5-10)	7,49,201
12. Total c. i. f. cost for 8,500 pumps at Rs. 40.00 each, 4,200 pumps at Rs. 51.67 each, 6,700 nozzle-holders at Rs. 19.00 each and 30,000 nozzle-holders at Rs. 15.67 each	11,54,414
13. Disadvantage as percentage of c. i. f. price (11 as % of 12)	64.9%

it will be seen from the above statement that a duty of 65 per cent *ad valorem* is indicated to remove the disadvantage of the domestic industry in the manufacture of single cylinder pumps and nozzle-holders if the imports are from United Kingdom. The standard rate of duty on these two articles is at present only 60 per cent. *ad valorem*. We do not, however, recommend raising of the present rate of duty as the industry is enjoying a sheltered market through import control. We, therefore, recommend the existing rates of duty, viz., 60 per cent. *ad valorem* on single cylinder fuel injection pumps and 60 per cent. *ad valorem* standard and 52½ per cent. *ad valorem* preferential on nozzle-holders be continued for a further period of

two years ending 31st December, 1959. We also recommend that the same rates protective duty be applied to elements, delivery valves and nozzles. We decided to include these three articles in the scheme of protection for various reasons. First, one of the units, viz. Fuel Injections has already undertaken the manufacture of nozzles and elements. The other unit, viz., Motor Industries Co. is, at present, importing semi-finished components for these two articles and machining them here. If the duty is not raised at this stage, the incentive for the second unit to undertake the complete manufacture of elements, delivery valves and nozzles is weakened and if they continue to import semi-finished components and machine them, the first unit will be placed at a disadvantage as compared with the other. Secondly, the rate of duty recommended by us will reduce the incentive to import those types of components which are produced in the country. And, thirdly, an increase in the rate of duty may be helpful in reducing the excessive profits that the importers may make as a result of short supply. If our recommendations are accepted, the description of the articles covered by Item Nos. 75(18)(a) and 75(18)(b) of the First Schedule to the Indian Tariff Act, 1934 will be required to be amended as indicated below:

Item No.	Name of article as proposed
75 (18)(a)	Single cylinder fuel injection pumps for stationary diesel engines and component parts of such pumps.
75 (18)(b)	Nozzle-holders with a clamping capacity upto one inch clamping diameter for nozzles (atomisers) for use on stationary or automobile diesel engines and nozzles therefor ; and component parts of such nozzles and nozzle-holders.

16.2. It was suggested to us that it would be imposing unnecessary burden on the consumers if the rates of protective duty were made applicable to those types of components of fuel injection equipment which are not in the manufacturing programme of indigenous manufacturers. We examined this matter carefully. Firstly there are only very few types which the indigenous manufacturers cannot produce. The presumption of the importers that the domestic industry is not able to manufacture particular types of components is not well founded. If some types are not readily available with the domestic producers, the remedy lies in giving sufficient notice to them to plan their production. Secondly, we are advised that it will be administratively difficult to assess duty according to makes. We are, therefore, not in favour of excluding from the scheme of protection the types of components which are not being manufactured in the country just at present.

17. Our conclusions and recommendations are summarised as
Summary of conclusions and recommendations. under :—

(1) The scope of the inquiry is enlarged as follows :—

Single cylinder fuel injection pumps for stationary diesel engines and component parts of such pumps; and

Nozzle-holders with a clamping capacity upto one inch clamping diameter for nozzles (atomisers) for use on stationary or automobile diesel engines and nozzles therefor; and component parts of such nozzles and nozzle-holders.

[Paragraph 4]

(2) The current annual domestic demand for various components of fuel injection equipment are estimated as follows: Single cylinder pumps 18,900, multi-cylinder pumps 19,400, nozzle-holders 126,000, nozzles 583,900, elements 420,800 and delivery valves 420,800. The demand is expected to increase by 15 per cent. over the next three years.

[Paragraph 7.2]

(3) The annual rated capacity of the industry on single shift for the manufacture of single cylinder pumps, multi-cylinder pumps, nozzle-holders, nozzles, elements and delivery valves is 12,000, 6,600, 43,000, 105,000, 76,000 and 66,000 respectively.

[Paragraph 8.1]

(4) The validity of import licences issued to the manufacturers of diesel fuel injection equipment for iron and steel should be extended to one year if there is no serious administrative difficulty.

[Paragraph 9.2]

(5) Government may render such assistance as is possible to Motor Industries Co. Ltd. to obtain its entire requirements of castings and forgings within the country.

[Paragraph 9.4]

(6) The existing rates of duty of 60 per cent. *ad valorem* on single cylinder pumps and 60 per cent. *ad valorem* standard and 52½ per cent. *ad valorem* preferential on nozzle-holders should be continued for a further period of two years ending 31st December, 1959.

[Paragraph 16.1]

(7) The above rates of duty should be applied to elements, delivery valves and nozzles for the reasons explained in paragraph 16.1.

[Paragraph 16.1]

(8) The description of the articles covered by Item Nos. 75(18) (a) and 75(18)(b) of the First Schedule to the Indian Tariff Act, 1934 should be amended as indicated in paragraph 16.1.

[Paragraph 16.1]

18. We wish to express our thanks to the manufacturers, im-
Acknowledgements. porters and consumers who furnished us with
 valuable information and to their representa-
 tives who gave evidence before us.

C. RAMASUBBAN,
Member.

S. K. MURANJAN.
Member.

J. N. DUTTA,
Member.

RAMA VARMA,
Secretary.

BOMBAY :

Dated 26th July, 1957.



APPENDIX I

(Vide Paragraph 3·1)

List of firms or bodies to whom questionnaires or letters were issued and from whom replies or memoranda were received

*Indicates that they have sent replies or memoranda.

A. Producers :

- *1. Motor Industries Co. Ltd., Post Box No. 93, Bangalore-1.
- *2. Fuel Injections Ltd., 43, Forbes Street, Fort, Bombay-1.
- *3. Kulko Engineering Works Ltd., Ichalkaranji, Kolhapur (District).

B. Importers :

- 1. Ashok Motors Ltd., 158, Mount Road, Madras-6.
- 2. Associated Auto Parts Ltd., 445, Lamington Road, Bombay-4.
- 3. Asian Mercantile Agencies, 42, Subhas Nagar, Karol Bagh, New Delhi.
- 4. Asian Trading Corp., Sir P. M. Road, Bombay-1.
- 5. Automotive Agencies (Private) Ltd., 14, Bentick Street, Calcutta.
- 6. Anand Motors, Gandhi Motor Market, Kashmere Gate, Delhi.
- 7. Ashok Engineering Co., Parsi Bazar Street, Bombay.
- *8. Associated Exports Imports, Corp., 2nd Floor, Hall & Anderson Building, 3-B, Lall Bazar Street, Calcutta-1.
- 9. Bryce Berger Ltd., Duke's Court, Duke Street, St. Jame's London, S. W. I., (U.K.).
- 10. Bombay Motor Trading Co., Cutch Castle, Bombay 4.
- 11. Bharat Trading Co., 13/90 Connaught Circus, New Delhi.
- 12. Central Motor Parts & Accessories Co., (Private) Ltd., 20, Mangoe Lane, Calcutta.
- 13. Chimanlal Desai & Co., 54, Bentick Street, Calcutta.
- 14. Diesel (India), Opposite Lalbaugh, Bangalore-2.
- 15. Dewar's Garage & Engineering Works, 4, Council House Street, Calcutta.
- 16. Dee Deepak & Co., 22, Municipal Market, Connaught Circus, New Delhi.
- 17. Dhawan Bros. & Co., Latouche Road, Kanpur.
- *18. Eruch D. Engineer & Co., Crossly House, Apollo Street, Bombay.
- 19. Eastern Auto Parts Co. (Calcutta) Private, Ltd., 55, Bentick Street, Calcutta.
- 20. Elve Business, Contracts Corporation, Botawala Building, 1st Floor, 7-10 Eliphinstone Circle Fort, Bombay.
- 21. E. S. Shivaji & Co., Post Box No. 3, 178/179 Broadway, Madras.
- 22. Foreign Products Distg. Co., 491, Sandhurst Road, Bombay-4.
- 23. French Motor Car Co., Ltd., Hughes Road, Bombay-26.
- *24. Greaves Cotton & Co., Ltd., 1, Forbes Street, Fort, Bombay-1.
- 25. The Goodearth Co., Post Box No. 672, New Delhi.
- 26. General Spares & Engineering Co., Room No. 4, 1st Floor, Botawala Building, 7/10 Eliphinstone Circle, Bombay.
- 27. G. P. Trading Corporation, 3216, Hauuman Lane, New Delhi.

28. General Marketing Co., 984, Hamilton Road, Kashmere Gate, Delhi.
29. Girdharilal & Co., Sandhurst Bridge, Bombay-7.
- *30. Honesty Trading Corporation, Beaumon Chambers, Medows Street, Fort, Bombay.
31. The Hindustan Industrial Agencies Ltd., Amar Building, P. M. Road, Bombay-1.
32. Hindustan Automobiles, 509, Sandhurst Road, Bombay-4.
33. Himalaya Auto Stores, Kashmere Gate, Delhi.
34. The Howrah Motor Co., Private Ltd., P/6, Mission Row Extension, Calcutta.
35. The Hindustan Electric Co., Ltd., Graham Road, Bombay-1.
36. Howrah Motor Accessories Agency (Private) Ltd., 3/1, Mangoe Lane, Calcutta.
- *37. Industrial & Agricultural Engineering Co. (Bombay) Ltd., 43, Forbes Street, Bombay-1.
- *38. Indo-Universal Engg. Co. Private Ltd., Chateau Windsor, Churchgate Street Extension, Bombay-1.
39. Israel Automobiles, 26, Central Avenue, Calcutta.
40. India Traders, B. I. 238, Abid Road, Hyderabad, Deccan.
- *41. Ingersoll Rand India Private Ltd., Horniman Circle, Bombay-1.
42. Jai Bharat Trading Co., Post Box No. 1192, Delhi.
43. Jagkumar & Co., Hornby Road, Bombay-1.
- *44. J. N. Marshall & Co., Savoy Chambers, 5, Wallace Street, Fort, Bombay-1.
45. Jullunder Motor Agency (Delhi), Kashmere Gate, Delhi.
46. Kaytee Trading Corpn., 32/6 Hanuman Lane, New Delhi.
- *47. K. B. Thaker & Co., Post Box No. 1136, 140, Medows Street, Bombay-1.
48. K. Suchde Brothers, P. O. Box No. 1026, Bombay-1.
49. Lakshmi Chandra Tilak Raj, C/o National Transport Co., Jammu.
50. Lakshmi Motor Co., Queen's Road, Delhi-6.
- *51. Larsen & Toubro Ltd., I. C. House, Dougal Road, Ballard Estate, Bombay-1.
- *52. Lucas Indian Service Ltd., New Queen's Road, Bombay.
- *53. Madras Auto Service Private Ltd., 37, Mount Road, Madras-2.
- *54. Motor Industries Co., Ltd., 41, Queen's Road, Bombay.
55. Muller & Phipps (India) Ltd., Queen's Mansion, Bastion Road, Fort, Bombay.
56. The Modern Automobiles, 4/17-A, Mount Road, Madras-2.
57. Madhoran Moolchand, 80/82 Nagdevi Street, Bombay-3.
- *58. Martin Burn Ltd., 12, Mission Row, Calcutta.
59. Mehta Motor Stores, Sandhurst Road, Bombay-4.
60. New Eastern India Private Ltd., Sir P. M. Road, Fort, Bombay.
61. Overseas Importers, 115, New Citizen Bank House, Palton Road, Bombay-1.
62. Oriental General Agencies Private Ltd., Hamilton Road, Delhi-6.
- *63. Parry & Co. Ltd., Dare House, 1st Line Beach, Madras-1.
64. Pashabhai Patel & Co., Ltd., Construction House, Ballard Estate, Bombay-1.
65. Prem Nath Diesel's Private Ltd., 12, Scindia House, New Delhi.
66. R. B. Rodda & Co., Ltd., Post Box No. 2179, Calcutta-1.

- *67. Sundaram Motors Private Ltd., Mount Road, Madras-6.
- 68. Saiga & Co., Apollo Street, Bombay-1.
- 69. South Indian Export Co. Ltd., Post Box No. 37, Madras.
- 70. Swastika Motors, Hamilton Road, Kashmere Gate, Delhi.
- 71. Shantilal C. Mehta, Apollo Street, Bombay-1.
- 72. Shree Changdeo Sugar Mills Ltd., Churchgate Reclamation, Bombay.
- 73. Tractor and Equipment Corpn. Ltd., Post Box No. 79, New Delhi.
- 74. Tractors (India) Ltd., 1, Taratolla Road, Calcutta.
- 75. United Engineers, Apollo Street, Bombay-1.
- *76. Voltas Limited, Chinchpokli Road, Bombay-12.
- 77. Vulcan Trading Co. Private Ltd., Nicol Road, Bombay-1.
- *78. William Jacks & Co., Ltd., Hamilton House, Ballard Estate, Fort Bombay.
- *79. W. H. Brady & Co. Ltd., Brady House, 12-14, Veer Nariman Road, Post Box No. 26, Bombay-1.
- 80. Watir Singh & Sons, 10, Faiz Bazar, Delhi.

G. Consumers :

(i) Manufacturers of Diesel Engines :

- *1. Cooper Engineering Ltd., Satara Road, Bombay State.
- 2. Diesel Engine Factory, New Township, Faridabad (C. Rly).
- *3. Dhandayuthapani Foundry Ltd., Pappanaickenpalayam, Coimbatore.
- *4. Indian Commerical Co. Ltd., 41, Apollo Bunder, Bombay-1.
- *5. Indian National Diesel Engine Co. Ltd., 1st Floor, Hall & Anderson Building, Park Street, Calcutta-16.
- 6. Jaymes Beechey & Co. Ltd., Warden House, Sir P. M. Road, Fort, Bombay.
- 7. Kirloskar Oil Engines Ltd., Kirkee, Poona-3.
- *8. Kulko Engineering Works Ltd., Ichalkaranji, Kolhapur (Dist.).
- 9. Laximiratan Engg. Works Ltd., Industrial Area No. 1, Faridabad (Delhi).
- *10. Mazagon Docks Ltd., Dockyard Road, Bombay-10.
- 11. Machines & Spares (India) Ltd., Garden View, 24, Daryaganj, Delhi-7.
- 12. Mackinnon Mackenzie & Co. Ltd., Post Box No. 122, Bombay.
- 13. Modern Engg. & Moulding Co., Shahpur Mills Compound, Ahmedabad.
- 14. Nand Lal Bhandari & Sons, Indore City, Madhya Pradesh.
- *15. Oriental Engineering Works Ltd., Industrial Area, Yamuna Nagar, P.O., Jagadhri (Ambala Dist.).
- *16. Packo Engineering Ltd., Laximpuri, Post Box No. 14, Kolhapur.
- 17. Patel Mavji Knji & Bros., Jail Gate Road, Rajkot.
- *18. Ruston & Hornsby (India) Ltd., 1, Forbes Street, Fort, Bombay-1.
- 19. Shree Ram Mills, Ferguson Road, Parel, Bombay-12.
- *20. Textool Co. Ltd., Post Box No. 221, Coimbatore.

(ii) *Manufacturers of Automobile Diesel Engines :*

- 21. The Automobile Products of India Ltd., Bhandup, Bombay.
- *22. Simpson & Co., Ltd., Mount Road, Madras-2.

(iii) *Manufacturers of Automobile Diesel Vehicles:*

- *23. Hindustan Motors Ltd., 8, Royal Exchange Place, Calcutta.
- *24. Premier Automobile Ltd., Agra Road, Kurla, Bombay.
- *25. The Tata Locomotive & Engg. Co. Ltd., Bombay House, Bruce Street, Bombay-1.
- *26. Ashok-Leyland Ltd. 38, Mount Road, Madras.

(iv) *Dealers of Automobiles:*

- 27. Agra Trading Corporation, Agra.
- 28. Bharat Agencies, Kirti Building, 31, Forbes Street, Fort, Bombay-1.
- 29. Conwest (Private) Ltd., 448, Lamington Road, Bombay-4.
- 30. Dewar's Garage & Engg. Works, 4, Council House Street, Calcutta-1.
- 31. The Enfield India Ltd., 36-C, Mount Road, Madras-2.
- 32. The General Engineering Co., Hyderabad.
- 33. Hind Motor Corporation, 24B, Hamam Street, Raja Bahadur Compound, Bombay.
- 34. Howrah Motor Co. (Private) Ltd., P-6, Mission Row Extension, Calcutta-1.
- 35. India General Navigation & Rly. Co. Ltd., Fairlie House, Calcutta.
- 36. Jairamdas & Sons, Secunderabad.
- 37. Khushalani Russel New Berry & Co. Ltd., Warden House, Sir P. M. Road, Bombay.
- 38. Martin Burn Ltd., 12, Mission Row, Calcutta.
- 39. Mahindra & Mahindra Ltd., Gateway Building, Apollo Bunder, Fort, Bombay.
- 40. Madras Auto Service (Private) Ltd., 37, Mount Road, Madras-6.
- 41. Machinnon Makenzie & Co. Ltd., Post Box No. 12, Bombay.
- *42. Manickbag Engineers, Belgaum.
- 43. Modern Sales & Service, Indore.
- 44. National Engineering & Machinery Co., Nagpur.
- 45. Octavius Steel & Co., Post Box No. 38, Calcutta.
- 46. Patel Engineering Co. Ltd., United India Building, Sir P. M. Road, Fort, Bombay-1.
- *47. The Standard Motor Products of India Ltd. 29, Mount Road, Madras-2.
- 48. Tractor & Equipment Corp'n. Ltd., Post Box No. 279, New Delhi.
- 49. M. H. Brady & Co. Brady House, 12-14, Veer Nariman Road, Bombay-1.

(v) *Fleet Owners :*

- *50. Bangalore Transport Services, Wilson Gardens, Bangalore-2.
- 51. Bundi Electric Supply Co. Ltd., Bundi.
- 52. Bassi Foaju Co-operative Multipurposes Society Ltd., Hoshiarpur.
- 53. Central Karnataka Motor Service Ltd., B. H. Road, Shimoga.
- *54. Dy. Commissioner, Board of Revenue, Hirakund Land Organisation, Sambalpur.
- 55. Gajanan Motor Transport Ltd., Sagar, Shimoga.

56. G. B. Transport, Guruvayur.
57. Jaidka Motor Co. Ltd., 129, Park Street, Calcutta-16.
58. L. G. Balakrishnan & Bros. Transport House, Karur.
59. Laxmi Motor Co., Jodhpur.
60. M. G. Brothers, Kurnool.
61. Mysore Sugar Co. Ltd., Mandya.
- *62. P. S. N. Motors Private Ltd., T.ichur.
63. Rayalaseema Passenger & Goods Transport Ltd., Hindupur.
64. Rai Bahadur Rattan Lal Surajmull, Ranchi.
65. Raman & Raman Ltd., Nageswaran North Street, Kumbakonam.
66. Shri P. Shouriah Brothers, Narasaraopet, Guntur, Andhra.
67. Shri A. Mudaliyanda Mudaliar, Shri Bharati Bus Service, Sholinghur.
68. Shri Lakshmi Saraswati Motor Service, Gudiyatham.
69. Swami Motor Transport Ltd., Ranjere, Karaunthattamkudi P. O.
- *70. Southern Roadways Private Ltd., West Veli Street, Madurai.
71. The Burmah-Shell Oil Storage & Distributing Co. of India Ltd., Ballard Estate, Bombay-1.
72. The Hanuman Transport Co. Ltd., Udipi.
73. The Canara Public Conveyance Co. Ltd., Kodialbail, Mangalore.
74. The Shri Durga Parameswari Motor Service, Kadri, Mangalore-2.
75. The New Suraj Transport Co. Ltd., Amritsar.
76. The Jullundar Ex-Servicemen Motor Transport Society Ltd., Jullundar.
77. United Motor Works & Co. Ltd., Hurulia.
- *78. The B.E.S.&T. Undertaking, Electric House, Colaba, Bombay.
- *79. T. N. Venkatasubba Reddy & Co., Madanapalle.
- *80. The Commissioner, Bombay Municipal Corporation, Bombay.
- *81. The Secretary, Bombay Port Trust, Ballard Estate, Bombay.
- *82. The Commissioners of the Port of Calcutta, 15, Strand Road, Calcutta.

(vi) *State Transport Services :*

83. Ahmedabad Municipal Transport Service, Outside Jamalpur Gate, Ahmedabad.
84. Amritsar Omnibus Service, Amritsar.
- *85. Chairman, Bombay State Road Transport Corporation, Central Office, 80-81, Dr. Amn. Beasant Road, Bombay-18.
- *86. Chairman, Board of Control, State Transport, Shillong.
87. Director of Transport Services, Madhya Pradesh, Bhopal.
- *88. Director, Kerala State Transport, Trivandrum.
- *89. General Manager, Andhra Pradesh Road Transport, Mushirabad, Hyderabad (Dn.)

- 90. Deputy Transport Commissioner (Workshops), Uttar Pradesh, Lucknow.
- *91. Director General, Directorate of Transportation, Government of West Bengal, 6, Nilgunge Road, 24-Parganas, West Bengal.
- *92. Honorary Director, Madras State Transport Department, Mount Road, Madras-2.
- 93. General Manager, Delhi Road, Transport Authority, Scindia House, New Delhi.
- *94. General Manager, Punjab Roadways, Amritsar.
- *95. General Manager, Mysore Government Road Transport Department, Bangalore.
- *96. Manager, Rajya Transport, Bihar, Patna.
- 97. Manager, Manipur State Transport, Imphal.
- *98. Transport Manager, Poona Municipal Transport, Poona-2.

(vii) *Railways :*

- 99. Controller of Stores, Central Railways, Bombay.
- 100. Controller of Stores, North-Eastern Railway, Gorakhpur.
- *101. General Manager, Southern Railway, Perampur, Madras-23.
- 102. General Manager, Eastern Railway, Calcutta.
- *103. General Manager, Northern Railway, New Delhi.
- 104. General Manager, South Eastern Railway, Calcutta.
- 105. Controller of Stores, Western Railway, Churchgate, Bombay-1.
- 106. Chief Administrative Officer, Integral Coach Factory, Perambur, Madras.
- *107. General Manager, Chittaranjan Locomotive Works, Chittaranjan.

D. *Associations :*

- 1. Secretary, Automobile Manufacturers Association of India, India Exchange, Calcutta-1.
- 2. Secretary, The Engineering Association of India, 8th Floor, India Exchange, Calcutta-1.
- 3. Secretary, Association of Diesel Engine Manufacturers of India, C/o Kirloskar Oil Engines Ltd., Kirkee, Poona-3.
- 4. Bombay Motor Merchants' Association, Sandhurst Bridge, Sukh-Sagar (3rd floor). Bombay-7.
- 5. Automobile Ancillary Industries Assn., Victoria Mills, Estate, Gamdevi, Bombay-7.
- *6. Calcutta Motor Dealers' Association, P-6, Mission Row Extension, Calcutta-1.

E. *Collectors of Customs :*

- *1. Collector of Customs, New Customs House, Bombay.
- *2. Collector of Customs, Calcutta.
- *3. Collector of Customs, Customs House, Cochin.
- *4. Collector of Customs, Post Box No., 55, Custom House, Madras.

F. *Central Government Departments & Others :*

- *1. Director General of Supplies & Disposals, Government of India, Shahjahan Road, New Delhi.
- *2. The Director, Indian Institute of Science, Bangalore-3.
- *3. Chief Industrial Adviser, Ministry of Heavy Industries, (Development Wing) Government of India, New Delhi.
- *4. National Physical Laboratory of India, Hillside Road, New Delhi-2.
- *5. Secretary to the Government of India, Ministry of Irrigation & Power, New Delhi.
- *6. The Director General of Commercial Intelligence & Statistics, 1, Council House Street, Calcutta.
- *7. The Secretary to the Government of India, Ministry of Defence, New Delhi.
- *8. The Secretary, Railway Board, New Delhi.
- *9. The Director, National Metallurgical Laboratory, Jamshedpur.



APPENDIX II

(Vide Paragraph 3·4)

List of persons who attended the public inquiry

Name of the representative		Name of the firm or body
A. Producers		
1. Mr. E. Lang	} Represent- ing	Motor Industries Co., Ltd., P.B. No. 93, Bangalore-1.
2. Shri D. N. Vatcha		
3. Shri R. D. Char	} Do.	Fuel Injections Ltd. 43, Forbes Street, Fort, Bombay-1.
4. Shri L. D. Char		
B. Importers and Trade		
1. Shri V. Ramaswamy	Representing	Industrial & Agricultural Engineering Co., (Bombay) Ltd., 43 Forbes Street, Fort Bombay-1.
2. Mr. G. A. D. King	} Do.	Lucas Indian Service Ltd., 15, New Queen's Road, Bombay-4.
3. Mr. A. A. Brooks		
4. Mr. J. E. Engineer	Do.	Eruch D. Engineer & Co., Crossly House, Apollo Street, Bombay-1.
5. Mr. J. H. Langdon	} Do.	Greaves Cotton & Co., Ltd., P.B. No. 91, 1, Forbes Street, Fort, Bombay-1.
6. Mr. W. H. Thurgur		
7. Shri L. S. Soman		
8. Mr. W. Newnes	Do.	Voltas Ltd., P.B. No. 6013, Chinchpokli Road, Bombay-12.
9. Shri K. P. Paruck	} Do.	Indo-Universal Engineering Co., Private Ltd., Chateau Windsor, Churchgate Street Extension, P.B. No. 1615, Bombay-1.
10. Shri M. V. Krishnan		
11. Jahangir R. Paymaster	} Do.	Larsen & Toubro Ltd. I.C. House, Dugal Road, Ballard Estate, P.B. No. 278, Bombay-1.
12. Shri C. D. Pai		
13. Shri A. Gahtan		
14. Shri K. H. Aswani	Do.	Turner Hoare & Co. Private Ltd., Gate Way Building, Apollo Bunder Bombay-1.
15. Shri Indrakant Patel	Do.	Pashabhai Patel & Co. Ltd., Construction House, Ballard Estate, Bombay-1.
16. Shri A. B. Borthwick	Do.	Vulcan Trading Co. Private Ltd., Nicol Road, Bombay.

Name of the representative	Name of the firm or body
17. Shri A. S. Advani . . . Representing	Associated Exports Imports Corporation, 8-B, Lall Bazar Street, 2nd Floor Bikaner Building, Calcutta-1.
18. Shri I. S. Gajra . . . Do.	Elve Business Contacts Corporation, 1st Floor Botawala Building, 7-10, Elphinstone Circle, Bombay-1.
19. Shri Rasiklal Jeshinglal Shah . . .	Honesty Trading Corporation, Beaumont Chambers, Meadows Street, Bombay.
20. Shri Rasiklal Jethalal Shah . . .	
21. Shri K. M. Thaker . . . Do.	K. B. Thaker & Co. P.B. No. 1136, Commerce House, 140, Meadows Street, Bombay-1.
22. Shri B. M. Jothady . . . Do.	Parry & Co. P.B. No. 12, Dare House, 1st Line Beach, Madras.
23. Shri B. J. Shah . . . Do.	General Spares & Engineering Co., Room No. 4, 1st Floor, Botawala Building, 7-10, Elphinstone Circle, Bombay-1.
24. Shri P. D. Patel . . .	Sigil India Services Private Ltd., 381, Dadabhai Nawroji Road, P.B. No. 852, Bombay-1.
25. Shri U. D. Patel . . .	
26. Shri L. G. Suchde . . . Do.	K. Suchde Bros., P.B. No. 1026, Bombay-1.

C. Consumers

(i) *Manufacturers of Automobile Diesel Engines :*

- | | |
|--|--|
| 1. Shri S. Krishnamoorthy . . . Representing | Simpson & Co., Ltd., Mount Road, Madras-2. |
| 2. Mr. J. Watsa . . . | } Do. Automobile Products of India Ltd., Bhandup, Bombay-40. |
| 3. Shri Z. K. Joseph . . . | |
| 4. Shri S. C. Bose . . . | |

(ii) *Manufacturers of Automobile Diesel Vehicles :*

- | | |
|--|---|
| 5. Shri D. S. Narayanan . . . Representing | The Tata Locomotive & Engineering Co. Ltd., Bruce Street, Bombay-1. |
| 6. Shri S. K. Shash . . . Do. | Premier Automobiles Ltd., Agra Road, Kurla, Bombay. |

(iii) *Manufacturers of Stationary Diesel Engines :*

- | | |
|---|---|
| 7. Shri K. Parameshwar . . . Representing | Cooper Engineering Ltd., Satara Road, Bombay State. |
| 8. Mr. J. Morton Brown . . . Do. | Mazagon Docks Ltd., Dockyard Road, Bombay-10. |

Name of the representative	Name of the firm or body
9. Shri J. A. Rangel	Representing Ruston and Hornsby (India) Ltd., 1, Forbes Street, Fort, Bombay.
10. Shri C. F. Mehta	Do. Packo Engineering Ltd., Laxmipuri, P.B. No. 14, Kolhapur (S. Rly.).
11. Shri M. S. Rau	Do. Kirloskar Oil Engines Ltd., Elphins tonc Road, Kirkee, Poona-3.
12. Shri N. M. Saraiya	Do. Indian Commercial Co. Ltd., 45/47, Apollo Street, Fort, Bombay.
13. Shri N. M. Dalal	
(iv) <i>Other Consumers :</i>	
14. Shri B. M. Mehta	Representing Bombay Port Trust, Ballard Road, Fort, Bombay-1.
15. Shri H. K. Firodia	Do. Bombay State Road, Transport Cor- poration Central Office, 80-81, Annie Beasant Road, Bombay-18. & Delhi Road Transport Authority, Scindia House, New Delhi.
16. Shri B. Roy Chowdhury	Do. Directorate of Transportation, Govern- ment of West Bengal, 5, Nilgunge Road, Belghoria, 24-Parganas.
17. Shri E. V. Seshadri	Do. Mysore Government Road Transport Department, Bangalore.
18. Shri C. Michael	Do. Ahmedabad Municipal Transport Ser- vice, Outside Jamalpur Gate, P.B. No. 142, Ahmedabad.
19. Shri A. M. Albuquerque	Do. Bombay Municipal Corporation, Bombay-1.
20. Shri K. M. Aga	Do. National Engineers, F/18, Tara Bag Estate, Charni Road, Bombay.
D. <i>Associations :</i>	
1. Shri K. N. Sanghani	Representing Bombay Motor Merchants' Associa- tion, Sandhurst Bridge, Sukh-Sagar (3rd Floor) Bombay-17.
2. Shri Jaidev T. Dolwani	
E. <i>Government Officials :</i>	
1. Dr. B. D. Kalelkar	Representing Ministry of Commerce & Industry (Development wing), Government of India, New Delhi.
2. Col. Trivedi	Do. Ministry of Defence, Government of India, New Delhi.
3. Shri K. Ramachandran	
4. Shri B. S. Kokatay	Do. Collector of Customs, New Customs House, Ballard Estate, Bombay.
5. Shri A. B. Rao	Do. Indian Standards Institution, 19, Uni- versity Road, Civil Lines, Delhi-8.

APPENDIX III

(Vide Paragraph 7·2)

Statement showing details of estimates of domestic demand for various components of diesel fuel injection equipment

	Demand for Original Equip- ment		Demand for Replacement		Purposes		Total de- mand for original equipment and placement repurposes (Col. 4 + Col. 8)	
	Estimated current demand for diesel engines		Estimated number of diesel engines in the country		Total			
	12,000 sta- tionary en- gines of 1 cylinder each	16,250 die- sel vehicles of 6 cy- linders each	230,000 sta- tionary en- gines of 1 cylinder each	14,000 die- sel tractors of 4 cylin- ders each	90,000 die- sel vehicles of 6 cylin- ders each	Total demand		
Component of diesel fuel injection equipment								
1								
	2	3	4	5	6	7	8	9
	Nos.	Nos.	Nos.	Nos.	Nos.	Nos.	Nos.	Nos.
1. Single cylinder pumps	12,000	16,250	12,000	6,900 (3%)	420 (3%)	2,700 (3%)	6,900	18,900
2. Multi-cylinder pumps	..	..	..	..	..	..	..	..
3. Nozzle-holders	12,000	97,500	1,09,500	4,600 (2%)	1,120 (2%)	10,800 (2%)	16,520	1,26,020
4. Nozzles	12,000	97,500	1,09,500	92,000 (2½ years)	22,400 (2½ years)	3,60,000 (2½ years)	4,74,400	5,89,900
5. Elements	12,000	97,500	1,09,500	76,667 (3 years)	18,667 (3 years)	2,16,000 (2½ years)	3,11,334	4,20,834
6. Delivery valves	12,000	97,500	1,09,500	76,667 (3 years)	18,667 (3 years)	2,16,000 (2½ years)	3,11,334	4,20,834

Note:—(i) 16,250 diesel vehicles shown in Col. heading (3) include 5,000 converted diesel vehicles, this being the estimated rate of conversion per year of petrol into diesel vehicles.

(ii) The total No. of tractors in India is estimated at 35,000 of which 40% (i.e. 14,000) is assumed to be of diesel engines.

(iii) The figures in brackets indicate the rate of replacement or the life of components of diesel fuel injection equipment.

APPENDIX IV

(Vide Paragraph 11.1)

Statement showing broad features of import control policy for diesel fuel injection equipment from Jan.—June, 1955 to Jan.—June, 1957

Licensing period	Quota for established importers (as percentage of one half of best year's imports)		Percentage of face value of licence permitted for import of single cylinder pumps and nozzle-holders		Other conditions
	1	2	3	4	
January—June, 1955	.	.	General } Soft } 100 100	50	—
July—December, 1955	.	.	General } Soft } 100 100	10	..
January—June, 1956	.	.	General } Soft } 100 100	10	
July—December, 1956	.	.	General } Soft } 100 100	10	

"Quota licences will not be valid for import of bodies and racks of single cylinder pumps and bodies of nozzle-holders of non-integral type. Applications for import of these spare parts will be considered *ad hoc* in consultation with the Development Wing."

"1. Not more than 10% of the face value of quota licences can be utilised for import of elements and delivery valves.

2. Quota licences will not be valid for import of bodies and racks of single cylinder pumps and bodies of nozzle-holders of non-integral type.

3. Applications from actual users for the import of bodies and racks of single cylinder pumps and bodies of nozzle-holders of non-integral type will be considered *ad hoc* in consultation with the Development Wing."

January—June, 1957	General Staff	65 2/3 66 2/3 }	12 1/3	Same as for July—December, 1956.
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APPENDIX V

(Vide Paragraph 13)

Statement showing c. i. f. prices, customs duty, clearing charges and landed costs of single cylinder pumps and nozzle-holders

Sl. No.	Source of Information	Origin of Import	Date of Import	Type and Specification	C. i. f. prices	Customs Duty	Clearing Charges	Landed Costs
					Rs.	Rs.	Rs.	Rs.
I—Single cylinder pumps								
1	Collector of Customs, Bombay	U. K.	12-4-57	PF 1 B 80 CS 131	44.66	26.80	0.89	72.35
2	Collector of Customs, Calcutta	"	7-12-56	BPF 1 A 65 S 6310	47.83	28.70	1.19	77.72
		"	7-2-57	BPF 1 B 70 CS 6253	51.67	31.00	1.31	83.98
		"	12-11-56	BPF 1 B 80 B 00	51.67	31.00	1.31	83.98
3	Industrial & Agricultural Engineering Co. (Bombay) Private Ltd.	"	30-7-56	A 1AA 70/5 S 99K (Bryco)	40.00	60%	2% of c.i.f.	64.00
		"	18-10-56	A 1AA 60/5 S 15 AV	43.00	60%	plus duty	72.44
		"	30-7-56	A 1AA 70/5 S 111 H	40.00	60%	"	64.00
		"	17-5-55	A 1AB 100/8	47.00	60%	"	80.19
		"	10-9-55	A 1AB 80/8	47.00	60%	"	80.19
		"	19-11-55	A 1CB 90/7 S 60	53.00	60%	"	92.06
4	Lucas Indian Service (P) Ltd.	"	11-5-55	BPF 1 B 70 B-03	51.67	31.00	0.24	82.91
		"	15-3-55	BPF 1 B 70 BS-61	51.67	31.00	0.24	82.91
		"	20-9-56	BPF 1B 90 B-00	51.67	31.00	0.24	82.91
		"	21-3-55	BPF 1B-70 C-03	51.67	31.00	0.24	82.91
		"	12-1-55	BPF 1 B 80 B-03	51.67	31.00	0.24	82.91
		"	11-10-56	BPF 1B 90 B-03	51.67	31.00	0.24	82.91
		"	12-2-55	BPF 1 B 80 C-03	51.67	31.00	0.24	82.91
		"	4-2-55	BPF 1 C 100 A-00	143.00	87.00	0.72	232.72
5	Greaves Cotton & Co. Ltd.	"	Dec. 1956	BPF 1 B 70B-03	102.00	77.25	2.19	181.44
		"	Sep. 1956	BPF 1 B 80 B-03	97.88	56.75	1.94	156.57

6	Collector of Customs, Cochin	.	.	.	.	.	.	.	.	218.31	4.30	536.42
7	William Jacks & Co. Ltd., Bombay	.	.	14-3-57	BPF 1B 70 B 00	.	.	.	.	54.59	0.17	147.68
8	Parry & Co. Ltd., Madras	.	.	Not furnished	A 1AA 60/55/5 AV	.	.	.	.	35.00	1.31	94.62
	"	.	.	"	A 1AA 70/58/111 H	.	.	.	.	35.00	1.31	94.62
II.— <i>Vote-holders</i>												
1	Collector of Customs, Bombay	.	W. Germany	12-4-57	KB 50 SA 368	.	.	.	.	12.59	0.42	33.99
	"	.	"	12-4-57	KBL 7051	.	.	.	.	27.44	0.91	74.08
	"	.	"	12-4-57	K B K D 45 S D A	.	.	.	.	9.44	0.31	25.48
	"	.	"	12-4-57	K D 80 S 42/4	.	.	.	.	19.35	0.65	52.25
	U.K.	.	"	14-4-57	BKB 35 S 579 CAV Model	.	.	.	.	13.05	0.43	35.23
	"	.	"	14-4-57	L 97 S 567 CAV Model	.	.	.	.	17.20	0.57	46.43
2	Collector of Customs, Calcutta	.	"	22-10-56	BKB 35 S 87 (CAV)	.	.	.	.	9.40	0.37	25.44
	"	.	"	21-2-57	BKB 50 S 507 B	.	.	.	.	12.31	0.50	33.41
3	Honesty Trading Corporation, Bombay	.	Japan	.	KB 60SA 24	.	.	.	.	10.05	0.035	31.89
4	Industrial & Agricultural Engineering Co., (Bombay) Private Ltd.	.	U.K.	20-6-56	AL 67SD 127 (Bryce)	.	.	.	.	19.00		32.81
	"	.	"	18-10-56	A 35 SD 101	.	.	.	.	52½% (2% of c.i.f. plus duty)		25.56
	"	.	"	18-10-56	A 50 SD 101	.	.	.	.	16.00		27.31
5	Tata Locomotive & Engineering Co., Ltd.	.	Germany	1955	Bosch No. KCA 20 SD2	.	.	.	.	17.03	0.52	21.81
6	Lucas Indian Service (P) Ltd.	.	U.K.	25-6-56	BKB 35S 87 (CAV)	.	.	.	.	15.67	0.08	35.15
	"	.	"		BKB. 35S 24	.	.	.	.	8.90	0.08	23.81
	"	.	"	10-8-56	BKB. 50S 24	.	.	.	.	8.90	0.08	23.81
	"	.	"		BKB 80S 24	.	.	.	.	10.00	0.08	26.74
	"	.	"	29-1-57	BKB 50 S. 507B	.	.	.	.	12.30	0.11	32.91
	"	.	"	12-6-56	BKB 35 S. 335	.	.	.	.	9.40	0.08	25.15

Sl. No.	Source of Information	Origin of Import	Date of Import	Type and Specifications	C. i. f. prices	Customs Duty	Clearing Charges	Landed Costs
7	Collector of Customs, Cochin	U.K.	22-12-56 30-10-56	Clamping capacity upto 1" Below 1 1/2" diameter	92.11 17.48		3 A.	1484.55 N. A.
8	Parry & Co., Madras	"	Not furnished	A 50 SD 101	24.44		0.56	39.69
		"	"	A 80 SD 101			0.57	41.20
		"	"	A L 67 SD 249			0.54	38.66



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