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*Title: “The Maruti Commission Report: A Study Of Official Deviance”,
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I. INTRODUCTION:

The Maruti commission report by Justice AC Gupta focused on "*The Affairs of The Maruti Concern,*" a neglected chapter of *Sanjay Gandhi's* public career in which he and his mother, Mrs. *Indira Gandhi, the then-Prime Minister of India,* executed the *Maruti Scam* and served as its primary perpetrators.¹ When we discover more about this commission, we will see how Sanjay Gandhi's entire system appears to have been based on his own ineptitude and failure to deliver the commodities promised, namely the people's car. Even after abusing his mother's position of authority for 6 years to intimidate government officials, pressure manufacturers, demand ransom from private investors, and more, he was still unable to achieve his goal of creating "*an indigenous people's car for the Indian middle class.*" The Maruti Commission report details not only Sanjay Gandhi and his mother's corrupt behaviour, but also the toxic overflow of power that permeated the entire system in order to satisfy the whims and fantasies of one man—Mr. Sanjay Gandhi, who originated the concept of creating an effective, entirely indigenous people's vehicle for middle-class Indians. Rules were broken, investors and bankers were threatened, car dealers were coerced into purchasing MARUTI LTD. stock, all for the sake of a little car project. At the same time, Sanjay Gandhi was appointed managing director of a business called "*MARUTI MOTORS LTD.*" (now known as *MARUTI SUZUKI*) under *THE COMPANIES ACT*. Sanjay Gandhi received special treatment and was still given the contract to build the car even though he lacked prior experience, a ready design or proposal, or connections to any corporations. He was also given an exclusive production license even though his car prototype was rejected by the Vehicle Research Development Establishment. Even yet, his plan to build a people's car was a failure.

II. REASONS FOR ESTABLISHING THE MARUTI COMMISSION:

¹ <https://www.studocu.com/in/document/jagran-lakecity-university/criminal-law-and-criminal-justice/research-paper-on-maruti-commission-report/44507179>.

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The Central Government established the Maruti Commission² with the intent of conducting an investigation into the following Maruti companies' issues.

- 1. Messrs Maruti Limited, a business established and authorised by the Companies Act of 1956.*
- 2. Messrs Maruti Heavy Vehicles (private) Limited, a business established and registered in accordance with the 1956 Companies Act.*
- 3. Under the Companies Act of 1956, Messrs Maruti Technical Services (private) Ltd was established and registered.*

The Maruti Commission was created to look into the dealings and agreements between the businesses mentioned above and others, as well as to determine whether Maruti had received any undue favours or if anyone had abused their position of authority or broken any rules or regulations by breaking the law or failing to follow official procedures. If so, it is also important to look into the facts and circumstances surrounding any abuse of authority, violation of law, or participation of anyone who receives financial gain, as well as any undue favours or other benefits connected to the mere denial of any act, omission, or transaction that would benefit Maruti Concerns Limited. The commission was also created to investigate any advantages used by the managing director or director of Maruti Concerns at the time, or anyone connected to them, in order to obtain assistance in performing their duties, as well as the involvement of anyone who directly or indirectly helped or assisted in taking advantage.

III. FACTUAL BACKGROUND OF ACTIVITIES:

III.I CLEARANCE OF MARUTI CAR PROJECT; LICENSE

GRANTED:

When Sanjay Gandhi had the notion to create an effective, entirely indigenous people's car in 1968, the Indian government had already begun to make plans to launch a modest car project in early 1959. Two committees were established by the central government in 1959 and 1960 to assess the feasibility of producing inexpensive passenger cars. Even after the committee

² Justice A.C. Gupta commission.

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turned in its report, the project was not carried out because of the unfavourable foreign exchange situation in India at the time. In order to make the car, foreign technical assistance and foreign exchange were needed because Indian auto industries cannot produce cars in large quantities like western industries can because there are already too many models and a disjointed production system there. In 1966 it was declared by the industry minister that the feasibility of the car project would be first assessed in public sector. After quitting his job as an automobile engineer, Sanjay Gandhi worked as an apprentice for Rolls Royce at this time³. He proposed the idea of producing a small, indigenous, middle-class car in 1968 because he had a passion for automobiles. Later, on December 11, 1968, he applied for an industrial license to produce the small, middle-class passenger car. After that, a summary was developed in order to get cabinet approval to issue letters of intent to the parties who proposed an indigenous car design without allocating foreign resources or importing foreign currency. As he wanted Sanjay Gandhi's proposal to be approved by the licensing committee, ***S.R. KAPUR, Secretary in the Ministry of Industrial Development***, suggested that all proposals for indigenous car schemes be sent to the licensing committee even before waiting for the Cabinet to approve letters of intent from the proposers. At the same time that Sanjay Gandhi submitted an application for an industrial license, Minister of Industry Development and Trade presented another policy in the parliament. A 50000-car-per-year additional manufacturing capacity with a foreign design was established in the public sector, which allowed parties in the private sector to produce automobiles with an indigenous design. This was also done to help Sanjay Gandhi secure the license for his car project. Due to the impossibility of the private sector parties' requirement that the car be entirely indigenous, many of the proposers withdrew their proposals. Another proposer besides Sanjay Gandhi was one of them, Madan Mohan Rao. He thought that he could not proceed with his concept of creating indigenous vehicles without foreign exchange or technical assistance. ***Sanjay Gandhi and Maruti Ltd.*** violated the requirement that the car be manufactured locally without the use of foreign currency or technical support by installing an imported NSU Engine in his Maruti prototype, which had been purchased by German designer Muller. Then, he changed his mind and requested Muller to sign a contract with Maruti

³ SANJAY GANDHI, available at <https://timenote.info/lv/person/view?id=11376794&l=en>.

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Technical Services Ltd. after initially hiring Muller as a technical advisor for Maruti Ltd. He did this to demonstrate that no conditions had been broken and that the Maruti Ltd. car was entirely built in India. Muller was a full-time consultant for Maruti Technical Services Ltd, but Maruti Ltd and Sanjay Gandhi exploited his ideas to create the Maruti compact car. It was regrettable that the *Vehicles Research and Development Establishment (VRDE) (hereinafter referred to as VRDE)* chose to hold off on publishing their report on the two NSU Engines installed in the Maruti prototype while it was being tested. Sanjay Gandhi received special attention as the *Directorate-General of Technical Development (DGTD)* and Planning Commission staff members assisted him with his automobile project. Sanjay Gandhi attempted to evade the tests carried out on his Maruti prototype car by VRDE, Ahmednagar, claiming that the vehicle was not roadworthy and was not in a condition to undergo any testing. Later, it was decided by Maruti Ltd, DGTD officials, and *Vehicles Research and Development Establishment (VRDE)* that the prototype could be tested after travelling 10,000 km, at which point a determination of its dependability could be made. Yet, it wasn't stated who will hold the position.

However later it was concluded the recommendation of VP Gupta, US Ministry of Industrial Development, that the condition research entitled of prototype cannot be rescinded and Maruti Ltd must be informed that their initial letter of intent would be transformed to an industrial license only after their prototype is tested and approved by VRDE, Ahmednagar. *Sanjay Gandhi and Maruti Ltd. received assistance from SHRI S.M. GHOSH, Joint Secretary of the Ministry of Heavy Industry*, in order to obtain an industrial license despite not meeting the requirements of the letter of intent, which stated that the car was supposed to be an indigenous vehicle but was not the case. S.M. GHOSH also claimed that all conditions were met despite this being untrue. It is impossible to ignore *SHRI SONDHI'S* role in Maruti Ltd.'s ability to obtain a license without undergoing reliability tests because VRDE never gave the Maruti prototype its seal of approval as roadworthy. However, he objected to providing Maruti Limited a capacity of 50,000 cars annually, which he claimed was impractical and the reason the license

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was delayed and the government did not like it⁴. As a result, he and his family were put under police surveillance. But, shortly after the emergency was declared, the CBI filed a case against him, which was later abandoned in 1977 due to the lack of evidence. Sanjay Gandhi was finally given an exclusive production license and a contract to develop a car, despite the fact that he lacked any prior design or corporate connections. The reliability test could have been conducted even after a license was granted to Maruti Ltd., but this prevented VRDE from carrying out the remainder of the test. Moreover, Indira Gandhi did nothing when requested to instruct her son to do a reliability test on the Maruti prototype. Instead, she gave a speech in Ahmedabad complimenting his son's character and describing how the middle class would find his son's car to be somewhat comfortable and appropriate for Indian conditions. She presided over the cabinet meeting that agreed to consider bids from the private sector since she was aware that her son had applied for an industrial license to build automobiles, and his proposal claimed to fit all the requirements set down by the cabinet. Sanjay Gandhi's proposal to manufacture compact automobiles was also supported by the Indian government, which was governed by Indira Gandhi, as a result of the pervasive nepotism. Sanjay Gandhi was appointed managing director of Maruti Motors Limited, which was formed at the same time.

III.II ACQUISITION AND ALLOTMENT OF LAND TO MARUTI LTD: UNUSUAL INTEREST SHOWN BY CHIEF MINISTER OF HARYANA BANSI LAL IN SANJAY GANDHI'S CAR PROJECT⁵:

In order to gain the favour of *Mrs. Indira Gandhi*, who served as prime minister at the time, Haryana's Chief Minister Shri Bansi Lal took an uncommon interest in Sanjay Gandhi's Maruti vehicle project. After the license was issued a land was necessary for launching the automobile building factory. Gurgaon's land purchase, amenities, and clearance issues were handled by Sanjay Gandhi supporter and Haryana's chief minister Shri Bansi Lal. Senior authorities were

⁴ <https://www.scribd.com/document/221722724/Commission-of-Inquiry-on-Maruti-Affairs-1977>.

⁵ MANVIR SAINI, Haryana: 900 acres of land given to Maruti for new plant in Sonipat's Kharkhoda district, available at <https://timesofindia.indiatimes.com/city/chandigarh/haryana-900-acres-of-land-given-to-maruti-for-new-plant-in-sonipats-kharkhoda-district/articleshow/87688976.cms>.

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instructed by the CM to show Sanjay Gandhi potential locations for his auto manufacturing in Sonipat and Gurgaon. These officers weren't sent to choose land; instead, they were instructed to wait for Sanjay Gandhi to select a location that would work for his needs and that the government would then buy and deliver to him. As a result of the land acquisition, farmers and small landowners whose livelihoods depend on agricultural land were forced out of their homes on the lush agricultural land that was finally purchased by Sanjay Gandhi. The CM also ordered the staff to provide a draught agreement between Maruti Limited and the Haryana government to Sanjay Gandhi in New Delhi for his signatures on the stamp paper, which was an oversight that was ignored. After that, Sanjay Gandhi received formal possession of the land from SHRI MANN, RK GUPTA, and Mr. SHANKAR. The Haryana government did not object to Sanjay Gandhi's proposal to move his land from Faridabad to Gurgaon.

In 1971, the chief minister instructed the director of industries to inform Sanjay Gandhi that he would be given 300 acres of land without asking him to explain why he needed it or agreeing to his request for installment payments. This urgency resulted from Sanjay Gandhi complaining about the delay in land allocation. Sanjay Gandhi was the only party to receive such concessions. Maruti Limited's unauthorized constructions at gates 1 and 2 were brought to the attention of CM Bansi Lal, but nothing was done about it⁶. The building inside the cleared zone surrounding the ammunition depot was opposed by the ministry of defence and air force personnel as well, but the cm nevertheless approved the projects. The CM was adamant about not interfering with Sanjay Gandhi's plans to establish an auto factory in Gurgaon. The central government did nothing or took no position in response to Maruti Limited's constructions in the restricted area. Under the direction of Mrs. Indira Gandhi, the federal government took no action to stop illegal construction. The CM didn't take any action to recoup debts or reclaim the property as specified in the agreement when Sanjay Gandhi's automobile project was a failure and Maruti Limited disregarded the terms and conditions of the agreement. He definitely did not behave in the interests of the state.

⁶ <https://www.opindia.com/2019/12/sanjay-gandhi-indira-gandhi-maruti-scandal-congress-sonia-nehru-haryana-rbi-scam/>.

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III.III RAISING OF CAPITAL, WORKING CAPITAL AND OTHER FINANCIAL RESOURCES UTILISED BY MARUTI LIMITED, MARUTI TECHNICAL SERVICES PRIVATE LIMITED AND MARUTI HEAVY VEHICLES PRIVATE LIMITED⁷:

The Maruti companies have not always used proper or consistent methods for raising money or for managing their financial resources. Maruti Limited, a publicly traded company, operated until the decision to close it up was taken without requesting cash from the general public, which was unusual. Despite the fact that the firm was only meant to sell its shares to its promoters, directors, and friends, it sold them to everyone at once through pressure, threat, or misrepresentation. It was a coincidence that MR Singhania, the export manager of JK Udyog Limited, was released from custody under the Foreign Exchange and Smuggling Prevention Act on the day JK Synthetics Limited began purchasing Maruti shares and that the detention order under MISA against the brother of the chairman MD of Straw Products Limited, a JK concern, was not carried out⁸. This is how brokers were forced to purchase shares in order to obtain money for Sanjay Gandhi's Maruti project. If any irregularities in the way the Maruti enterprises operated had been brought to his attention earlier, according to *Shri S Kumar, Registrar of Companies in Punjab and Haryana*, he would have taken appropriate action. Many inquiries regarding irregularities, illegalities, and violations of the law pertaining to the business of Maruti companies where no action was taken were raised in the parliament after Shri. S. Kumar assumed the position of registrar and before the general elections in March 1977. He finally took action in May 1977 by beginning the technical examination of the Maruti company's balance accounts. *Dr. Raj K. Nigam, Additional Controller of Capital Issues and Department of Economic Affairs*, personally received two applications from Maruti Limited to the Controller of Capital Issues and permitted the company to raise capital through private issues on Sanjay Gandhi's verbal assurance⁹. He did this not because he was convinced of

⁷ ABHAY GUPTA, Working Capital Management Maruti Suzuki, available at <https://www.scribd.com/doc/110676315/working-capital-management-maruti-suzuki>.

⁸ <https://indianculture.gov.in/reports-proceedings/report-commission-inquiry-maruti-affairs>.

⁹ <https://www.indiatoday.in/magazine/indiascope/story/19790930-maruti-commission-report-documents-the-story-of-sanjay-gandhis-dream-of-building-an-automobile-empire-gone-awry-822494-2014-03-01>.

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Gandhi's honesty as a businessman, but rather because he believed a man of his status could not go back on the assurance given to the government. *The application by Shri Pranab Mukherjee, minister of revenue and expenditure*, to grant Maruti Limited the maximum private issues of 40% of proposed enquiry capital was granted by Shri C Subramaniam, finance minister, in April 1975 on the grounds that Maruti Limited was pressed for funds. The fact that the corporation neglected to raise a public problem and that public financial institutions rejected the company's request for financial aid was overlooked by the ministers. The Maruti Limited noted that *Shri. JYOTIRMAY BOSU, M.P.* had accused us of withholding information about the Maruti business from him on purpose in his letter, which was untrue. He asked for the true value of the company's assets in his letter. According to PM's proposal, the balance sheet must show the fixed assets' original costs as well as the cost of depreciation. Also, it was suggested that Shri BOSU should receive a response. The statement as suggested by the department of co affairs need not be enclosed. Shri BOSU can get the information by looking at the most recent balance sheet, which is available for examination. So, after the PM's draught was created, the information Shri BOSU requested was sent to him. In his affidavit, *SHRI RAUNAK SINGH* described how he came to be a director of Maruti Limited. Sanjay Gandhi desired the advice of a seasoned businessman for his new venture, so Shri RK Dhawan asked him to join the board of Maruti Ltd. Shri Singh also agreed to the position because he thought Sanjay Gandhi was a dedicated individual who wanted to build inexpensive little automobiles for the middle class. Later, he was invited to contribute to the share capital of Maruti Limited. His business, *BHARAT STEEL TUBES LTD, acquired 5 lakh shares from Maruti Limited.* A year later, MR Dhawan also sought him for a 25-lakh additional investment, but he politely declined due to financial constraints. Dhawan persuaded him to raise money. Board meetings included consultation with the board of directors, although Sanjay Gandhi was free to run the organisation anyway he pleased. He made every decision since he was the managing director of Maruti Ltd. Since the company's establishment, *SHRI MA CHIDAMBRAM* served as a director and was later appointed chairman. He left in May of 1977. There was no reason to suspect his comments because they were based on information provided by the MD and other accountable officers of the corporation and were made in good faith. He knew nothing about

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renting out industrial land or employing an imported engine in the Maruti prototype that VHRE was going to test. He was unaware that the dealers' payments were not returned to them or that the income tax withheld was not deposited on time. The comments offered by Shri MA's other directors, Shri Vidhya Bhushan and Shri Kapil Mohan, were similar to Shri MA Chidambaram.

III.IV APPOINTMENT OF DEALERS AND COLLECTION OF DEALERSHIP MONEY AND ITS UTILIZATION BY MARUTI

CONCERNS:

According to the information reviewed, efforts were undertaken to entice potential dealers and persuade the current dealers to keep their dealership agreements in place. Due to their concern over Maruti Limited obtaining power, some dealers gave without protest. Sanjay Gandhi threatened to send one of the dealers, SC Agarwal, to jail when he ended his agency. As a result, SC Agarwal had to apologies to Sanjay Gandhi by caressing his feet. Om Prakash Gupta was detained under the *Maintenance of International Security Act (MISA)* after he requested the payment of interest due to him on his money deposit. Shri RK Dhawan, the Prime Minister's private secretary, warned *Shri Chararbhram Gupta of Bhatinda* that if he continued to seek the money back, he would be detained under the Maintenance of International Security Act. He also sought the interest that was owed to him. Many others held off on asking for their money back out of concern that they would be placed in jail and subjected to the same mistreatment that others experienced. Only two people are known to have made payments to one of the Maruti companies and were unwilling to request their money back. One of them, an SNP PUNJ dealer from New Delhi, claimed to have given Sanjay Gandhi a short-term loan for Rs. 1 lakh over the course of six months. Nonetheless, the money was recorded in Maruti Technical Services Private Limited's accounts as dealership money. In another instance, Shri AB S Services Private Limited paid \$40,000 for the dealership rights of a Maruti gas saver, but since he was unable to secure the dealership, he requested a refund from the business. In all instances, money was returned after the statute of limitations had passed and without interest.

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III.V AGREEMENTS ENTERED INTO BY AND BETWEEN THE MARUTI CONCERNS:

There were 6 agreements made by any Maruti company with other Maruti companies or with any other person, company, or legal entity. According to these arrangements, money was transferred from one party to another for the financial gain of the Maruti businesses or those involved with their business. The agreements made were as follows:

- 1. The agreement between Maruti Technical Services Private Ltd and Sanjay Gandhi.*
- 2. Accord between Maruti Limited and Maruti Technical Services Private Limited.*
- 3. An agreement and addendum between Maruti Ltd and Sanjay Gandhi.*
- 4. The agreement between Maruti Technical Services Private Limited and Mrs. Sonia Gandhi.*
- 5. Contract involving Ms. Sonia Gandhi and Maruti Heavy Vehicles Private Ltd.*
- 6. Accord between Maruti Heavy Vehicles Private Limited and Maruti Technical Services Private Limited*

There were 6 agreements made by any Maruti company with other Maruti companies or with any other person, company, or legal entity. According to these arrangements, money was transferred from one party to another for the financial gain of the Maruti businesses or those involved with their business. Maruti Limited and Maruti Technical Services Private Limited had an agreement that the latter would get 2% of the net sales of road rollers and space parts. The distinction most likely resulted from Sanjay Gandhi's authority over both private businesses. Shri Sanjay Gandhi, Shri Rajiv Gandhi, MRS. Sonia Gandhi, and Maruti Technical Services Private Limited, of which Sanjay Gandhi and Sonia Gandhi were shareholders, possessed the controlling shares on the day the deal was signed. To claim that a functional plan or model was started at the time he joined Maruti Technical Services Private Ltd, according to Mr. Muller, would be an exaggeration. The automobiles he later observed weren't production-ready prototypes. In his view, it was also obvious that Sanjay Gandhi would be unable to offer a practicable, functional prototype. Sanjay Gandhi was paid 3 lakh rupees to provide information to Maruti technical services private limited despite the fact that he had no technical knowledge or competence to offer and that agreement was signed by both of the two directors

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(Sanjay Gandhi and Sonia Gandhi)¹⁰. For research and development as well as technical expertise, Maruti Limited paid Maruti Technical Services Private Ltd 5 lakhs. There was no technically skilled individual or road roller specialist employed by Maruti Technical Services, and the beginning of the meagre work on the road rollers was at that time. They upgraded the previous, abandoned road rollers and sold them as brand-new.

III.VI TRANSACTIONS REGARDING SALE OF ROAD ROLLERS; ALLOTMENT OF CONTROLLED COMMODITIES TO MARUTI LIMITED AND THEIR UTILISATION; SECURING OF LOANS BY MARUTI CONCERNS FROM NATIONALISED BANKS:

Street rollers are must be purchased solely through DGS &D per the general criteria of the Public Authority of India for supervising the acquisition of stores. The general decision further advised that, to the extent that is practical, attention should be paid to the evaluation wing of DGS&D, even in cases where the direct purchase has changed to a hardware inspection. Nearly every association that brought Maruti street rollers ignored this. The delicate draught condition in the Delhi Metropolitan Partnership required DGS&D to review the information. In any event, the Chief Specialist removed this in his most recent delicate notification. The buyers want DGS&D's recommended pre-conveyance examination because of the Focused Coalfield. Before this could be undertaken, stock was completed based on conveyed advice from the primary specialist, and DGS&D review was later waived. India has been involved in designing projects Limited despite flaws discovered during a basic inspection and despite a specific suggestion made by the counsel, Shri Thadani, Reviews by DGS&D were ignored. All of the Public Authority of India's standards and regulations were controlled. For instance, the request for a supply of Maruti street rollers was made in a single occasion without requiring a trial run. Without verifying whether the endorsement had been given by these individuals in their authority limit after doing the advised test is after the actual utilization of equipment, statements

¹⁰ <https://indianexpress.com/article/opinion/editorials/july-29-1981-forty-years-ago-maruti-panel-report-7427290/>.

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made by Sri VP Chetal, Shri AK Bhatt, and Director Engineer Legislature of Haryana were based on a specialized confirmation of the solidity of the street rollers. According to Shri Chetan, he provided this validation based on his own skill. In May 1977, Maruti Restricted was liable for more than Rs. 94 lakhs over two records. As much as possible was permitted to the organisation without proper pre-endorse examination or study of suitable components of the organization's vehicle producing project, according to Shri DN Samarth's right-hand official in the banking activity branch of Hold Bank of India. In addition, just 50% of the organization's allocated funds had been used to outfit the report project, despite its need for outfitting. By April 15, 1972, the report had to be made available to the bank before the remaining half of the endorsed amount could be provided. Additionally, the bank hasn't considered the difficulty of taking effective action to recover the advances or establish guidelines for doing so. Since roughly 1973, the combined remarkable in the two records has been allowed to exceed the limit of rupees 75 lakh holders less, with the highest combined remarkable amount ever being rupees 105.17 lakhs in October 1976¹¹.

III.VII OBSERVATION OF THE COMMISSION:

- 1. At every level of the Maruti project, issues were invented, rules were broken, competitors were angered, records were made up, and authorities were put under duress or were victimised if they disobeyed. Many times, when a Maruti firm was at stake, legal and other regulations were disregarded, and customary rules of behaviour were ignored.*
- 2. When representatives of government agencies, financial institutions, or statutory organisations resisted pressure, coercive measures were used. Others voluntarily followed suit. Several officials made a special effort to crawl in front of the son of the then-prime minister.*
- 3. It was risky for the officers to insist on the rules and for dealers and depositors to insist on their rights because of the threat of incarceration under the Maintenance of Internal*

¹¹ <https://www.slideshare.net/RohitashavGoyal/the-maruti-story>.

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Security Act (MISA), a CBI investigation, or other forms of harassment. Those in prominent positions ran the risk of having their political careers destroyed.

- 4. The PMO was used to coordinate efforts to get Sanjay Gandhi's Maruti company an industrial license. The car was to be entirely domestically produced without the need of any foreign currency or outside technological aid. By hiring a German designer named Willy Muller, who brought two NSU German engines with him as "personal baggage" and installed one of them into the "indigenous" prototype, Sanjay broke both of the rules.*
- 5. Sanjay Gandhi's prototype experienced a steering rod failure during reliability testing at the Vehicle Research and Development Establishment (VRDE) of the defence ministry in Ahmednagar, causing it to crash into a ditch. In contrast to the required 30,000 mile test run, it had only travelled 19,376 kilometres at that point.*
- 6. The prime minister Indira Gandhi set an egregiously nepotistic precedent by immediately removing all obstacles to Sanjay Gandhi's success.*
- 7. The Haryana chief minister, Bansi Lal, engaged in certain corrupt activities and irregularities to preserve his own deteriorating political reputation in order to win the prime minister's favour. This was undoubtedly a meagre reward for the prime minister's favour. The then-Haryana Chief Minister, Bansi Lal, a supporter of Sanjay, dealt with the difficulties of land acquisition, amenities, and approvals in Gurugram. Officially, however, it was stated that the prototype was fine and that the VRDE test driver's negligence and inexperience were what actually caused the vehicle to crash into the ditch.*
- 8. The government showed no worry when Sanjay's Maruti's manufacturing plant was built near to an Air Force facility in a restricted area. Once certain "remedial steps" were suggested, Mrs. Gandhi received the file and retained it for four months before remarking that the subject will likely remain open for another six months or so.*
- 9. The draught agreement between Maruti Ltd. and the Haryana Government was delivered to Sanjay's home by representatives of the Haryana Government. Even the draft's stamp paper did not have the statutory endorsement stamp on it. As a result, it might be claimed that abnormalities have become the norm.*

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10. *It is not just a criticism of Sanjay and Indira Gandhi and their position of authority; it is also a condemnation of the society in which they live. It was risky for officers to insist on regulations since there was a climate of fear and the danger of MISA detention, a CBI investigation, or other sorts of harassment. Sanjay Gandhi simply wielded delegated authority; the Prime Minister was the ultimate source of power.*

IV. WHETHER ANY DEVIANCES WERE COMMITTED:

IV.I OFFICIAL DEVIANCE:

Although the state is a welfare state, abuse of power could turn it into a totalitarian one. Despite the numerous laws and rules in place, corrupt officials continue their unethical behaviour without hesitation. Every step of the way, problems were invented, rules were broken, rivals were angered, records were made up, and authorities were put under pressure or were victimized if they didn't comply. When the interest of a Maruti company was at stake, the officials frequently disregarded legal requirements and other requirements while disregarding accepted norms of behavior. Moreover, banks were pressured to change rules. On the Chief Minister of Haryana's instruction, the officials in Gurugram dealt with the difficulties relating to land acquisition, facilities, and permissions. Official deviations were perpetrated at every level as a result of several abnormal behaviours by officials, such as arbitrary behaviour, corruption, misuse of money and property, and gaining disproportionate riches. The types of official deviations also include those perpetrated by the legislature. *Examples include:* Ministers who use any means necessary to get ministerial positions later begin transgressing moral and ethical standards. Also, they actively participate in corruption. During elections, they enlist the financial support of numerous wealthy businessmen and industrialists. In exchange, by profiting from the licenses gained with the assistance of the ministers, the contributors increase their income. Moreover, politicians support dishonest government officials. Only if it benefits them personally or their party do they vote in favour of the Bill. In order to satisfy Sanjay Gandhi's demands and aspirations so that he could successfully create the affordable Maruti automobiles, the government under Mrs. Indira Gandhi, the cabinet ministers, and other government employees engaged in numerous wrongdoings.

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IV.II POLITICAL DEVIANCE:

The Haryana chief minister Bansi Lal engaged in some corrupt activities and irregularities to preserve his own declining political reputation in order to win the prime minister's favour. This was undoubtedly a meagre reward for the prime minister's favour. The then-Haryana Chief Minister addressed the issues of land acquisition, amenities, and permissions in Gurugram. **In order to fool an innocent nation, Shri Indira Gandhi and his son also abused their political influence.**

V. CONCLUSION:

The Maruti scandal has damaged the administration's integrity and caused public life's integrity to deteriorate. It is incomprehensible how Sanjay Gandhi abused his mother's authority as PM after the Maruti scandal came to light. The fact that Sanjay Gandhi was given the contract to build the car and the exclusive production license at a time when license raj was still prevalent despite the fact that he had no prior experience, the design of the prototype, or connections with any corporations casts doubt on the illegal tactics used by the Prime Minister and his son to accomplish their goal, and the commission had revealed "*Commission of enquiry on Maruti affairs, 1979*," which was authorized by the government in 1977. Investigation into the situation was conducted from December 16, 1977, to February 29, 1979, and the report was finally submitted on May 31, 1979, following 111 public sittings, 268 witnesses, 712 affidavits from parties involved, and nearly 2000 files from the federal and state governments. This investigation exposed numerous corrupt practises and irregularities of the MRS Indira Gandhi-led administration. The panel was unable to thoroughly review all of the vouchers, original entry books, and other records and papers. Many more anomalies would have been discovered if the Department of Revenue and Corporate Affairs had done a joint and coordinated review of the records of Maruti companies and had their books of accounts been audited by a special team. Sanjay took these actions because he believed that submitting these applications and following the correct procedure was just a formality and that because he was the Prime Minister's son, everything he desired would automatically be granted to him.