

a fresh issue, that is, whatever is invested, you have a fresh issue. The third is a mixture of the both. In this particular case, if the hon. Member wants to know, I can tell about the dilution of both the formulators. Now, take M/s. Carter Wallace and Co. It is a fresh issue. It has already been diluted, even before the FERA directive was issued. The second company is the Indian Schering Ltd. It is also a fresh issue. This is also being finalised and a scheme will be submitted. The third one is The Anglo-French Drug Co. It is a mixture of fresh issue and there is decentralisation. The fourth one is Abbot Labs (India) Private Ltd. It is also a fresh issue. Like that, it is a fresh issue. Sometimes those particular matters are taken into consideration as to what is possible in the best interest of the country.

श्री रामजी सिंह : क्या मंत्री महोदय यह बता सकते हैं कि विदेशी कंपनियों के द्वारा जो वहाँ दबाएँ तैयार होती हैं, कुल मिला कर उन को कितने पैसे बाहर जाते हैं ? जब इतने पैसे बाहर जाते हैं तो बास तीर से साइकल रुकने के बारे में आप इस के राष्ट्रीयकरण के सम्बन्ध में किसी आधिकारी पर क्या विचार कर रहे हैं ?

श्री सतीश शर्मा : कितने पैसे इन इन्वेंस्टमेंटों को बाहर जाते हैं, इसका सवाल इस में नहीं उठता, बल्कि जो कितने पैसे प्राप्त नहीं हैं। जहाँ तक राष्ट्रीयकरण का सवाल है, मैं सम्मत्ता हूँ कि पिछले वर्ष मार्च, 1978 में श्री नरसिंहा जी द्वारा एक ड्रग पार्लियमीट सदन की मेज पर रखी गई थी उस का एनाउंसमेंट किया था, उस के अन्तर्गत हम कोशिश कर रहे हैं कि इन कंपनियों का इन्विजनरीजेशन किया जाये।

According to the guidelines issued, we are expediting the matter as early as possible:

Remunerative Price for Rubber Growers

*165. SHRI SKARIAH THOMAS:
Will the Minister of COMMERCE,
CIVIL SUPPLIES AND COOPERATION
be pleased to state:

(a) whether a meeting of the Rubber growers and manufacturers was convened by his Ministry recently;

(b) if so, whether any decision was taken on the question of fixing a re-

munerative price for the rubber growers; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE, CIVIL SUPPLIES AND COOPERATION (SHRI KRISHNA KUMAR GOYAL): (a) Yes, Sir. A meeting was held on the 9th January, 1979.

(b) and (c). It was agreed in the meeting that the minimum price would be announced soon, after taking into account the various data made available, thereby ensuring a fair return to the growers.

SHRI SKARIAH THOMAS: The answer given by the hon. Minister is very evasive so far as the part (b) and (c) of my question is concerned. We hear that the Government wanted to declare a price much below the price in the international market from where we have to buy natural rubber. Will the Minister assure the House that the natural rubber growers will be given a fair price which is comparable to the London market?

श्री कृष्ण कुमार गोयल : श्रीमान्, टैरिफ कमिशन की रिपोर्टेशन के आधार पर सितम्बर, 1970 में कार एम-1 सेब रबर के लिए 520 रुपये पर-क्विटम की कीमत तय हुई थी। उस के बाद 5-8-77 को दोबारा मिनिमम प्राइस 655 रुपये पर-क्विटम तय हुई थी, जिस की वैलिडिटी मार्च, 1978 तक थी। अप्रैल, 1978 में जब दोबारा मिनिमम प्राइस को रिवाइज करने पर विचार हुआ, तो मार्केट प्राइस आलरेडी काफी ऊंची थी। उस समय यह विचार किया गया कि यह प्राइस टाइम नहीं है कि रबर की मिनिमम प्राइस को कन्सिडर किया जाये। रबर की मिनिमम प्राइस तय की जाये, यह मन्तव्य के एक्टिव कन्सिडरेशन में है। मैं मालनीय सक्सेस फोर सदन को यह विचार सिखाया चाहता हूँ कि अप्रैल को रबर की रेगुलेटिव प्राइस मिले। इस बात को अगल में रखते हुए, फोर फोरम के इन्फुट्स को इन्फिट में रखते हुए बहुत जल्दी इस बारे में निश्चय लिया जायेगा।

SHRI SKARIAH THOMAS: Has the hon. Minister received a petition signed by the Members of Parliament belonging to the rubber growing States that the minimum remunerative fair price should be fixed at Rs. 10/- per

Kg.? If so, will the Government respect the wishes of the representatives of the people?

THE MINISTER OF COMMERCE, CIVIL SUPPLIES AND COOPERATION (SHRI MOHAN DHARIA): Sir, Government has received the memoranda from the hon. Members of Parliament and also from the various rubber growers and through Associations and they have demanded a price of Rs. 1000 per quintal, that is Rs. 10 per Kg. as was indicated by my hon. Member. So far as the support price is concerned, I can assure the House that the Government shall take into consideration the interests of the growers on priority basis. Sir, today, the production of rubber is not adequate for the requirement of rubber industry and we shall be happy to attain self-reliance in the production of rubber and it is in this context I can assure the hon. Members that while deciding this support price and also the whole scheme, we shall take care that the growers get more incentives.

SHRI A. SUNNA SAHIB: About 80 per cent of the rubber produced come from my State, that is, the State of Kerala. The remunerative price may be fixed as early as possible because the economy of the State is very much affected. The fluctuations in price of rubber product will affect the economy of our State. Will the hon. Minister come forward to fix the remunerative price as early as possible?

SHRI MOHAN DHARIA: As I have said, we would like to give all possible incentives to the growers for further production. It cannot happen unless and until the price is remunerative. Besides, I am discussing with the Chief Minister of Kerala because 80 per cent rubber produced comes from Kerala State and also with other Chief Ministers as to whether we can introduce a scheme like monopoly purchase scheme in regard to cotton in Maharashtra, for the rubber producers all over the country. It can take guaran-

tee, it can give guarantee to all producers and it will also take care of the rubber industry. It is all under discussion.

Inordinate delays in Arrivals and Departure of I.A. Planes

167. SHRI K. GOPAL: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether there are inordinate delays in the arrival and departure of Indian Airlines' planes; and

(b) if so, the reasons therefor and the steps taken by Government to improve the position?

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI PURUSHOTTAM KAUSHIK): (a) and (b) Yes, Sir. An unusually large number of delays had occurred in January, 1979 to the scheduled services of Indian Airlines. Out of 7753 take-offs during January 1979, 554 take-offs were delayed due to reasons which can be deemed to be "controllable" such as Engineering snags. 594 take-offs were delayed during the same period due to reasons over which the Corporation had no control—weather—to mention only one. This together represented an on-time performance of 85.2 per cent. However, there were some "consequential delays" which are inherent in the pattern of operations of Indian Airlines. These accounted for as many as 3958 take-offs being delayed during January 1979. Thus, during January 1979 out of a total of 7753 take-offs, as many as 5106 take-offs were delayed. The overall on-time performance, therefore, during January 1979 was as low as 34.2 per cent as against 50.1 per cent in January 1978. One of the major factors which has been responsible for this large number of delays during January 1979 has been the adverse weather condition. Besides, Indian Airlines had lost one Boeing 737 aircraft on the 17th December, 1978 but had endeavoured to maintain their