

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

earlier schedule of operations, with one aircraft short in their fleet. Every effort is being made both by Government and by the Corporation to effect improvement and observe punctuality. I had series of discussions with the management and Associations concerned in this regard. There has been some slight improvement in the on-time performance and the position is likely to improve further in the months to come.

SHRI K. GOPAL: I wish he had placed the statement on the Table. In view of the fact that you are not maintaining your schedules with the present strength because you said that after the loss of one aircraft in Hyderabad, you have to keep up the schedule with the present strength, whether you propose to re-schedule the timings even at the cost of not running the flights in some sectors?

MR. SPEAKER: Not to Madras.

SHRI PURUSHOTTAM KAUSHIK: Re-scheduling of the flights is not going to help to maintain the original schedule after losing that one aircraft. The re-scheduling could have been necessary because of the bad weather condition. As the winter has passed, I think, now the re-scheduling is not necessary at present.

So far as the question of curtailing some of the flights because of the loss of one aircraft in Hyderabad, is concerned, that is still under consideration of the Corporation. If necessary, we shall have to do that.

SHRI K. GOPAL: Among the reasons he has enumerated, he has not given the main reason, namely, delay in the security checks in all the international airports in the morning hours. . .

MR. SPEAKER: That cannot be helped.

SHRI K. GOPAL: He said it is beyond the control of the Corporation but the International Airport Authority is under his Ministry. Especially

from Delhi, Madras, Calcutta and Hyderabad that is one of the reasons. Therefore, I would like to know whether he would improve the system here? He said that because of weather condition, these delays are there. Will he think of starting these flights during winter months in other places like Bombay and Madras instead of Delhi and Calcutta?

SHRI PURUSHOTTAM KAUSHIK: I said that the weather condition is one of the main reasons for the delay. There are other reasons. One is because of security checks which are conducted due to hijacking problem in this country, these delays are there.

The other reason is late arrival of the passengers. Sometimes, they do not turn up and then their baggage has got to be off loaded. These are some of the reasons which contribute to the increase in the delay of the flights.

So far as re-scheduling is concerned, the winter is far ahead. Next year we will see what conditions prevail then and then we shall decide.

PROF. P. G. MAVALANKAR: The Minister has read out a very detailed answer. It should have been better in the form of a statement. All the same, he has not given even in the detailed statement, a detailed answer! I want to ask pointedly whether it is not a fact that a number of delays took place because of certain types of agitations by the ground staff particularly the engineering division who went on work to rule. I do not know what it means. Working to rule only means working to delay! Whether certain Indian Airlines flights from Gulf areas came at a particular time and the engineering staff refused to touch the plane until after 6, 7, 8, or 9 hours on the plea that the aircraft must become completely cold after it has become hot and then they would start examining. I would like to know whether these factors are not contributing to the delays? If so, whether he will assure that all such possible delays which are within the control of the Government

are eliminated as early as possible and as amicably as possible?

SHRI PURUSHOTTAM KAUSHIK:

All my effort is to see that the controllable delays at least are minimised to the maximum possible extent. So far as this agitation and work to rule is concerned, that is one of the reasons for delay in the flights. We are trying to have a better liaison. As I have stated, I had a talk with the management, with the various associations and unions, I think the situation will improve in future.

श्री एच. एच. पटवारी : अध्यक्ष महोदय, मैं एक साल से देख रहा हूँ कि जिस प्लेन में माननीय मंत्री जी जाते हैं, बीटा करते हैं या जनता पार्टी के प्रश्नक जाते हैं, बीटा करते हैं, वह प्लेन खास तौर पर हमारे घुब्रावल में तीन, चार या पांच घंटे तक लेट होता है। मैं जानना चाहता हूँ कि प्लेन के लेट होने के पीछे कोई यांत्रिक कारण ही हैं या हमारी सरकार के खिलाफ कर्मचारियों का कोई हाथ है ?

श्री पुष्पोत्तम कौशिक : यहाँ पर प्रश्न केवल किसी एक विशेष गहाक का नहीं है। सामान्य तौर पर जो विमान्य हो रहा है वह इंजीनियरिंग कारण से या दूसरे कारणों से होता है जिस का विवरण मैंने सदन को दिया है।

SHRI YASHWANT BOROLE: May I know, Sir, through you, from the Minister as to why in his statement the delay that is due to the civil aviation workers with whom the air staff was in collusion in delaying the flights was not given in the statement? It has been suppressed. It is the hon. Member, Mr. Mavalankar who is keen has found it out, but why the Minister has not given it earlier in his statement? I want to know the reasons.

SHRI PURUSHOTTAM KAUSHIK: There is no question of suppression of any facts, but had I given all the reasons that would have just lengthened the statement. Anyway, it is a Starred Question and I hope that the Members will bear in mind that I will answer other queries and supplementaries.

राज्य व्यापार निगम द्वारा नए वर्ष आयात किसे कौन रखेगी योजना

* 168. श्री जी० जगतत :

डा० जयजी नारायण शंभेय :

क्या बाणिज्य तथा नागरिक पूर्ति और सहकारिता मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राज्य व्यापार निगम ने गत वर्ष रबड़ का आयात किया था;

(ख) यदि हाँ, तो क्या वह बटिया किसम का था जिसे निर्यातकों और उपभोक्ताओं ने लेने से इनकार कर दिया था; और

(ग) इस आयात के लिये कौन व्यक्ति जिम्मेदार है ?

बाणिज्य, नागरिक पूर्ति तथा सहकारिता मन्त्रालय में राज्य मंत्री (श्री कुम्भ कुमार शोबल) : (क) जी, हाँ।

(ख) तथा (ग). रबड़ की क्वालिटी तथा विभिन्न-याँ निर्धारित स्तर की न होने के बारे में कुछ त्रिकायते प्राप्त हुई हैं। जांच-पड़ताल के बाद यह पाया गया कि कुल 15,000 मे० टन में से 250 मे० टन की बोड़ी भावा समूही पाया के दौरान वर्षों के पानी से बुराब हो गई। विशेषतः तकनीकी राय के अनुसार यह रबड़ भी घुसाने के बाद काम में लाई जा सकती है।

SHRI D. AMAT: Sir, may I know from the hon. Minister whether the Government is contemplating any plan during the Sixth Plan for the rubber plantation to do away with the dependence on the imported rubber? If so, which are the areas where rubber plantation is being implemented and what is the actual production in terms of tonnes?

श्री कुम्भ कुमार शोबल : जैसा कि माननीय सचिव ने कहा है, भारत सरकार की नहीं संभूती कि रबड़ को इम्पोर्ट करके कोमोस्टिक डिमांड को मीट किया जावे और इसीलिए रबड़ बोर्ड इस सारी प्रॉब्लम को सम्भालता से देख रहा है और उसने तय किया है कि बकरी हुई डिमांड के अनुसार अधिक से अधिक एरियाज की, जहाँ रबड़ पैदा किया जा सके, इसके अन्धर कंधर किया जावे।

SHRI P. VENKATASUBBALAH: Sir, with regard to handling the essential commodities like import of rubber and export of tobacco, the SFC is being made instrument and the SFC has to