

tal Scheme of State Financial Corporations and Seed Capital Scheme of Industrial Development Bank of India already cater to requirements of the small scale units.

Profits by Multinational Companies

***396. SHRI G. C. BHATTACHARYA:** Will the Minister of FINANCE be pleased to state:

(a) what are the reasons for changing the policy from 'essentiality' to 'desirability' regarding foreign collaboration;

(b) whether Government are aware that multinational companies obtain eight dollars in profit for every dollar invested in the economies of the developing countries; if so, how the change is justified;

(c) whether such high increase in the tie-ups is due to lack of indigenous scientific and technical capability; and

(d) how far such tie-ups will help the need of the Indian masses as against its upper-class?

THE MINISTER OF FINANCE (SHRI PRANAB KUMAR MUKHERJEE): (a) Government's policy regarding foreign collaboration continues to be selective. It will be considered in areas where indigenous technology is not available and if the terms are reasonable.

(b) Foreign companies operating in India do not have such a high rate of return of investment.

(c) and (d) Increase in tie ups is partly the result of increase in tempo of industrial activity; it is also related to the changes in technology taking place abroad which is not indigenously available. Technology tie ups will bring about newer products, process and also results in cost reduction material saving, energy, conservation and similar other benefits. These will benefit the country as a whole.

Appointing Nominees of IFCI and ICICI on the Board of Directors by HINDALCO

***397. SHRI KALYAN ROY:** Will the Minister of FINANCE be pleased to refer to the answer to the Starred Question 1

given in the Rajya Sabha on the 15th November, 1983 and state:

(a) what are the reasons for IFCI and ICICI, who have made substantial investment in the HINDALCO, for not appointing their nominees on the Board of Directors of the Company;

(b) by when their nominees are going to be appointed;

(c) if not, what are the reasons therefor;

(d) whether the nominees of the LIC and IDBI on the Board of Directors objected to the non-payment and obstruction to the decision of the Government to appoint Government Directors under Section 408 of the Companies Act, 1956; and

(e) if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY): (a) to (c) According to existing procedures, the institution appoint not more than two nominees on the Boards of assisted companies. One representing financing institutions and the other representing Investment Institutions. However having regard to the substantial involvement of the financial institutions and the special features of HINDALCO, IDBI as lead institution has recently requested IFCI & ICICI to consider appointing the nominees on the Board of HINDALCO.

(d) and (e) The decisions at meetings of Board of Directors of companies are consensus decisions. It is not considered desirable to disclose the stand taken by individual directors at Board meetings.

छठी और सातवीं पंचवर्षीय योजनाओं के दौरान पर्यटन स्थलों का विकास

***398. श्री जगदम्बी प्रसाद यादव :**

क्या पर्यटन और नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) छठी पंचवर्षीय योजनावधि के दौरान कितने पर्यटन स्थलों का श्रवतक विकास किया गया है ;

(ख) सातवीं पंचवर्षीय योजना अवधि के दौरान कितने पर्यटन स्थलों का विकास किये जाने का विचार है ;

(ग) क्या यह सच है कि पर्यटन सुविधाओं के मामले में भारतीय पर्यटकों की उपेक्षा की जाती है, और सभी प्रकार की सुविधाएं केवल विदेशी पर्यटकों के लिये ही हैं ; और

(घ) यदि हां, तो इसके कारण क्या हैं ?

पर्यटन और नागर विमानन मंत्रालय में उपमंत्री (श्री अशोक गेहलोत): (क) और (ख) छठी पंचवर्षीय योजना के दौरान विभाग ने विभिन्न राज्यों/संघ शासित क्षेत्रों में 60 केन्द्रों पर पर्यटन आधारीक संरचना का विकास करने के लिए सहायता दी है। यह सहायता राज्य सरकारों को यूथ होस्टलों, वन गृहों, धर्मशालाओं, मार्गस्थ सुख-सुविधाओं रेस्तराओं का निर्माण करने, ध्वनि व प्रकाश शो, स्मारकों पर प्रकाश-पुंज व्यवस्था, मास्टर योजनाएं तैयार करने पर्यटक गृहों में वर्तमान आवास में विस्तार, परिवहन सुविधाओं की व्यवस्था, ट्रेकिंग उपकरणों, आदि के लिए दी गई थी। जहां तक सातवीं पंचवर्षीय योजना का संबंध है, संसाधनों पर प्रतिबन्ध और परस्पर प्राथमिकताओं पर निर्भर रहते हुए फिलहाल विभाग स्कीमों का, विशेष रूप से निर्धारित यात्रा परिस्थितियों पर पड़ने वाले केन्द्रों की स्कीमों का अभिनिर्धारण कर रहा है।

(ग) और (घ) जी, नहीं। प्रश्न नहीं उठता।

News item captioned 'Ordeal of A.I. Passengers at Kuwait'

*399. SHRI DHULESHWAR MEENA: Will the Minister of TOURISM AND CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in the 'Times of India', of 3rd

December, 1983 captioned 'Ordeal of A. I. passengers at Kuwait' where in it has been stated that about one hundred Indian Passengers who left Bombay by an Air India flight for London on the 28th October, 1983 had to spend 24 hours in the transit lounge at Kuwait airport on account of unscheduled halt at the airport due to engine trouble thereby causing undue hardship to them;

(b) whether it is a fact that some foreigners in this flight were given the transit visas whereas the Indian passengers were denied this facility; and

(c) if so, what are the details in this regard and what are the reasons for discrimination against the Indian passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL AVIATION (SHRI ASHOK GEHLOT):

(a) Yes Sir.

(b) Passengers who were granted transit visas and also those who were not permitted to leave the airport were of various nationalities including Indians and Europeans.

(c) Air India flight AI 107 of 20th October, 1983 scheduled to operate on the route Bombay|Dubai|London|New York developed trouble in one of its engines after take off from Dubai. It was, diverted to Kuwait, which is the nearest Airport. A relief aircraft was sent from Bombay to Kuwait, which operated to New York after a total delay of about 24 hours in the scheduled service. Out of the 205 passengers only 130 passengers mainly comprising families and First Class, passengers were permitted by the Kuwaitee immigration authorities to go to hotels. Other passengers of various nationalities, had, however, to stay at the airport since the local immigration authorities did not permit them to proceed to hotels despite efforts by Air India and our Embassy. There was no discrimination against the Indians as such. All arrangements, however, were made by Air India to give necessary assistance to the passengers at the Airport.