

Shri Heda: May I know whether this classification will have any relevance to the population of the cities or it will be irrespective of that?

Shri Raj Bahadur: It will be in relation to the standard of the hotel and the quality of its service.

श्री बड़े : होटल का जो ए, बी, सी, में क्लासिफिकेशन हो रहा है और जो फारेन टूरिस्ट की कनवीनियेंस के लिए हो रहा है यह बैसे ही है जैसे एम० पी० के फ्लैट्स का है। मैं जानना चाहता हूँ कि इंडियन टूरिस्ट्स के लिए कोई क्लासिफिकेशन करने का शासन का विचार है ?

अध्यक्ष महोदय : क्लासिफिकेशन होटल का है, टूरिस्ट्स का नहीं है।

श्री राज बहादुर : क्लासिफिकेशन होटल का है, टूरिस्ट्स का नहीं है।

श्री बड़े : इसमें लिखा है कि फारेन टूरिस्ट्स के लिए

अध्यक्ष महोदय : आर्डर, आर्डर।

श्री बड़े : यह क्लासिफिकेशन हो . . .

अध्यक्ष महोदय : आपको उन्होंने जवाब दे दिया है कि होटल का क्लासिफिकेशन होगा, फारेन टूरिस्ट्स के लिए और दूसरों के लिए भी। आप जिद्द क्यों कर रहे हैं ?

श्री बड़े : इसमें यह लिखा है कि फारेन टूरिस्ट्स के

अध्यक्ष महोदय : उन्होंने कह दिया है कि हर एक के लिए क्लासिफिकेशन होगा।

Shri Khasi Ram Gupta: May I know the terms of reference on which the committee has to make its recommendations?

Shri Raj Bahadur: The terms of reference are: to invite applications from hotels which are interested in Government recognition under the classification scheme; to inspect such hotels

among the applicants and to assess which, in the opinion of the committee *prima facie*, fulfil the minimum conditions and to assess their rate of standards; and lastly to formulate the criteria for recognising hotels which are of sufficiently high standard for purposes of catering to tourist traffic and to inspect those that fulfil the conditions, etc.

Food Zones

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*442. } **Shri B. K. Das:**
 } **Shri Subodh Hansda:**
 } **Shri S. C. Samanta:**
 } **Shri M. L. Dwivedi:**

Will the Minister of Food and Agriculture be pleased to state:

(a) which foodgrains are now included in the scheme of food zones;

(b) whether there is any proposal to abolish the zonal system in respect of any of the food zones; and

(c) what difficulties, if any, have been experienced in the working of the zonal system?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) Rice, paddy and products of rice or paddy.

(b) No, Sir.

(c) No particular difficulty has been experienced.

Shri B. K. Das: May I know what agencies have been allowed to function for the supply of foodgrains from the deficit States to the surplus States?

Shri Shinde: Mostly the grains are under the control of the Government agency. In some States, private traders have been licensed by Government.

Shri B. K. Das: May I know whether any condition is imposed on the agencies, namely, that they have to pay any levy or other things?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): In the zone consisting of Madhya Pradesh, Gujarat and Maharashtra, the traders are subject to 25 per cent. levy to the Government. That much quantity would have to be sold to the Government. In some other zones, there are absolutely no restrictions.

Shri Subodh Hansda: May I know whether the Government are aware of the fact that due to the zonal restrictions on foodgrains, the price of some of the foodgrains during the peak months had gone up particularly in West Bengal?

Shri A. M. Thomas: As far as West Bengal is concerned, it is in the eastern zone. The surplus of Orissa goes to West Bengal. After the formation of the West Bengal-Orissa zone, the food situation in West Bengal has been satisfactory.

Shri Venkatasubbaiah: May I know whether the Government feel that the abolition of the food zones will go a long way in stabilising the prices?

Shri A. M. Thomas: It has been said that we have not yet reached the stage when we can get rid of the zones, but the policy of the Government is to have enlarged zones with a view ultimately to abolish all the zones, but that stage has not been reached.

Shri Surendranath Dwivedy: The Minister has just now stated that on account of the zonal system, the position especially in West Bengal has improved. But there has been an acute shortage in Orissa as a result of which the Government have to supply them American rice.

Shri A. M. Thomas: As far as Orissa is concerned, at one stage, for example, last year, even after the formation of the zone, Orissa was just pleading for export outside the zone—to Bihar and Andhra Pradesh.

Shri Surendranath Dwivedy: It is not a fact.

Shri A. M. Thomas: This year there has been some rise in prices. All the same, the producer in Orissa is now getting a better price. A reasonable return to the grower was one of the reasons which impelled the Government of India, in consultation with the State Government, to form this zone.

Shri S. M. Banerjee: May I know whether the stage has now come, after the attainment of self-sufficiency to some extent, that India should be considered as one food zone and, if so, whether the zonal restrictions could be removed?

The Minister of Food and Agriculture (Shri S. K. Patil): That is our desire—that that stage should come, but I do not agree with the hon. Member that that stage has come.

Shri Heda: The Minister just now stated that they are not experiencing any difficulty because of the zones. But are the Government aware that because of the zones, normal trade in the adjacent areas—for example, Hyderabad was feeding the Marathwada area—has been stopped, and a lot of smuggling is taking place?

Shri A. M. Thomas: This zone has been in existence from the year 1957, and now it has adjusted itself more or less. The surplus of Andhra is going to the deficit areas within the zone, for example, Mysore and Kerala, mainly Kerala. There is no particular difficulty. The position has more or less stabilised in Andhra Pradesh.

Shri Thirumala Rao: Has the attention of the Government been drawn to the fact that there is complaint about the insufficiency of wagons supplied in Andhra Pradesh and large stocks are lying idle and, if so, may I know whether there is co-ordination between the Railway Ministry and the Food Ministry on this matter?

Shri A. M. Thomas: We want to avoid cross movement as far as possible. That is one of the reasons why

the zones have been formed. There is some difficulty even in getting the wagons for movement within a zone. For example, there is a great deal of difficulty in getting wagons for the movement of rice from Andhra Pradesh, and the traders and agriculturists are complaining.

Shri Inder J. Malhotra: May I know what is the difference in the price of rice prevailing in the different zones?

Shri A. M. Thomas: There is not much difference now, as was existing when each State was a single zone. The position has more or less stabilised. Of course, there is some difference between the price prevailing in Andhra and that in Maharashtra and Gujarat. But there is not such a disparity as was obtaining before the zones were enlarged.

श्री बड़ : जोज में भी, जैसे मध्य प्रदेश का जोन है, ग्रेन कंट्रोल आर्डर लगा कर के रेस्ट्रिक्शंस लगाये जाते हैं जिससे कि ब्लैक-मार्किटिंग घूँर बढ़ जाता है तथा अनाज के भाव कम हो जाते हैं जिससे काश्तकार को वह भाव मिलता नहीं जो मिनता चाहिये, क्या यह सत्य है ?

Shri A. M. Thomas: As far as the modified zone consisting of Madhya Pradesh, Maharashtra and Gujarat is concerned, the Food Ministers of these States are occasionally meeting and are reviewing the position and they are also trying to solve the difficulties that are being experienced in each State. Even with regard to the movement from Madhya Pradesh, there is some difficulty, but I do not think that the charge that there is black-marketing going on is correct.

Dr. M. S. Aney: The hon. Minister said just now that there is not much difference in the price of these commodities, on account of the zonal system. In saying that, does he refer to the wholesale price or the retail price that is prevailing in the different areas of the zone? Does he say that there is no difference in the retail prices?

Shri A. M. Thomas: We have got statistics with regard to the wholesale prices. Of course, there is some difference between the wholesale price and the retail price. The transport charges, the margin of profit to the retailer, etc., have to be taken into consideration.

श्री बिभूति मिश्र : जोन बनाने से किसानों को फ्री कम्पीटीटिव मार्किट में उचित कीमत पाने से क्या रोका नहीं जाता है ?

Shri A. M. Thomas: This matter has been considered very carefully. Production in the year 1960-61 reached 33.7 million tons in respect of rice. In the previous year it was only 31 million tons. So, we had a production last year which was more or less about 2.6 million tons more than in the previous year. This year, it is 48,000 tons less than last year. If the level of production attained in 1960-61 was kept up, then perhaps we would have thought of relaxing all these restrictions and making the country one zone.

Shri Bibhuti Mishra: He has not replied to my question.

Mr. Speaker: Then he will try some other time.

Shri A. M. Thomas: Our policy is to ensure a reasonable price to the agriculturists and also that the consumers may get their requirements at reasonable prices, and that is one of the reasons why we enlarged the zones.

Mr. Speaker: The question was, is not the actual producer being deprived of the fair price that he would have otherwise got?

श्री स० का० पाटिल : वह बात सही है । ऐसा होता ही है । लेकिन जब ऐसी पोजीशन हो जायेगी, जब हमारे पास काफ़ी बावल हो जाएगा तो जोन्स निकल जायेंगे और वह चीज काश्तकार और किसान के लिये अच्छी होगी ।

Shri Harish Chandra Mathur: The hon. Minister stated that the abolition of the zones would mean cross-movement of wagons and considerable number of wagons would be required. May I know what is his assessment of the additional number of wagons that would be required by abolition of the rice zone and what number of additional wagons have been pressed into service because of the abolition of the wheat zone?

Shri S. K. Patil: I think what my hon. colleague said was that there is always a choice for a particular rice or for a particular wheat and if that choice is exercised by all people everywhere in India, sometimes this cross-movement may not at all be necessary. It will be difficult to say to what extent it is done, because no statistics have been maintained for that kind of cross-movement. The trouble is only with regard to rice, because only for rice there are zones and not for wheat. If we were in such a comfortable position where we can say, no matter what happens, we have enough rice, surely we can remove them tomorrow. We are aiming at it and we hope we will be able to achieve it much sooner.

Deraiment of Nagpur-Tatanagar Passenger Train

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*443. { Shri Subodh Hansda:
Dr. P. N. Khan:
Shri S. C. Samanta:
Shri M. L. Dwivedi:

Will the Minister of Railways be pleased to state:

(a) whether any enquiry was made into the Kumhari Railway accident involving the 322 Dn. Nagpur—Tatanagar Passenger Train on S.E. Railway;

(b) if so, who conducted the enquiry; and

(c) what was the result of the enquiry?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Yes, Sir.

(b) The Additional Commissioner of Railway Safety, Calcutta.

(c) According to the provisional findings of the Additional Commissioner of Railway Safety, the derailment of the train was caused by a severe cyclone.

Shri Subodh Hansda: May I know whether this enquiry was made just after the accident occurred or sometime after the accident occurred?

Shri S. V. Ramaswamy: Within a day or two.

Shri Subodh Hansda: The Minister said that this accident occurred due to heavy storm. May I know whether this is the first time that such an accident has occurred or there have been other such instances in the past?

Shri S. V. Ramaswamy: On the broad gauge, I think this is the first instance.

Some Hon. Members rose—

Mr. Speaker: There are too many accidents! Next question.

Regional Forest Research Institutes

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*446. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri B. K. Das:
Shri M. L. Dwivedi:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that there is a proposal to set up Regional Forest Research Institutes;

(b) if so, the number of such Institutes proposed to be set up;

(c) whether the proposal is finalised; and

(d) where such stations will be located?