

is the only State capital in the whole of the country which is not air-linked?

Shri P. C. Borooah: No. There is another, Shillong.

Shri Bhanu Prakash Singh: I stand corrected. Is it due to the lack of planes or some other reasons? Does Government propose to bring it on the air map of India?

Shri Raj Bahadur: We are anxious to connect both the capitals by air services, but in one case the obstacle is the hill, in the other case it is the bill.

Shri Basappa: May I know whether the introduction of Caravelles has generated additional air traffic; if so, whether any assessment has been made, and how is it going to be met?

Shri Raj Bahadur: We are expecting generation of more traffic because of continued arrival of foreign tourists, and also prosperity and increased business and trade and commerce in the country.

श्री यशपाल सिंह : आज जैसा समय है उस में कोई भी देश हम को कठिनाई से हवाई जहाज देगा, इस समय दूसरे से हवाई जहाज लेना मुश्किल है । क्या इस कमी को अपने देश में पूरा करने के लिए हम प्रयत्न कर रहे हैं और हम तक कब सेल्फ सफिसैंट हो जाएंगे ?

श्री राज बहादुर : जो देश हम को हवाई जहाज देते हैं वे व्यापारिक देश हैं । वे व्यापार के लिए हमें हवाई जहाज देते हैं । वे हमें देने से इन्कार नहीं करेंगे ।

Shri S. M. Banerjee: I would like to know whether it is a fact that some Avro-748 planes manufactured in Kanpur were to be purchased by IAC; if so, how many planes have since been purchased and how many more are to be purchased.

Shri Raj Bahadur: I gave the figures just now. The programme is: 1966—8; 1967—8; 1968—4; 15 in all.

श्री विभूति मिश्र : अध्यक्ष महोदय, सवाल नम्बर 601 के साथ सवाल नम्बर 619 भी ले लिया जाए ।

अध्यक्ष महोदय : बट तो इसके साथ नहीं घा सकता ।

The Minister of Food and Agriculture (Shri C. Subramaniam): 619 is different.

चीनी का निर्यात

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 श्री विभूति मिश्र :
 श्री क० ना० तिवारी :
 श्री न० प्र० यादव :
 *601. श्री भवल प्रभाकर :
 श्री हेम राव :
 श्री यशपाल सिंह :
 श्री विविध कुमार चौधरी :

क्या वास्तव तथा कुचि मंत्री यह बताने की कृपा करेंगे कि

(क) क्या यह सच है कि सरकार ने 1965 को मिलाकर प्रगले चार वर्षों में प्रतिवर्ष 5 लाख टन चीनी का निर्यात करने का निश्चय किया है ;

(ख) यदि हाँ, तो सरकार ने प्रति वर्ष उत्पादन का क्या लक्ष्य निर्धारित किया है ;

(ग) देश में उपभोग, बफर स्टॉक बनाने तथा निर्यात के लिये, चीनी की कितनी मात्रा सुरक्षित रखी जायेगी ; और

(घ) क्या यह भी सच है कि निर्यात से प्राप्त धन का उपयोग नई चीनी मिलें स्थापित करने तथा चीनी उद्योग का विकास करने के लिये किया जायेगा ?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. B. Chavan): (a) Final decision in this regard has not yet been taken.

(b) Tentatively at 45 lakh tons at the end of the Fourth Plan Period.

(c) Definite quantities for various purposes cannot be reserved in advance.

(d) Foreign exchange required for setting up of new factories and for development of sugar industry is being made available currently and is not linked to export earnings from sugar

श्री विभूति मिश्र : मैं जना चाहता हूँ कि यह सरकार चीनी बाहर क्यों भेजती है, वह किस रेट पर भेजती है, और कौन-कौन से देशों को भेजती है, और चीनी में जा पाटा पड़ता है, वह सरकार कहां से पूरा करती है ?

Shri D. R. Chavan: The countries to which sugar is exported are: the United States, United Kingdom, Canada and Malaysia and some other destinations. The price we are required to pay here on an average is Rs. 955 per tonne and the overseas realisation would on an average be Rs. 407. So, the net loss would be Rs. 955 minus Rs. 407; that is borne by the Government.

श्री विभूति मिश्र : क्या यह सही है कि सरकार पहले समुद्र किनारे के क्षेत्रों से चीनी बाहर भेजती है और जब उन क्षेत्रों में चीनी की कमी होती है तो वहाँ उत्तरी क्षेत्र से चीनी भेजती है ? क्या सरकार यह संतुष्टी है कि उत्तरी क्षेत्र की चीनी, जो स्वाद में अच्छी होती है, को भी बाहर भेजी जाए ?

Shri D. R. Chavan: The point is that sugar is procured for export purposes on a tender basis. Wherever it is available at a cheaper rate it is purchased. Particularly, in some of the factories in Maharashtra from where it is mainly purchased, the factory price is about Rs. 116. In some other northern States also it is purchased.

Shri K. N. Tiwary: Is it a fact that the Gundu Rao Committee has report-

ed that cane production in U.P. and Bihar will improve if necessary irrigation, manuring and communication facilities are provided and that the sugar industry, particularly of the north, is suffering from financial stringency and that the potential for sugar production is tremendous in the north and if it is so, what steps have the Government taken or propose to take to remove the impediments, so that the country may be in a position to export the target quota and meet internal demand also?

Shri D. R. Chavan: The report of that committee is under examination. As regards the steps taken by Government to increase the per-acre yield and the quality of the cane, a number of steps have been taken. There are a number of cane development schemes and intensive development of sugar cane. These schemes are going on in U.P. and Bihar also.

श्री यशपाल सिंह : क्या यह सही है कि बाम्बे की दो फर्मों ने नियत बा कांटा देने से इन्कार कर दिया ? यदि हाँ, तो क्या सरकार बतला सकती है कि इस से हमें कितना नुकसान हुआ ?

Shri D. R. Chavan: I am not aware of any firms; sugar is taken from the factory.

Dr. L. M. Singhi: In view of the acute shortage of sugar in our country and in view of the meagre export earnings we make, have the Government reflected and pondered to consider the whole throwaway scheme? Do they not consider that the so-called exports should be scrapped?

The Minister of Food and Agriculture (Shri C. Subramaniam): It is a question of priority, whether we should earn some foreign exchange or not, particularly in view of the acute foreign exchange situation. It is necessary to export. It is not our country alone; every country subsidises exports for increasing its exports.

Shri Vidya Charan Shukla: Is there any shipping arrangement for export-

ing sugar and is any Indian shipping used to export sugar or is only foreign shipping used? Do we pay the freight for export of sugar in foreign exchange, and if so, what is the amount of foreign exchange paid for freight, and what is the amount of foreign exchange earned by export of sugar?

Mr. Speaker: No so many questions.

Shri D. R. Chavan: This can be addressed to the Ministry of Transport.

Shri C. Subramaniam: I do not have the figures with me; if the hon. Member puts a separate question, I shall answer it.

श्री जगदेव सिंह तिड्यान्ती : इस बात से इन्कार नहीं कि जा सकता कि अन्य देशों को चीनी का निर्यात करने के कारण स्वदेश में चीनी की कमी पड़ती है। क्या इस कमी को दूर करने के लिए सरकार गन्त-उत्पादकों का गूड़ प्रारंभ कर बनाने पर प्रेरित करेगा ?

Shri D. R. Chavan: Actually, this year the production is likely to be 32 lakh tons. On account of the increased production, we have liberalised the release. There are certain increases in the monthly quotas. Previously what was being released would be now increased; the releases given in monthly quotas now is about 10 000 tonnes more than that of November, 1964.

श्री रामलोक पादव : मैं यह जानना चाहता हूँ कि क्या नगरपालिका ने चीनी की उच्च के उतार-चढ़ाव के कारणों का अध्ययन किया है; यदि हाँ, तो उनको दूर करने के लिए क्या प्रयास किये जा रहे हैं ?

Shri D. R. Chavan: The Gundu Rao Committee was appointed to go into this problem, in all its aspects, of the Indian sugar industry. As I have just now stated, that report is under examination.

Shri Shivaji Rao S. Deshmukh: On the background of the past experience that sufficient quantities of

licensed capacity still remain, may I know whether the Government propose to license sufficiently large quantities to ensure the actual production of 45 million tonnes by the end of the fourth plan?

Shri D. R. Chavan: That is what is being proposed in the fourth Five Year Plan.

Mr. Speaker: Next question; we always get stuck up with sugar.

Viable Transport Units

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*602. { Shri P. R. Chakraverti:
Shri P. C. Borooah:

Will the Minister of Transport be pleased to state:

(a) whether a Study Group has been appointed to suggest a scheme for organising private road transport operators into viable units in the interests of promoting economy and efficiency;

(b) whether this Study Group will consider the feasibility of establishing organisations in each State for providing servicing, breakdown relief, constructing warehouses, terminals and rest houses; and

(c) how far the vehicle-owners have responded to the call for the formation of viable transport units?

The Minister of Transport (Shri Raj Bahadur): (a) Yes.

(b) Yes.

(c) As viable units will result in better organisation in the industry, there is likely to be good response from the vehicle owners. However, this will be assessed after the report of the Study Group has been received.

Shri P. R. Chakraverti: Keeping in view the fact that in the context of the Fourth Plan, the construction of roads and also the production of commercial vehicles have assumed importance, may I know what positive steps have been taken by the Government to promote this aspect?

Shri Raj Bahadur: Certain steps have already been taken. I can