

assumed powers under D.I.R. to regulate sugarcane supplies in areas reserved for factories and have delegated them to State Governments, who are expected to use the same by due regard to circumstances obtaining in each area.

(b) Yes, Sir, only units operated by commercial operators and not by sugarcane growers individually on their own fields or in their own houses.

(c) It is hoped the step will secure an equitable distribution of sugarcane supplies between producers of sugar, gur and khandsari.

Brahmaputra Basin Food Output

*352. **Shri D. C. Sharma:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Starred Question No. 451 on the 3rd September, 1963 and state:

(a) the progress made in exploring the possibilities of increasing the food production in the lower Ganga-Brahmaputra basin-Bengal, Bihar and Assam on the basis of the study made by the Food and Agriculture Organisation; and

(b) the stage at which the matter stands at present?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). The Food and Agriculture Organisation Report estimates that the production of the Ganges-Brahmaputra Basin can be increased four-fold in the course of forty years. The potentialities of this region for increased production are well-known and are being explored and exploited under different development programmes which are similar to those mentioned in the Report. The report is only on estimation of potentialities of this region. To realise that potential, detailed studies would have to be made to determine the projects and programmes that could be undertaken. This is a continuing process. In the first

ten years of planning, the total agricultural production of our country, taken as a whole, increased by about 40 per cent and this rate of increase itself suggests that in a period of forty years our production can be increased to about 385 per cent of the production at the beginning of such a long period. And this for the entire country which contains many other areas. On the basis of actual achievement itself, therefore, the Government of India would agree that the production of this region can be increased four-fold over a period of forty years.

Landing and Parking charges for Aircraft

*353. { **Shri Yashraj Singh:**
Shri R. G. Dubey:
Shri Mohan Swarup:
Shri Oza:
Shri Basumatari:
Shri Sidheshwar Prasad:

Will the Minister of Transport be pleased to state:

(a) whether it is a fact that Government have raised the landing housing and parking charges of aircraft using Indian airports;

(b) if so, the present enhanced rates and the rates which were previously being charged; and

(c) reasons for increasing the charges and the revenue expected from this increase?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin):

(a) Yes, Sir.

(b) I lay a statement giving the requisite information in respect of certain common types of aircraft on the Table of the House. [Placed in Library. See No. LT-1994/63].

(c) Landing and housing and other charges were last revised in 1946 and were no longer commensurate with the increased cost of provision of these and other allied facilities to the