

to Orissa for the development of sugarcane cultivation in that State during 1964-65;

(b) if so, the details thereof;

(c) the total acreage brought under sugarcane cultivation in the State during the same period; and

(d) the total production of sugarcane in Orissa during the same period?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) Yes, Sir.

(b) No separate grant is sanctioned scheme-wise. A lump-sum amount of Rs. 68.84 lakhs was, however, sanctioned as grant for Agricultural Production Schemes including Sugarcane Development Schemes during 1964-65.

(c) and (d). Information regarding production as also firm estimates of area will become available in the All-India Final Estimates of Sugarcane 1964-65 sometime in June, 1965. However, the area under Sugarcane in Orissa during 1964-65 at the 2nd estimate stage is estimated at 39,600 hectares.

Assistance to Orissa

1979. { Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Rama Chandra Mallick:

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

(a) the amount of money given by the Central Government to Orissa State for carrying out programmes of (i) Animal Husbandry, (ii) Dairying and Milk Supply, and (iii) Fisheries in that State during 1964-65; and

(b) the amount of money actually spent so far on the above schemes in Orissa during the same period?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): (a) and (b). The information is being collected from the State Government and will be laid on the table of the Lok Sabha when received.

Landing Craft Tractor

1980. **Shrimati Savitri Nigam:** Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 406 on the 24th November, 1964 and state the details and nature of the structural changes found necessary to be made in the Landing Craft Tractor so as to make it suitable for carrying heavy logs of timber in the Andaman Islands?

The Deputy Minister in the Ministry of Food and Agriculture (Shri Shah Nawaz Khan): The required details and nature of the structural changes found necessary to be made in the Landing Craft Tractor so as to make it suitable for carrying heavy logs of timber in the Andaman Islands are as under:—

- (i) Construction of the bridge;
- (ii) Provision for crew accommodation;
- (iii) Strengthening the hull wherever considered necessary;
- (iv) Decking the hull with wooden planks; and
- (v) Installation of the steam crane for loading and unloading logs.

Dum Dum-Calcutta Hali-Taxi Service

1981. { Shri Subodh Hanada:
Shri S. C. Samanta:

Will the Minister of Civil Aviation be pleased to state:

(a) whether there is any proposal for operating Hali-taxi service from Dum Dum Airport to Calcutta;

(b) if so, when this will be introduced; and

(c) whether any fare will be charged for that; and

(d) if so, the amount to be charged?

The Minister of Civil Aviation (Shri Kanungo): (a) to (d). To examine the proposal for operation of

Helicopter service between Airports and City airlines offices, Indian Airlines Corporation has undertaken an opinion survey to ascertain airline passenger preferences. The details regarding fare etc. will be considered after the need and popularity of such a service have been established.

Plan for Rural Areas

1982. Shri Rameshwar Tantia: Will the Minister of Community Development and Co-operation be pleased to state:

(a) whether it is a fact that his Ministry has suggested to the Planning Commission for formulating an integrated plan for rural areas to ensure betterment of the village people; and

(b) if so, the reaction of the Planning Commission thereto?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy):

(a) Yes, Sir.

(b) These suggestions are under consideration by the Committee on Social Services of the National Development Council.

Food Situation in Tripura

1983. Shri Dasaratha Deb: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the fact that Tribals of the upper parts of Kailasahar, Dharmanagar and Amarpur Sub-Division in Tripura have been facing serious food crisis and the Government of Tripura is not taking effective measures to protect those affected Tribal Jhumias; and

(b) if so, the steps Government propose to take in the matter?

The Deputy Minister in the Ministry of Food and Agriculture (Shri D. R. Chavan): (a) and (b). Due to failure of Jhum crop in Hill areas shortage of rice is reported to have occurred in the Tribal areas of Kaila-

sahar, Dharmanagar and Amarpur Sub-Divisions. It is, however, not correct that the Tribals in these areas are facing serious food crisis and that the Government of Tripura is not taking effective measures to protect the affected Tribal Jhumias. Rice is being supplied to these areas through fair price shops set up in the affected areas. Special Jhumia settlement scheme on weekly payment basis is being implemented and test relief work is undertaken, whenever required.

Agartala—Calcutta Air Service

1984. Shri Dasaratha Deb: Will the Minister of Civil Aviation be pleased to state:

(a) whether any special flights of plane to and from Agartala—Calcutta were arranged this year to provide facilities to the Gaᅅga Shāngatri of Tripura during the last 'Uttarayan Sankranti Festival';

(b) Whether any representation has been received from the people of Tripura for providing special plane to the pilgrims of Tripura during this holy occasion; and

(c) if so, the action taken in the matter?

The Minister of Civil Aviation (Shri Kanungo): (a) Yes, Sir. One extra flight was operated on the 13th January, 1965.

(b) Yes Sir.

(c) The Corporation received a request to operate special flight Calcutta|Agartala|Calcutta on 11th, 12th and 13th of January, 1965—two flights each day. As extra schedule on one-way load basis was uneconomical, the flights on round trip charter basis at a cost of Rs. 3,000 per flight were offered. The organizer of the Pilgrims movement was not agreeable to this rate. He took one flight on the 13th January, 1965. However, about all the normal flights were operated with 28 seater aircraft with a view to providing extra seats for the benefit of the Pilgrims.