

Development and Cooperation (Shri Annasaheb Shinde): (a) to (c). The State Government decide how much wheat out of the quantities allotted to that State should be sub-allotted to the roller flour mills. Since with the limited availability with the centre the allocations to the States have to be on a restricted basis, the State Governments have not been able to sub-allot sufficient wheat for the roller flour mills to run at their full capacity. In Kerala however the roller flour mills are getting wheat covering their full capacity.

Border Roads in Rajasthan

**3264. Shri S. K. Tapuriah:
Shri P. N. Solanki:**

Will the Minister of Transport and Shipping be pleased to state:

(a) the original targets set for Border Roads in Rajasthan in 1966 and 1967;

(b) how many times the targets have been revised; and

(c) the reasons for revising the targets from time to time?

The Deputy Minister in the Ministry of Transport and Shipping (Shri Bhakt Darshan): (a) to (c). The programme of strategic roads in Rajasthan was taken up in September, 1965, and was scheduled to be completed in a period of three years, i.e. by the end of September 1968. The road requirements are, however, reviewed by the Defence Ministry from time to time in the light of the availability of financial resources and their own requirements. The last review was made by them in June, 1967 and all the works were divided between Top Priority and Lower Priority works. According to this latest review, the Top Priority works are expected to be completed by the 31st of March, 1969.

Border Roads in Rajasthan

**3265. Shri S. K. Tapuriah:
Shri P. N. Solanki:
Shri Onkar Lal Bohra:**

Will the Minister of Transport and Shipping be pleased to state:

(a) the total outlay sanctioned for building border roads in Rajasthan, region-wise in Barmer, Jaisalmer and Ganganagar Sectors; and

(b) the total amount spent thereon so far?

The Deputy Minister in the Ministry of Transport and Shipping (Shri Bhakt Darshan): (a) and (b). The total cost of the programme, as it stands at present, works out to Rs. 22.69 crores, i.e. Rs. 17.06 crores for Top priority works and Rs. 5.63 crores for Low priority works. Out of these sanctioned items, a sum of Rs. 5.29 crores on Top Priority works and Rs. 1.58 crores on Low Priority works making a total of Rs. 6.87 crores had been incurred upto the 31st March, 1967. As regards the details about the various regions, the necessary information is being collected from the State Government of Rajasthan and will be laid on the Table of the Sabha in due course.

Maintenance of Hooghly River

3266. Shri K. Haldar: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Calcutta Clearing Agents Association has urged the Central Government to assume the responsibility for bearing the cost of the maintenance of Hooghly river to ease the burden of port charges on traffic in Calcutta; and

(b) whether the Association has deplored the recent increase in port charges by the Calcutta Port Commissioners?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). No request or representation on