

that time. Presumably, no permanent compensation was paid and if any compensation was paid, it was of a temporary nature. In the estimates that we have received from the South Eastern Railway, Rs. 86,000 has been set aside for permanent compensation and as soon as we hear from the Defence Ministry, this amount will be paid.

Shri K. C. Jena: May I know whether the line has been abandoned?

Shri Shahnawaz Khan: No, Sir. The line is still there. It was constructed as a ballast line and was taken over by the Railway Ministry in 1948. The line still operates.

Shri K. C. Jena: May I know whether it is used these days?

Shri Shahnawaz Khan: Whenever we require ballast, it is used.

Shri Supakar: On what date was the land taken and why is no information available from the Defence Ministry till now?

Shri Shahnawaz Khan: We are endeavouring to get the information.

Shri N. B. Maiti: For the last fifteen years, the compensation has not been paid. Is it a happy position?

Mr. Speaker: He has given his reply. What is the good of asking again? Next question.

Import of Fertilizers

*1869. **Shri Yajnik:** Will the Minister of Food and Agriculture be pleased to state:

(a) the amount of foreign exchange saved on account of restrictions on the import of chemical fertilizers during the last 5 years; and

(b) the shortfall in the production of foodgrains caused by the reduction in the import of fertilizers and the estimated cost thereof?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): (a) and (b).

A statement is laid on the Table of the Lok Sabha. [See Appendix VIII, annexure No. 26.]

Shri Yajnik: It is mentioned in the statement that Rs. 10 crore worth of fertilizers were not imported last year. How much was imported actually and how much is sought to be imported this year?

Shri M. V. Krishnappa: I think this year the demand is for about 13.4 lakh tons and it goes up to 15.2 lakh tons in the revised estimates. The country produces less than 5 lakh tons. We intend to import about 3.6 lakh tons and we shall fall short of the remaining.

Shri Yajnik: From the figures given in the statement, it appears that by spending a rupee on fertiliser import and spending a rupee of our foreign exchange, we save about Rs. 2 in foreign exchange next year in the import of foodgrains because that is what we get out of the fertilisers. May I ask if the total requirement of the country could not be met by spending more of foreign exchange on the import of fertilizers so that we can save still more foreign exchange next year in the import of foodgrains?

Mr. Speaker: Why not import more fertilizers? That is the question.

The Minister of Food and Agriculture (Shri A. P. Jain): There is no hon. Member in this House who would be more anxious than I to import more fertilizers. The limitation of foreign exchange is there. In spite of my efforts, I have not been able to secure any additional allocation of foreign exchange for fertilizer imports. So far as the second part of the question is concerned it is based on some misunderstanding. It is not that all the foodgrains that we are importing are paid for in terms of foreign exchange. During the course of the debate on the Demands of this Ministry, I made it clear that only a part—a comparatively smaller part—of our imports is paid for in foreign exchange. That is the rice we get from Burma and the

wheat for normal consumption which we import from sources outside PL 480. All the purchases under PL 480 are paid for in rupees and about 75 per cent. of that is also made available to us for developmental expenditure. I think I gave the figures that only about Rs. 45 crores of foreign exchange was spent in the import of foodgrains in 1956-57 and Rs. 36 crores or so in 1957-58 as against imports worth more than Rs. 100 crores. So, it is not that by spending foreign exchange on the import of fertilizers we can save expenditure on foreign exchange spent on the food imports.

Shri Tyagi: As there is a tendency among the cultivators to grow more and more of commercial crops and reduce food crops, may I know if in the distribution of fertilizers any care is taken or any account is kept as to how much fertilizers goes towards the production of foodgrains and how much towards fruit orchards, etc.?

Shri A. P. Jain: We have not laid down any proportion. But the hon. Member has raised a very fundamental question. This question was before the Asoka Mehta Committee which said that, well, perhaps at some stage we may have to consider as to whether we have to lay greater emphasis on the production of cash crops or foodgrains, but in the present stage of shortage of foodgrains we should not neglect foodgrains. We have not laid down any proportion; we leave it to the farmers to use fertilisers as they consider best.

Shri Tyagi: May I take it that in transferring the plan targets to the villagers it has not been made compulsory that the villagers shall put in so much proportion of their land under food crop?

Shri A. P. Jain: No, Sir.

Dr. Ram Subhag Singh: May I know whether it is a fact that by falling into the trap or allurements of PL 480 the Government is killing the initia-

tive and skill of the farmers in producing more?

Shri A. P. Jain: I do not think so.

Shri D. C. Sharma: May I know if any attempts have been made to overcome this shortage in chemical fertiliser; and, if so, what are those attempts?

Shri A. P. Jain: Only one effort has been made and that is, we are exporting groundnut cakes and the proceeds of this will be utilised for importing more fertilizers. Besides, we are making some purchases through hard currency from Japan, Italy and France which is made available by T.C.M.

Mr. Speaker: Next Question.

Shri B. Das Gupta: Sir, may know....

Mr. Speaker: Order, order. The hon. Member is a little late. I have called the next question.

Aircrafts without Airworthy certificates

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*1870. { **Shri Bhogji Bhal:**
Shri Rameshwar Tantia:

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

(a) whether it is a fact that many Indian registered aircrafts are operating without possessing Airworthy Certificate; and

(b) if so, what is the number of such aircrafts?

The Deputy Minister of Civil Aviation (Shri Mohiuddin): (a) and (b). No Indian registered aircraft, which is required to possess a Certificate of Airworthiness under the Rules, is operating without such Certificate. Out of a total number of 536 Indian registered aircraft as on 31-12-1957, 307 aircraft were without Certificates of Airworthiness. This also includes 52 aircraft which were undergoing Certificate of Airworthiness overhaul and 152 aircraft which were non-flyable.