

Statement

Fifth Plan targets of Crop Production

Crops	Units	Peak targetted production in terminal year of V Plan (1978-79)
1. Rice	Million tonnes	54.00
2. Wheat	" "	38.00
3. Maize	" "	8.00
4. Jowar	" "	11.00
5. Bajra	" "	8.00
6. Other Cereals	" "	7.00
7. Pulses.	" "	14.00
Total Foodgrains		140.00
8. Oilseeds	" "	12.50
9. Sugarcane	" "	170.00
10. Cotton	lakh bales (180 kg. each)	80.00
11. Jute & Mesta	" "	77.00
12. Tobacco	Thousand tonnes	425.00

Demand and supply of Foodgrains

1649. SHRI P. GANGADEB:

SHRI RAGHUNANDANLAL
BHATIA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether his Ministry is struggling to balance the demand and supply of foodgrains;

(b) whether Centre is going to meet 57 per cent of the State food demand;

(c) if so, the facts thereof; and

(d) whether it is also trying to stave off more imports?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE):

(a) to (c). The requirements of foodgrains are dependent on a number of factors i.e., availability, other substitutable foodstuffs, their comparative prices, levels of income, population growth and extent of urbanization, etc. and are, therefore, likely to vary from State to State and year to year. It is, therefore, not possible to frame any precise quantitative assessment of foodgrains requirements of different States. In a year of normal production, and adequate replenishment of stocks with Government supplies of foodgrains may be adequate to meet the requirements of the public distribution system.

(d) Government of India continues to review the position regarding imports from time to time. With the overall quantity authorised for import, purchases are being made from abroad to the extent considered necessary, to maintain the public distribution system.

Completion of Harbour Project at Visakhapatnam

1650. SHRI Y. ESWARA REDDY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the date by which the harbour project at Visakhapatnam is expected to be completed;

(b) whether the said date is within the time schedule; if not, the reasons for delay;

(c) whether the various agencies like the N.M.D.C./M.M.T.C. and Railways would be ready by the said date; and

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI PRANAB KUMAR MUKHERJEE): (a) and (b). The Project is now expected to be ready in the later part of 1974 instead of mid 1974. The reasons for the delay are mainly:—

- (1) slow progress on steel works of conveyor gallery and drive houses etc. by Messrs. Richardson and Cruddas;
- (2) slow progress in manufacture and erection of reclaimers and stackers by M.A.M.C., Durgapur;
- (3) slow progress in concrete works for conveyor gallery by Messrs. Panda Engineering Works;
- (4) Andhra agitation from November, 1972 to March, 1973;

(5) power shortage during 1973 on account of strike by the employees of Andhra Pradesh State Electricity Board;

(6) dislocation in communication and transport system affecting the progress of works.

(7) abnormally severe sea-conditions during 1973-74 as compared to the previous years thus affecting progress of works in particular the sinking of cribs for ore berth;

(8) the delays in shipment of certain imported equipment like the shiploader from Japan and steel-cord belting from West Germany etc. owing to the oil crisis;

(9) delay in the manufacture of tugs by Hooghly Docking and Engineering Co., Howrah, mainly on account of delay in the supply of engines by Garden Reach Workshops, Calcutta;

(10) general slow down of the tempo of work of construction of breakwaters owing to difficulty in obtaining spare parts, explosives, tyres, etc; and

(11) short supply of cement.

(c) and (d). M.M.T.C. are geared for attaining the contract levels of shipments.

N.M.D.C. had planned for erection and commissioning of Bailadila Iron Ore (Deposit No. 5) by the middle of 1973 and the commencement of trial production during third quarter of 1973. The schedule was deferred to June, 1974 because of delay in completion of the tunnel. The schedule of completion has been further delayed to October, 1975 because of the delay in the supply of HEC equipment, especially the wagon loaders.