

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Ghinde): (a) The allotments made to Bihar were—

March	178,000 tonnes
April	197,000 tonnes
May	225,000 tonnes

(b) The quantities despatched were—

March	172,400 tonnes
April	196,600 tonnes
May	180,400 tonnes

(Upto 20-5-1967)

(c) The total quantity despatched during the months consisted of about half wheat and half milo.

(d) The production of milo in the case of other States ranged from 52 per cent. to 0 per cent.

(e) The shortfalls were nominal and were due to various reasons like late arrivals of ships, strikes at ports, hold-up of wagons, etc.

(f) No discrimination was made in the case of any State. Proportion of wheat and milo in the quota of State was determined by the availability of the two types of grains and the need to provide cheap grains in the scarcity-affected areas.

#### Highway Development Programme.

908. Shri Devan Sen:

Shri Madhu Limaye:

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

(a) whether Government have finalised their highway development programme for inclusion in the Fourth Plan; and

(b) if so, the main features thereof.

The Minister of Transport and Shipping (Mr. V. K. S. V. Rao): (a) No, Sir. It has not been possible to finalise the highway development

programme for the Fourth Plan period in respect of National Highways and other centrally aided road projects because the Plan itself is still under consideration.

(b) Does not arise.

#### Jute Production Target

909. Shri F. G. Sen: Will the Minister of Food and Agriculture be pleased to state:

(a) the target for the production of Jute during 1967-68;

(b) the measures taken for its achievement; and

(c) whether any price incentive is under consideration with a view to boost Jute production?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Ghinde): (a) 94.00 lakh bales, both for jute and mesta.

(b) The following measures are being adopted for achieving the above target:—

(1) Introduction of jute cultivation on a large scale in the deep tube-well areas of West Bengal and newly irrigated areas of Kosi and Hirakud Projects.

(2) Encouraging cultivation of jute as a second crop in rotation with paddy and potatoes in irrigated areas.

(3) Replacement of the existing strains by high yielding and fertiliser responsive ones.

(4) Adoption of package of improved practices, including foliar spray of urea, line sowing and control of pests and diseases and weeds.

(c) The minimum support price of Assam Bottom variety of raw jute

delivered at Calcutta has been raised from Rs. 35 per maund in 1966-67 to Rs. 40 per maund for the 1967-68 season so as to assure a fair and adequate return to the cultivators of tute.

**Strike by Marine Crew at Calcutta Port**

904. Shri P. G. Sen: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the movements of ships at Calcutta Port was suspended on the 5th April, 1967 by a sudden strike by the marine crew;

(b) if so, the reasons therefor; and

(c) the action taken in the matter?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The crew of crane vessels under the Chief Mechanical Engineer at Calcutta Port struck work from the 30th March, 1967 following the suspension of a member of the crew for having allegedly assaulted the Engineer-in-Charge of a floating crane on the previous day. The entire crew of the Port Vessels went on a sympathetic strike from the 4th April, 1967. There was consequent suspension of movement of ships to various extents from the 4th April to the 7th April, 1967.

(c) The strike was called off on the 7th April, 1967 as a result of a Memorandum of Settlement signed by the Calcutta Port Commissioners and the Union concerned before the Regional Labour Commissioner. In accordance with the terms of the settlement, the Magistry Officer appointed to enquire into the charge against the crane driver first held a preliminary enquiry on the justifiability of the suspension order. He has submitted his finding that the suspension order was not unjustified. He is expected to submit a final report shortly.

**काच नीति**

905. श्री प० सा० बाबूपाल: क्या काच तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) काच नीति को किमानित करने में राज्य सरकारों द्वारा डील से काम लिये जाने के सम्बन्ध में सरकार क्या कार्यवाही कर रही है;

(ख) उन राज्यों के नाम क्या हैं जो केन्द्रीय काच नीति का अनुसरण नहीं कर रहे हैं ;

(ग) क्या यह सच है कि हरियाणा, पंजाब तथा राजस्थान में अनाज के मूखों में बड़ी असमानता है; और

(घ) यदि हाँ, तो उसके क्या कारण हैं ?

काच, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री ब्रजमोहन सिंह) : (क) और (ख). काच नीति अपने विभिन्न पहलुओं के साथ राज्यों के मूख मंत्रियों के परामर्श से तैयार की जाती है और इस नीति की समग्र समझ पर समीक्षा की जाती है। राज्य सरकारें अपने अपने राज्यों की स्थिति के संदर्भ में अपनी पूरी कोशिश के साथ इन नीतियों को कार्यान्वित करने की कोशिश कर रही हैं।

(ग) और (घ). हरियाणा, पंजाब और राजस्थान राज्यों में कई कारणों के कारण मूखों में कुछ अंतर है जो कि विभिन्न राज्यों द्वारा हैं, सरकार, तथा अनाज, मूखों की उपलब्धता, विकास, मूखों की उपलब्धता, की उपलब्धता, मूखों के कारण अनियमित है।