

**Agricultural land in Bihar**

2078. **Shri H. C. Soy:** Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether it is a fact that due to large scale acquisition of land for industrial, mining and afforestation projects in the hilly districts of Southern Bihar, there has been a continual shrinkage of agricultural land resulting in food deficit every year;

(b) if so, the reaction of Government thereto; and

(c) the steps to be taken in this regard?

**The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra):** (a) Land utilisation statistics for the districts of Southern Bihar and Bihar State as a whole for the year 1955-56 to 1963-64 (the latest year for which data is available) indicate that cultivated area in Southern Bihar as well as the Bihar State as a whole has gradually increased during this period. The cultivated area in Southern Bihar increased from 27,55,056 hectares in 1955-56 to 30,49,136 hectares in 1963-64 and that in the State as a whole, from 93,19,504 hectares to 97,16,354 hectares. The area put to non-agricultural use has, however, shown some increase between the year 1955-56 to 1963-64. The statistics available for the whole of Bihar State indicate that food production which was 5.2 million tonnes in 1955-56 has been progressively going up and stood at 7.5 million tonnes in 1963-64. After this, however, there was a slight fall in the production, due to wide spread drought conditions.

Thus, there is no evidence to show that acquisition of land for industrial, mining and afforestation projects had any substantial effect on the extent of cultivated area and food production as a whole.

(b) and (c). Do not arise.

**Grounding of I.A.C. Fokker Friendship at Tezpur**

2080. **Shri Vishwa Nath Pandey:**  
**Shri Kindar Lal:**

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

(a) whether it is a fact that an Indian Airlines Corporation Fokker Friendship plane operating on the Calcutta-Tezpur-Jorhat route was grounded at Tezpur on the 5th November, 1966; and

(b) if so, the reasons therefor?

**The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy):** (a) and (b). Indian Airlines Corporation Fokker Friendship aircraft VT-DME operating Calcutta-Tezpur-Jorhat Service on the 5th November 1966 was grounded at Tezpur due to the pilot reporting that the port propeller was stuck in partially 'feathered' condition and was not returning to normal position. The defect was rectified and thereafter the operation of the propeller in the various positions was found satisfactory. The aircraft operated the Tezpur-Calcutta service on the 6th November 1966.

**Tuticorin Harbour Project**

2081. **Shri Muthiah:** Will the Minister of Transport, Aviation, Shipping and Tourism be pleased to state:

(a) whether the amount allotted for the Tuticorin Harbour Project for 1966-67 is Rs. 194 lakhs;

(b) whether the final revised grant recently applied for by the Harbour authorities was Rs. 225 lakhs; and

(c) whether Government propose to allot the additional amount of Rs. 31 lakhs, asked for, which is the irreducible minimum additional amount required for 1966-67?

**The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy):** (a) The amount provided is Rs. 193.60 lakhs.

(b) Yes.

(c) The matter is under consideration in consultation with the Ministry of Finance.

#### F.A.O. Session in Rome

2082. **Shri H. N. Mukerjee** Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) the number and names of Delegates who represented India at the last session of the Food and Agriculture Organisation held in Rome;

(b) whether it is a fact that the Indian Jute Mills Association was represented at the session by one who is not an Indian national, and

(c) if so, the reasons therefor?

**The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra):** (a) The composition of the Indian Delegation to the 13th session of the FAO conference, Rome (November 20—December 9, 1965) is given in the Statement, laid on the Table of the House. [*Placed in Library. See No. LT-7381/66*].

(b) The delegation did not include any representative of the Indian Jute Mills Association.

(c) Does not arise.

#### Russian Tractors

2083. **Shri Balgovind Verma:**  
**Shri Vishwa Nath Pandey:**  
**Shri Braj Bihari Mehrotra:**  
**Shri Ram Swarup:**  
**Shri Chandak:**  
**Shri Yashpal Singh:**  
**Shri Madhu Limaye:**

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) the total number of agricultural tractors in the country;

(b) whether it is a fact that over 60 per cent of these tractors are located in northern region comprising of the States of Punjab, Uttar Pradesh, Rajasthan and Delhi and the demand also continues likewise;

(c) the criteria for distribution of the imported Russian tractors amongst their Indian agents and whether the existing population and demand factors are considered for distribution;

(d) whether it is also a fact that the import quota of Russian tractors for the States of Punjab, U.P. Rajasthan and Delhi has now been cut to only 35 per cent; and

(e) if so, the reasons therefor?

**The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra):** (a) The tractor census conducted in 1961 indicated that there were about 31,000 tractors in the country. During the Third Plan period about 30,000 tractors have been added.

(b) Region-wise figures are at present not available.

(c) to (e). The actual distribution is determined from time to time in the light of circumstances then prevailing. Broadly, the criteria are the demand for tractors and the need to popularise farm mechanisation in all parts of the country. While it is true that there is a substantial demand for tractors in the States of Punjab, Haryana, U.P., Rajasthan and the Union Territory of Delhi, there is also a sizeable demand for these tractors in other parts of the country. Since these tractors are relatively cheaper and since the farmers in different States should be extended facilities for purchase of such tractors, the quota for these States has been kept at 35 per cent of the total imports. This is the highest quota as may be seen from the fact that it is 27½ per cent for Western and Central India, 27½ per cent for Eastern India including Andhra Pradesh and 10 per cent