

पूर्व से कुल एक लाख मीटरी टन से बढ़ाकर जनवरी, 1969 में 1.26 लाख मीटरी टन और मई, 1969 से 1.59 लाख मीटरी टन कर दिया है। राज्य सरकारों को यह सलह दी गयी है कि इन कोटों को मुख्यतः घरेलू उप-भोक्ताओं में वितरण किया जाए। चीनी कारखानों को खुले बाजार में बिक्री के लिए दिया जाने वाला मासिक कोटा चरणों में गत वर्ष के 60,000 मीटरी टन से बढ़ाकर जनवरी, 1969 से 70,000 मीटरी टन और जून, 1969 से 95,000 मीटरी टन कर दिया गया है। थोक उपभोक्ताओं को अपनी आवश्यकताएं खुले बाजार से चीनी खरीद कर पूर्ण करनी होती हैं। राज्यों में अवटित कोटों के लिए वितरण की व्यवस्था सम्बन्धित राज्य सरकार द्वारा की जाती है।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

Freight Costs of Fertilisers

1657. SHRI HIMATSINGKA : Will the Minister of FOOD AND AGRICULTURE be pleased to state :

(a) whether it is a fact that owing to the slowing down in the Vietnam war, the freight costs of fertilisers to be shipped from the U. S. A. to India is likely to increase substantially, because of the fact that the U.S. has of late begun insisting on shipping fertiisiers in American bottoms In terms of the decision that 50 per cent of all fertiliser exports financed out the US Aid Credit should be carried under US Flag ;

(b) if so, the likely extent of increase in the freight costs and total amount of extra expenditure in terms of foreign exchange to be incurred on that account during the ensuing year ; and

(c) the Government's reaction thereto and whether any approach has been made by Government to the U. S. Government seeking relief from this extra burden ; if so, the U. S. Government's reaction thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHIB SHINDE) : (a) to (c). Under the terms of aid received from U.S.A. for the purchase of fertilisers, atleast 50% of fertilisers procured have to be carried in U.S. flag vessels. When U S. flag vessels are not available, U.S. Government allow fixtures under Non-U.S. flag vessels in excess of 50% limit. Since January 1968 onwards, there has been greater availability of U.S. vessels due to (i) reduction in food exports from that country, (ii) revision of the ceiling rates by U.S. Maritime Administration and (iii) release of U.S. vessels from other commitments.

Whereas the freight paid for the period July, 1967 to June, 1968 for 6.44 lakh tonnes on U.S. vessels was 22.3 million dollars, the freight paid for the period July, 1968 to June, 1969 for carrying 6.96 lakh tonnes was 29.7 million dollars. In the circumstances stated above, there is no question of U.S.A. insisting on this country carrying 50% of fertilisers by U.S. flag vessels or Government of India seeking relief from the U.S. Government.

Sugar Prices

1658. SHRI S. K. TAPURIAH : Will the Minister of FOOD AND AGRICULTURE be pleased to state :

(a) the reasons for keeping two prices of sugar (controlled and free market) in the country ; and

(b) whether it is a fact that the repercussions of such policy will be hard hitting to farmers in the long run who apprehend low gur prices ?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHIB SHINDE): (a) The policy of partial decontrol of sugar under which part of the production is procured by Government at fixed prices, and the the rest is released to the sugar factories for sale at open market prices was adopted with a view to :—

(i) facilitate payment of a higher