

the country reveal that in Rajasthan, Shora-64 gave an average yield of 4662 Kg. per hectare and the figure for bajra is not yet available.

(c) The overall target of 32.50 million acres proposed to be brought under the cultivation of the high-yielding varieties by the end of the Fourth Plan period, includes 8.00 million acres for Mexican wheat and 4.00 million acres for hybrid bajra. The High-Yielding Varieties Programme was initiated in the beginning of 1966-67. The coverage of area under the Mexican varieties of wheat and hybrid bajra during 1966-67 and 1967-68 is as follows:

Year	(in lakh acres)	
	Mexican wheat	Hybrid bajra
1966-67		
Kharif (Actual)	—	1.01
Rabi/Summer (Target)	15.48	0.93
Total	15.48	1.94
1967-68		
Kharif (Target)	—	10.57
Rabi/Summer (Target)	45.56	1.50
Total	45.56	12.07

Arrangements have been made to meet fully the requirements of the High-Yielding Varieties Programme in respect of the various inputs like seeds, fertilisers, pesticides, etc.

Withdrawal of Subsidy on Foodgrains

*28. Shri Geshiyar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have any proposal under consideration to withdraw the subsidy on the foodgrains supplied to the States;

(b) whether there had been a uniform pattern in the rate and quantum of subsidy given to the various States; and

(c) the reasons for the move to withdraw the subsidy?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (c). Following the recommendations of the Foodgrains Policy Committee, the Conference of Chief Ministers held in November, 1966 had suggested that the subsidy on foodgrains issued from Government stocks should be withdrawn gradually. No decision has yet been taken about the implementation of this suggestion.

(b) Yes, Sir. The pattern of subsidy which involves issue of foodgrains from central stocks at prices lower than the economic cost is uniform between different States. The quantum of subsidy, however, varies from State to State.

Hindustan Shipyard, Visakhapatnam

*29. Shri Tenneti Viswanatham: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Hindustan Shipyard at Visakhapatnam is running at a loss;

(b) if so, the reasons therefor; and

(c) the steps taken to run the Shipyard on profit?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes, Sir.

(b) The cost of construction of ships at the Hindustan Shipyard Ltd. is higher than the cost of building comparable ships at established shipyards overseas. As ships built at the Hindustan Shipyard Ltd. are made available to shipowners in India at a price which is on par with the world price for comparable ships there is a loss to the Shipyard.

(c) Action is being taken to rationalise production schedules, re-orient administrative and financial procedures and improve upon existing training programmes. It is hoped that these measures will result in an improvement in the working of the Shipyard.