

from the Punjab on a Government to Government basis was rejected by the Government of India; and

(b) if so, what were the reasons for such rejection?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI D. R. CHAVAN) : (a) and (b) The suggestion of the Punjab Government was that the export of wheat from Punjab to Delhi may be permitted only on regulated basis. This was not agreed to as it was considered that Delhi should continue to be part of the Northern Wheat Zone and there should be no restriction on the movement of wheat from Punjab to Delhi.

श्री विमलकुमार मन्नालालजी चौरङ्गिया :

क्या श्रीमान्, यह बतलाने की कृपा करेंगे कि ज़ोन मिटाने के लिए चारों ओर से जो मांग की जा रही है क्या वह शासन के विचाराधीन है? क्या इस संबंध में कोई निर्णय ले लिया गया है अथवा नहीं और या लिये जाने के प्रोसेस में है?

SHRI D. R. CHAVAN : The Minister has stated now that the matter is under consideration. We are actually discussing it with the Chief Ministers.

श्री जगत नारायण : क्या वजीर साहिब बतलायेंगे कि दिल्ली के जिन व्यापारियों ने पंजाब से गेहूं खरीदा था उसको उन्होंने दिल्ली में दुगने दामों पर बेचा?

SHRI C. SUBRAMANIAM : I do not think that is correct. Under the market conditions, nobody can charge double the price.

SHRI I. K. GUJRAL : The Minister has said that the deal on a Government-to-Government basis is not being done because of the zone situation. May I ask him—is it also a factor in the same policy that the Government of Delhi does not import on its own account and stock it to

meet the very wide fluctuations in the market, which we witnessed in the last six months?

SHRI C. SUBRAMANIAM : The difficulty here is this. Delhi depends upon the arrival of wheat from Punjab and that is done by the private trade. Even though some attempts are made for the purpose of regulating the prices at which the trade is done, I do not think that we have succeeded. That is why this suggestion came that we could try the State-to-State movement. But considering the position we are in, viewing the whole position of zones, we thought that perhaps it might not be advisable to introduce another zone when we were thinking of breaking up all the existing zones. So, it would be almost prejudging the question. So, it cannot be done before a final decision for the current year is taken. We do not want to take an interim decision with regard to Delhi alone.

SHRI N. SRI RAMA REDDY : I would like to know if the wheat that has been imported from Punjab into Delhi is being smuggled out into the different zones, other than the present zone.

SHRI C. SUBRAMANIAM : There were charges to that effect by Punjab that after reaching Delhi it has been smuggled into U.P., particularly. But now strict measures have been taken to stop this smuggling but I cannot say that smuggling has stopped 100 per cent.

*334. [The questioner (Shri K. C. Baghel) was absent. For answer vide col. 2369 infra.]

DEVELOPMENT OF ROADS IN DACOIT-INFESTED AREAS IN M.P.

*335. THAKUR BHANU PRATAP SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Union Government have received any proposal from the Government of Madhya Pradesh requesting for additional funds outside the Plan for development of roads in dacoit-infested areas; and

(b) if so, what action has been taken thereon?

THE MINISTER OF TRANSPORT
(SHRI RAJ BAHADUR): (a) No, Sir.

(b) Does not arise.

श्री विमलकुमार मन्नालालजी चौरडिया :
क्या श्रीमन्, यह बतलाने की कृपा करेंगे कि कुछ वर्षों से वहाँ पर डाकुओं का आतंक है, इस विशेष परिस्थिति को देख कर के क्या शासन इस बारे में कुछ उदारतापूर्वक सहयोग देने की कृपा करेगा ?

श्री राज बहादुर : श्रीमन्, जैसा कि मूल प्रश्न के उत्तर से विदित है मध्य प्रदेश सरकार से कोई प्रस्ताव इस सम्बन्ध में प्राप्त नहीं हुआ है, इसलिये जब तक कोई ऐसा प्रस्ताव न आये, कुछ कहा नहीं जा सकता ।

'LIGHTER' SYSTEM OF LOADING AND UNLOADING AT MAJOR PORTS

*336. SHRI M. RUTHNASWAMY: Will the Minister of TRANSPORT be pleased to state to what extent the 'lighter' system of loading and unloading of ships, which consists in cargo being loaded from and unloaded in lighters tied up alongside of ships, is used in ports like Madras, Cochin and Vishakhapatnam ?

THE MINISTER OF TRANSPORT
(SHRI RAJ BAHADUR): A statement is laid on the Table of the Sabha.

STATEMENT

The position in respect of the ports of Madras, Cochin and Vishakhapatnam is as under.—

Madras :

The Port Trust owns 4 wooden lighters-Dumb, 5 steel Barges-Dumb and 1 steel Barge-Self propelled. When these barges are found to be inadequate, which is very rare, the cargo is handled by a private firm, to whom a licence has been granted by the Port Trust. In 1963-64, out of the total traffic handled by the Port, viz., 41.66

lakh tonnes, the tonnage lightered was 0.56 lakh tonnes (1.34%).

Cochin :

At Cochin, the cargo loaded or unloaded through lighters is handled direct by steamer Agents using their own lighters. At present about 15% of total traffic is handled by lighters. In 1963-64, the total traffic handled at Cochin was 24.56 lakh tonnes.

Vishakhapatnam :

In Vishakhapatnam, lighters and barges are owned and operated by the Port. There are no private parties. In 1963-64, the tonnage lightered was 0.66 lakh tonnes out of the total traffic of 35.21 lakh tonnes (1.87%).

SHRI M. RUTHNASWAMY: Sir, in view of the fact that in a day of the year 5 to 10 ships may seen standing outside the harbour, will the Minister consider the question of increasing and encouraging the lighter system at the Madras Port ?

SHRI RAJ BAHADUR: We do recognise that lighter system in loading and unloading is a very convenient method and also a cheaper one at that. And, therefore, we do try to encourage it. In fact, what I have been told is that by and large the requirements of the present day traffic are met by a number of lighters and barges, etc.

SHRI M. RUTHNASWAMY: In view of the very low percentage of the total traffic being handled by the lighter system, will the Minister consider the question of advising the port authorities to resort more and more to the lighter system in order to stop this scandal of a large number of ships standing out in sea outside the Madras harbour ?

SHRI RAJ BAHADUR: Sir, the question presupposes certain situations. I would not call that "a scandal". For example, if ships are waiting for a few days, that cannot be called a scandal. Sometimes

ships are themselves not ready. It is not always that the ships are ready to take the cargo. So I would say that so far as this system is concerned, it is resorted to as and when required by the ship-owners or advised by the port authorities and to the extent that this should be done is a matter which comes within the operational discretion of the port authorities.

SHRI P. K. KUMARAN: The Minister stated that the ships are waiting outside in the open seas and that they themselves sometimes are not ready to get unloaded. May I know, Sir, what does he mean by "are not ready to get unloaded"?

SHRI RAJ BAHADUR: They come not only for unloading but also for loading the cargo. If the cargo is not ready, they naturally have to wait. Therefore, there is a period of waiting which is normal.

PROCURING AGENCIES IN ANDHRA PRADESH

*337. **SHRIMATI SEETA YUDHVIR:** Will the Minister of COMMUNITY DEVELOPMENT AND COOPERATION be pleased to state :

(a) whether the District Marketing Co-operative Societies in Andhra Pradesh have been accepted as the procuring agencies of the Food Corporation;

(b) what is the target of procurement of rice fixed for these Cooperatives; and

(c) how much money has been made available for them for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNITY DEVELOPMENT AND COOPERATION (SHRI B. S. MURTHY): (a) The Andhra Pradesh Cooperative Marketing Federation has been appointed as an agent by the Food Corporation for procurement of rice. The district cooperative marketing societies are acting as agents of this Federation.

(b) 60,000 tons.

(c) No funds have been provided for this purpose by the Central Government. The State Government sanctioned Rs. 2 crores for being provided to the Andhra

Pradesh Cooperative Marketing Federation. Since there was some procedural difficulty in the drawal of these funds, the State Government stood guarantee for clean cash credit accommodation of Rs. 60 lakhs from the State Bank of India in favour of the Federation. In addition, the State Government has provided Rs. 50 lakhs as a revolving capital to the Federation.

CONTROL OF PRICES OF GUR, RAB AND KHANDSARI

*388. **SHRI ARJUN ARORA:** Will the Minister of FOOD AND AGRICULTURE be pleased to state whether Government have taken or propose to take any action to control prices of gur, rab and khandsari?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND AGRICULTURE (SHRI D. R. CHAVAN): No Sir. No such proposal is before the Government at present.

SHRI ARJUN ARORA: Sir, the Government's efforts to control the sugar prices have miserably failed mainly because cane in several States is diverted to the production of gur, khandsari and rab. In view of this, why does the Government not consider the advisability of having a comprehensive scheme of controlling the prices and manufacture of all the products of sugar-cane?

SHRI C. SUBRAMANIAM: Sir, I would not be able to accept the proposition of the hon. Member that the control has miserably failed. But as far as the control of prices of gur is concerned, it is not so easy as the hon. Member seems to think, because gur is produced at thousands of small points and there are hundreds of varieties. Therefore, it will not be possible to fix a price and enforce it. And if we want to enforce such a price control, it will require a very comprehensive and widespread machinery which we do not have now. That is why the whole matter is under consideration and the Sen Commission will look into the various aspects of utilisation of sugar-cane for the produc-