

**MSP for paddy, wheat and coarse grains**

\*242. SHRI SHYAMAL CHAKRABORTY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that Government is buying crops at far below the market price;

(b) if so, the reasons therefor;

(c) the Minimum Support Price (MSP) fixed for paddy, wheat and coarse grains for the year 2010 and 2011, respectively; and

(d) the market price of these products in the corresponding year?

THE MINISTER OF AGRICULTURE (SHRI SHARAD PAWAR): (a) and (b) The Government's price policy for agricultural commodities seeks to ensure remunerative prices to the growers for their produce with a view to encourage higher investment and production and to safeguard the interest of consumers by making available supplies at reasonable prices. The price policy also seeks to evolve a balanced and integrated price structure in the perspective of the overall needs of the economy. Towards this end, the Government offers to purchase the produce at MSP. However, the farmers are free to sell their produce if the market offers higher price than MSP.

(c) The MSPs of paddy, wheat and coarsegrains fixed for 2010-11 and 2011-12 are indicated in the Table below.

			(Rs. Per quintal)	
Sl. No.	Commodity	Variety	2010-11	2011-12
1	Paddy	Common	1000	1080
		Grade 'A'	1030	1110
2	Wheat		1120 &	1285
3	Jowar	Hybrid	880	980
		Maldandi	900	1000
4	Bajra		880	980
5	Maize		880	980
6	Ragi		965	1050
7	Barley		780	980

& - An additional incentive bonus of Rs. 50 per quintal was payable over the MSP.

(d) The details of the All-India average wholesale prices of rice, wheat and coarsegrains during 2010-11 and 2011-12 are indicated.

(Rs. Per quintal)

Centres/Months	Rice	Wheat	Coarse Grains				
			Jowar	Bajra	Maize	Ragi	Barley
1	2	3	4	5	6	7	8
<b>2010</b>							
January	1659	1403	1235	1096	1035	1100	933
February	1628	1322	1268	1081	1014	1075	933
March	1621	1225	1239	1082	1019	1100	880
April	1638	1163	1223	1085	1001	1100	912
May	1616	1167	1225	1070	1027	1100	903
June	1736	1192	1263	1084	1090	1100	947
July	1702	1222	1306	1103	1165	1100	997
August	1718	1203	1329	1118	1125	1100	1020
September	1793	1208	1326	1052	1090	1100	1002
October	1873	1239	1273	1018	1012	1100	1108
November	1867	1251	1336	960	989	950	1104
December	1885	1282	1354	981	944	1050	1100
<b>2011</b>							
January	1851	1327	1368	992	1011	1200	1130
February	1854	1289	1401	994	986	1150	1120
March	1883	1226	1321	1006	1061	1075	1010
April	1964	1161	1428	1059	1160	1075	1122
May	1853	1173	1335	1038	1140	1060	1180
June	1832	1149	1375	1082	1176	1100	1172

1	2	3	4	5	6	7	8
July	1876	1145	1390	1103	1210	1140	1155
August	1856	1122	1430	1103	1134	1080	1128
September	1926	1108	1553	1168	1165	1000	1025
October	1904	1084	1508	1095	1019	1150	1037
November	1870	1122	1447	1057	1065	1140	1043

Source: Directorate of Economics & Statistics, Department of Agriculture & Cooperation.

#### Introduction of more trains in Andhra Pradesh

\* 243. SHRI SYED AZEEZ PASHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware of the rush of passengers for trains like Godavari Express, Gowthami Express and the Venkatadri Express in Andhra Pradesh;

(b) if so, the reasons for not introducing more trains on these sectors;

(c) whether there is a shortage of railway coaches, particularly in South-Central Railway, or tracks in these sectors; and

(d) the details of steps that would be taken to introduce more trains in such sectors?

THE MINISTER OF RAILWAYS (SHRI DINESH TRIVEDI): (a) Yes, Sir.

(b) 17213/17214 Narsapur-Nagersol Bi-weekly express via Vijayawada, Kazipet, Secunderabad has been introduced w.e.f. 01.07.2011. To cater to the needs of the Secunderabad-Vishakhapatnam and Secunderabad-Tirupati sector, new train services namely 22203/22204 Secunderabad-Vishakhapatnam Duronto AC Tri-weekly Express and 12765/12766 Amravati-Tirupati Bi-weekly Express via Kacheguda, Dhone, Anantapur, Pakala has been announced in the Railway Budget 2011-12.

(c) and (d) The availability of coaches and railway tracks are adequate for running the existing train services. Introduction of new trains is a continuous process subject to traffic justification, operational feasibility, availability of resources and competing demands.