

rationalise sugar prices in order that (i) these prices fit in with the demand within the country and also serve as an incentive for increased consumption to the people at large; and (ii) to meet the competition from other exporting countries in the World Market?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): The steps taken are:—

(i) regulation of releases of sugar for sale from sugar factories; and

(ii) development of sugarcane cultivation in order to raise the per acre yields of sugarcane and ultimately to reduce cost of production of sugar.

Cost of Production of Sugar

*173. **Shri P. C. Boroah:** Will the Minister of Food and Agriculture be pleased to state

(a) whether any methods of bringing down the cost of production of sugar were discussed at the 13th Annual Convention of the Sugar Technologists' Association;

(b) if so, what decisions were taken in this regard at the convention; and

(c) how the methods decided upon are being adopted?

The Deputy Minister in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). There were references to the desirability of bringing down the cost of production of sugar in the Presidential and Inaugural addresses at the 30th Annual convention of the Sugar Technologists' Association held at Kanpur on 23rd October, 1962, but no specific decisions were taken in this regard.

Shri Sham Lal Saraf: May I know if the Government are aware that even today the price of sugar is very high, compared to the cost of sugarcane and the prices that are paid to the sugarcane growers?

Shri A. M. Thomas: That is not correct. The value of the sugarcane now constitutes 46.5 per cent of the entire cost of sugar, and the taxes come to 33.5 per cent. The manufacturing cost plus the margin of profit will come to, only 20 per cent.

Shri Sham Lal Saraf: May I know how Government propose to benefit the consumers at least to the extent it is possible, when the growing cost and the present day selling cost vary so much?

Shri A. M. Thomas: When this question came up for discussion in this House, no Member was nor the Government was in favour of reducing the price of sugarcane. Without reduction in the price of sugarcane or in the excise duty, there is no further scope for reduction in the price of sugar. With regard to the cost of sugarcane, reduction is not possible. With regard to reduction of excise duty also, it is not possible. So, the present level of prices will have necessarily to be tolerated.

Shri Rameshwar Tantia: May I know whether the price of sugarcane has been fixed according to the recovery and, if so, what effect it will have on the rationalisation of sugar price?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): From this year onwards, it would be jinked up with recovery. The minimum price would be Rs. 1-8-0 per maund of sugarcane.

श्री विभूति मिश्र : श्री मन्त्री जी ने बताया कि गन्ने का यील्ड बढ़ेगा, तो शूगरकेन प्राइस पर असर पड़ेगा। मैं यह जानना चाहता हूँ कि हिन्दुस्तान में कोयम्बटूर के सिवा कितनी जगहों पर अच्छे बीज पैदा करने का इन्तजाम किया गया है।

Shri Shinde: The only possibility of reducing the cost of production of sugar is by having higher per acre yield. The Government's attempts are that per acre yield should be raised as far as possible. The intention

is not that the agriculturist should get less. On the contrary, by having more per acre yield, the agriculturist's income would be augmented.

श्री विभूति मिश्र: अध्यक्ष महोदय, मेरे

प्रश्न का जवाब नहीं दिया गया है।

• **Mr. Speaker:** The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Shipping Companies

*167. **Shri Tridib Kumar Chaudhuri:** Will the Minister of Transport and Communications be pleased to state:

(a) whether three Indian Shipping companies engaged in Indo-European trade both ways have come to an agreement amongst themselves providing for equal carriage of freight and equal earnings in Indo-Polish, Indo-German, Indo-Soviet, Indo-Rumanian, Indo-Egyptian and Indo-Levanesse trades; and

(b) what are the prospects of any agreement between the Indian Shipping companies and the continental and foreign shipping companies engaged in Indo-European (continental) trade both ways so as to ensure a higher quota percentage of this trade in favour of the Indian Companies?

The Deputy Minister in the Ministry of Transport and Communications (Shri Bhagavati): (a) A statement giving the information is placed on the Table of the House. [See Appendix I, annexure No. 36].

(b) The only trade in which the Indian share was unreasonably low was the India-U.K. trade. But it has recently been agreed to increase the Indian share to 39.475 per cent from 1st September, 1962 and thereafter to increase it further by annual escalations of 1 per cent to 48.475 per cent by 1-1-1971, which will mean complete parity between the British and Indian shipowners. There is thus no question of asking for any further increase at present.

Delhi-Madras Air Service via Jabalpur

*168. { **Shri Vidya Charan Shukla:**
Shri Basumatari:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that the Madhya Pradesh Government have approached the Union Government to include Jabalpur on the Delhi-Madras air route; and

(b) if so, Government's decision thereon?

The Deputy Minister in the Ministry of Transport and Communications (Shri Mohiuddin): (a) No, Sir.

(b) Does not arise.

Decrease in Wool Production

*169. **Shri Balmiki:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the production of wool has declined during the last three years; and

(b) if so, what steps are being taken to increase the production?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) No.

(b) Does not arise; a note on steps taken for increasing wool production is however placed on the Table of the House. [See Appendix I, annexure No. 37].

Divisional Pattern on S.E. Railway Administration

*170. **Shri Maheshwar Naik:** Will the Minister of Railways be pleased to state:

(a) the progress so far made towards introduction of divisional pattern on the S.E. Railway;

(b) what divisions have so far been created; and

(c) how many and where further divisions are being proposed?