

they have to share their difficulties, deficits and surpluses. To the extent possible, we are trying to work it out.

Shri Vasudevan Nair: This statement is full of tall claims. For example, it is said that as a first step towards this policy the Government has taken up a large and widespread system of public distribution. They were claiming that they will introduce statutory rationing in all the towns and cities with a population of one lakh and more. I want a specific answer from the hon. Minister as to in how many such cities they have introduced statutory rationing till now and what percentage of the urban population is covered by statutory rationing.

Shri C. Subramaniam: I have already given the names of cities in which rationing has come about. We wanted to have it in a phased programme by having first the cities with a population of one million and more, then those with a population of three lakhs and more and then cities with a population of one lakh and more. I have already said that it has not been as fast as I would like it to be. But there are difficulties also in undertaking this. Apart from statutory rationing, we have got 1,20,000 fair-price shops through which we are selling wheat, rice and other commodities at controlled rates even on the basis of family cards.

श्री तुलशीबास जाधव : वर्तमान फूड पालिसी के अन्तर्गत जहाँ जो अनाज तैयार होता है, वह वहाँ के लोगों को न देते हुए दूसरे जिलों में पैदा होने वाला दूसरा अनाज उन को देने और इस प्रकार उन का रोखाना का खाना बन्द करने की क्या बजह है ? उदाहरण के लिए महाराष्ट्र में ज्वारी होती है, लेकिन वहाँ लोगों को उस के स्थान पर मक्का प्रादि दिया जाता है । मैं यह जानना चाहता हूँ कि वहाँ के लोगों को वहाँ का अनाज—ज्वारी—ही क्यों नहीं दिया जाता है ।

Shri C. Subramaniam: Wherever there is procurement, sufficient quantities for their consumption are left out with the producers and only the balance is procured. Where there is no procurement it is for the producer to sell. Sometimes he finds it advantageous to immediately sell his produce to meet certain commitments and later on he has to purchase in the market whatever foodgrains are available.

Shri Hem Barua: May I know if it is not a fact that while deciding upon food supplies to this country the US authorities expressed certain doubts about our efforts at increasing food production in this country and, if so, may I know whether it is also a fact that our Government have given an assurance to the US authorities that we are going to increase food production in this country within a certain period?

Shri C. Subramaniam: It is not an assurance to a foreign country; it is an assurance to ourselves that we would increase production and become self sufficient.

श्री हे० शि० पाटिल : क्या यह सही है कि प्लानिंग कमिशन को एक राष्ट्रीय फूड बजट तैयार करने और डेफिसिट और सरप्लस स्टेट्स तय करने के बारे में कहा है; यदि हाँ, तो उस पर क्या कार्यवाही की गई है और क्या खाद्य नीति को सफल बनाने के लिए एक राष्ट्रीय फूड बजट तैयार करने का कोई प्रयत्न किया गया है ?

Shri C. Subramaniam: No, Sir. The Planning Commission does not come into the picture. The Food Department of the Ministry does it and we have a plan.

बिधान सभाएँ

* 1074. श्री विभूति मिश्र : क्या परिवहन, उद्यम, नौबहन तथा पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या प्रत्येक राज्य के मुख्यालय से उस के सभी जिलों के बिन्दु सप्ताह में

कम से कम दो बार विमान सेवा की व्यवस्था करने के सम्बन्ध में सरकार कोई योजना बना रही है ; और

(ख) यदि हां, तो उस की मुख्य बातें क्या हैं ?

The Minister of State in the Ministry of Transport and Aviation (Shri C. M. Poonacha): (a) No, Sir.

(b) Does not arise.

श्री विभूति मिश्र : क्या यह सही है कि उत्तर बिहार की आबादी दो करोड़ से ज्यादा है, उस में चम्पारन, सारन, मुजफ्फरपुर, दरभंगा और मुंगेर का ज्यादा हिस्सा, ये पांच जिले हैं, लेकिन इस के बावजूद वहां कहीं भी पटना से हवाई जहाज का सम्बन्ध नहीं है, जबकि हमारे देश में एक करोड़ से कम आबादी वाले क्षेत्रों में विभिन्न जगहों पर हवाई जहाज की सहूलियत है ?

Shri C. M. Poonacha: The air services to different mofussil areas and district headquarters are planned on the basis of the importance of the State headquarters, industrial towns, steel towns and tourist industry. Keeping these things in view, we conduct surveys to undertake new services to be operated in certain sectors. With this end in view, we have expanded our services to a great extent. Coming to the point which my hon. friend has referred to, in the State of Bihar we have four services connecting various centres. They need not or could not be district headquarters as such but they are industrial towns, steel towns and places of tourist importance. We have continuously tried to connect all the important places with air services. With the limited resources that we have, it is not possible for us to plan a programme of connecting all the district headquarters with the State capital.

श्री विभूति मिश्र : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर नहीं दिया गया है। मैं ने पूछा है कि क्या यह सही है कि उत्तर बिहार में पांच छः जिले हैं, जिन की आबादी दो करोड़ से ज्यादा है, लेकिन फिर भी वहां कहीं भी पटना से ताल्लुक नहीं है। मंत्री महोदय ने इसका जवाब नहीं दिया है।

The Minister of Transport, Aviation, Shipping and Tourism (Shri Sanjiva Reddy): It all depends on the traffic. I am told that some time ago there was a plan for a halt somewhere in North Bihar but they found they were losing. After all, the Corporation has to look into the commercial aspect of it. If it is paying, the Corporation will certainly operate it. I have no objection.

Shri Ranga: The State Governments have to subsidise it.

Shri Sanjiva Reddy: Yes, the State Governments have to subsidise it if it is found that they are losing. I have absolutely no objection to accept my friend's advice and run the services if the State Governments subsidise the losses.

श्री विभूति मिश्र : देश के विभिन्न एरियाज को डेवेलप करना या न डेवेलप करना सरकार का काम है। देश के जिन भागों में पहले जंगल थे, उन को जरखूब बनाया गया है। पिछले पन्द्रह बरसों में कलकत्ता, बम्बई और दिल्ली आदि स्थानों को डेवेलप किया गया है। इस स्थिति में अगर उत्तर बिहार का डेवेलपमेंट नहीं हुआ है, तो यह हमारा कुमूर नहीं है। वहां की जनता हवाई जहाज की सहूलियत न होने के कारण मफ़र करे, क्या इस के बारे में कार्यवाही करना सरकार का कर्तव्य नहीं है ?

Shri Sanjiva Reddy: That is exactly what we are doing. It is not the duty of the Corporation to develop areas. It is operated by a company which has to look into the profitability of each line.

The Bihar Government will have to prepare a programme to compensate for the loss that the Corporation is likely to suffer by operating such services. Then we can run them. I have no objection to it if the Bihar Government does it.

श्री शिव नारायण : अध्यक्ष महोदय, गोरखपुर ईस्टर्न यू० पी० का सब से बड़ा शहर है और—रेलवे मिनिस्टर यहां बैठे हुए हैं—रेलवेज का सब से बड़ा केन्द्र है। मैं सरकार से यह जानना चाहता हूँ कि इस के वावजूद वहां हवाई जहाज का चलना क्यों बन्द कर दिया गया है।

श्री सुरेन्द्रनाथ द्विवेदी : क्या रेलवे मिनिस्टर के जाने के लिए हवाई जहाज चाहिए ?

Shri Sanjiva Reddy: The question is about Bihar. If we go to Uttar Pradesh and then the adjoining Madhya Pradesh we will have to cover the whole of India.... (Interruptions) I am sorry, my friend tells me that it is about connecting some place in North Bihar with Gorakhpur. The principle that the Corporation is following is, if it is economic and paying, it is prepared to undertake it; not if it is losing. This is the general policy which the Company is following. If it is a paying proposition, we are prepared to have it. If it is a losing proposition, the State Government will have to compensate the loss. Then, we are prepared to put the services anywhere, in Gorakhpur, in north Bihar, in any place.

Shri Harish Chandra Mathur: The hon. Minister has made a very extraordinary statement that it is absolutely a commercial concern and that it is for the State Governments to make up for the losses. It is an absolutely extraordinary statement which the hon. Minister has made, running counter to all that has been stated on the floor of the House all the time. Even in your provision, you have allotted a

sum of Rs. 1 crore to cover the loss incurred by the Corporation itself and not even Rs. 20 lakhs have been spent in developing the routes. Being a monopoly concern, it is the responsibility of the Corporation to develop the country. That assurance was given on the floor of the House last time and a provision of Rs. 1 crores was made for this particular purpose and the whole House acclaimed it. Now, the hon. Minister makes an absolutely negative statement that it is not their responsibility but the responsibility of the State Government. May I know whether they have changed their policy?

Shri Sanjiva Reddy: There is no question of changing the policy. To the extent I know, my own State is paying compensation for the Visakhapatnam-Vijayawada service. That is the policy, but I am prepared to look into it again. Even if the losses are there, if that is the desire, I have no objection to run the services. If that is the policy, I am prepared to correct myself and accept the suggestion made by my friend.

Mr. Speaker: Shri Maurya.

Shri Harish Chandra Mathur: That is not a question....

Mr. Speaker: He says, he will look into it.

Shri Harish Chandra Mathur: It is not a question of my making a suggestion. Let him consult his colleague or somebody else. It is the statement made on the floor of the House.

Shri Sanjiva Reddy: They are paying. I am telling you that the State Governments have been paying.

Shri Harish Chandra Mathur: The policy has been reversed. You are talking..... (Interruption).

Mr. Speaker: Order, order. Shri Maurya.

श्री जीवंत : संसार में भगवान् गीतम बुद्ध के अनुयायियों की संख्या अर्थात् बौद्धों की संख्या लगभग नब्बे करोड़ है। हजारों

की तादाद में बौद्ध लोग तीर्थ स्थानों की यात्रा करने के लिए जाते हैं। क्या ऐसी कोई योजना भारत सरकार की है कि दिल्ली से सीधे सीधे बौद्धों के तीर्थ स्थानों को भ्रमार्थ बौद्ध गया, लुम्बिनी, कुशीनारा को मिला दिया जाए ताकि फारेन एक्सचेंज भी काफी मिल सके और जो बाहर से लोग आते हैं, उन को सुविधा भी मिल सके ?

Shri C. M. Poonacha: This matter is under consideration and when the fleet position of the I.A.C. improves, we hope to connect some of these places of importance.

Shri Surendranath Dwivedy: Is it not a fact that the Act which provides for the establishment of the Corporation visualises that the Corporation should not run only for commercial purposes but will take in view the overall transport needs of the country and plan for the convenience of the country as a whole and, if so, may I know whether the Corporation, while deciding the routes, take all this into consideration or not?

Shri Sanjiva Reddy: This general policy is correct that mainly it is a commercial organisation. But still in places where there is tourist traffic, even in spite of losing some money, we have naturally to open up the services. I agree that the policy is not completely commercial. But if it is of tourist importance or of some other industrial importance, even if there is a loss, we are running the service. Even now we are doing it.

श्री शशिरंजन : उत्तर बिहार में सैकड़ों एकड़ खेती की जमीन गवर्नमेंट ने एक्वायर्ड की और उस पर करोड़ों रुपया लगा कर हवाई अड्डा बनाया लेकिन वह हवाई अड्डा आज तक कई सालों से बेकार पड़ा हुआ है, उसका कोई इस्तेमाल नहीं हो रहा है। ऐसी हालत में यह कहना कहां तक सही है कि स्टेट गवर्नमेंट इन के साथ सहयोग

नहीं करती है ? क्या मंत्री महोदय विचार करेंगे इस पर कि यह खेती की जो जमीन बरबाद की गई और करोड़ों रुपया लगा कर हवाई अड्डा बनाया गया, उसको इस्तेमाल किया जाए। वहां के लोग इस बात के इच्छुक हैं कि हवाई जहाज का यातायात वहां से हो। ऐसी हालत में क्या प्राप सोचेंगे कि वहां कुछ किया जाये और हवाई अड्डे को काम में लाया जाए ?

Shri C. M. Poonacha: Which aerodromes?

Shri Shashi Ranjan: Mussafarpur and Raxual.

Shri C. M. Poonacha: These were the aerodromes which were referred to by my hon. friend, Shri Bibhuti Misra. As the hon. Minister has already said the Corporation operated the services and then it was a losing concern; therefore, it was not possible to continue the services. The traffic capacity was not sufficient to operate the services. In any case, we are considering this; we are examining...

Shri Bhagwat Jha Azad: He may see what the Public Accounts Committee have stated about it.

Shri C. M. Poonacha: We know what the Public Accounts Committee have stated. (Interruptions).

We want to acquire now smaller jet aircraft to operate on the short haul journeys and once we acquire them, it would be possible for us to consider this sector because they would be 28-seater smaller jet aircraft. When we acquire them, it would be possible, but with the present position, it may not be possible for us to operate as it would land the Corporation in heavy losses. That is the point at the moment. (Interruptions).

Shri Hem Barua: I rise on a point of order. Just now the hon. Minister said that commercial proposition was not the main thing in deciding upon the operation of services and that there were other considerations also.

Here the other Minister tells us that the service had to be stopped only because it would be a commercial loss.

Shri Sanjiva Reddy: He is taking only half of what I said.

Mr. Speaker: There is no point of order.

Shri Ranga: Unfortunately, the two Ministers are new to the Ministry. The three of us, the members of the Public Undertakings Committee and the other members of the Public Accounts Committee have had the opportunity of studying this particular matter and that was why our friend, Mr. Harish Chandra Mathur, had pertinently drawn the attention of the Minister to the fact that Rs. 1 crore had been set aside for developmental purposes irrespective of mere commercial considerations; of course commercial considerations also must be there. Therefore, may I ask the hon. Minister whether, in addition to the tourist interest and other interests, they have taken into consideration, in regard to north Bihar, the question of strategic interests—there we are bordering Nepal and also China—whether they would be good enough at least now, as the Minister has said, to give another look to this particular matter; whether they would try to consider this matter not only from whatever offers they would get from the Bihar Government but also in consultation with the Defence Ministry and see that two or three places in that area are developed and made approachable, easily accessible through plane service?

Shri Sanjiva Reddy: We shall look into all the angles that he has suggested.

Development of Agriculture

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*1075. **Shri P. R. Chakraverti:**

Shri Kapur Singh:

Shri P. H. Bheel:

Shri Narasimha Reddy:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether the attention of Government has been drawn to a Press

Report appearing in Statesman dated the 10th January, 1966 that a sharp difference in the approach to the development of agriculture exists between the Food Minister and the Planning Commission;

(b) if so, the details thereof and whether such differences are not seriously affecting production in the country; and

(c) the measures, if any, which have been/are being adopted to iron out these differences and evolve a connected approach?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Government's attention has been drawn to the Press Report on the proceedings of the Seminar organised by the National Tonnage Club of Farmers.

(b) and (c). No basic difference of approach between the Food Minister and the Planning Commission exists. The inference drawn in the Press Report is a sweeping generalization.

Shri P. R. Chakraverti: In view of the fact that the Agriculture Ministry is directly concerned with this vital question that affects the country, may I know what formal advice is tendered by the Planning Commission to the Agriculture Ministry?

The Minister of Food, Agriculture, Community Development and Cooperation (Shri C. Subramaniam): Generally in the formulation of the general plan, they come into the picture and for the implementation and actual detailed formulation of all these things, certainly the Agriculture Ministry is responsible.

Shri P. R. Chakraverti: In view of the fact that the Planning Commission is the repository of all experts and also in view of the fact that no two experts agree on any one point, may I know whether any workable arrangement has been entered into by the Planning Commission and the Agri-