

vators. The suggestion was to popularise containers which would be rodent-proof and would also enable fumigation of the foodgrains. Metal containers of one ton capacity referred to in the question would be one type of containers which would satisfy these requirements. The Government of Punjab have not yet communicated their reactions to this suggestion but are likely to finalise their views shortly.

(b) In relation to conventional methods, metal containers are mobile, light, rodent and damp proof and further capable of allowing fumigation.

(c) The question of making any subsidies available for such containers would be considered by the State Governments along with the proposal for popularising such containers in the States.

International Tourist Week in Delhi

487. Shri P. K. Deo;
Shri G. C. Naik;
Shri K. P. Singh Deo;
Shri A. Dipa;

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether the International Tourist Week has been inaugurated in Delhi;

(b) if so, the details of the programme and the amount spent in that respect;

(c) whether more tourists were attracted because of the celebrations; and

(d) if so, how does it compare with the tourist traffic in the corresponding period of the last year?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir. The International Tourist Week in Delhi was inaugurated on March 19, 1967.

(b) The details of the programme of the International Tourist Week are given in the Annexure appended.

[Placed in Library. See No. LT-222/67].

The expenditure incurred on International Tourist Week in Delhi was approximately Rs. 17,000 including amount spent on holding the International Tourist Poster Exhibition. This excludes the expenditure incurred by various private organisations which were co-operating in the celebration of International Tourist Week.

(c) and (d). It is not possible to give any figures of the tourists who were attracted specifically because of the celebrations. Furthermore, it is too early to judge the impact of the celebrations in Delhi and other parts of India on the tourist arrivals. The various facilities, concessions and other activities which are being observed as part of ITY are likely to show their results by the end of the year when it will be possible to compare the tourist arrivals with last year.

Operational Standard of I.A.C.

488. Shri Surendra Kumar
Tapurlah;
Shri Meetha Lal Meena;

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that despite increasing traffic there is a deterioration in the Indian Airlines Corporation standards of operation, efficiency, passenger's comfort and meals; and

(b) if so, the steps taken to improve them?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). There has been no deterioration in the standards laid down for operational safety and efficiency. Care is also taken to ensure that standards of passengers' comforts, meals and other amenities are not allowed to deteriorate. Whenever complaints are received from passengers about lapses on the part of the Corporation's staff these are enquired into and remedial action taken according to the nature of the complaint.

Due to labour trouble and other difficulties, the regularity and punctuality of the services have been affected to some extent during the last year. Constant efforts will continue to be made to further improve the efficiency and quality of service of the I.A.C.

Demand for Small Tractors

489. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Khagapathi Pradhani:
Shri Hirji Bhai:

Will the Minister of Food and Agriculture be pleased to state:

(a) the present demand for small tractors in the country; and

(b) the extent to which it is being met and the manner thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) It was originally estimated that during 1967-68 7,500 tractors would be required in the H.P. range 10-20, considering, however the actual size of the demand, it has been decided to make efforts for the import of 10,000 tractors in this range

(b) There is no indigenous production of tractors in this range and the requirement has to be met by imports. Arrangements have already been made for the import of 2000 tractors from U.S.S.R. and the question of import of the balance is under consideration.

Prices of Foodgrains

490. Shri D. N. Patodia:
Shri K. P. Singh Deo:
Shri Rajdeo Singh:
Shri Shambhu Nath:
Shri Nageshwar:
Shri Y. G. Gowd:

Will the Minister of Food and Agriculture be pleased to state:

(a) the landed price of the imported foodgrains and the procurement

price of the indigenous foodgrains in the various States;

(b) the sale price realised by Government on both these types of foodgrains; and

(c) how the difference between the two prices, that is, between the landed and the procurement prices on the one hand and the sale price realised on the other hand is accounted for?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The landed price of foodgrains imported from different countries during 1966-67 (Post devaluation) is estimated as under:—

Foodgrains	Landed price (Rs. per quintal)
Wheat	66.46
Rice	102.50
Milo	52.10
Maize	60.86

The procurement prices of indigenous foodgrains in various States are given in the statement laid on the Table of the Sabha. [Placed in Library See No. LT-223/67].

(b) The issue prices at which these various foodgrains are supplied to the consuming State from the Central stocks are as under:—

Foodgrains	Issue Price (Per quintal)
Wheat (imported)	Rs. 55.00
Rice	Rs. 72.00 (Imported and to indigenous rice is pooled and sold at the same price) Rs. 81.00
Milo (imported)	Rs. 40.00
Maize (imported)	Rs. 45.00