

we are doing whatever we can to facilitate the entry of foreign tourists to this country. There were certain restrictions, and every country has some, but they are under constant review so that they can be facilitated—(Interruption).

श्री श्रीकार लाल बेरवा : मैं माननीय मंत्री से पूछना चाहूंगा कि उदयपुर और चित्तौड़ जो हिस्टोरिकल इम्पोर्टन्स की जगह हैं वहाँ पर टूरिस्टों का बहुत ज्यादा आना जाना है, उदयपुर एयरपोर्ट को डबलप करने के लिये जो स्कीम बनी थी, वह कब तक पार पड़ेगी? चित्तौड़ जाने के लिये भी उदयपुर एयर-पोर्ट का ही प्रयोग होता है, लेकिन वहाँ पर कोई बड़ा वाइकाउन्ट नहीं उतर सकता है इस वजह से टूरिस्टों को काफी दिक्कत होती है और इमहमदाबाद से दाईं कार आना पड़ता है, इस लिये यह बहुत जरूरी है कि उदयपुर के एयरपोर्ट को डबलप किया जाय और वहाँ पर एयर-सर्विस का एडवांटेज दिया जाय, मैं जानना चाहता हूँ कि उदयपुर एयर-पोर्ट के डबलपमेंट के लिये सरकार के पास क्या स्कीम है?

Shri Bal Raj Madhok: He has not completed his answer, to my question

Mr. Speaker: No specific answer can be given.

Dr. Karan Singh: First, I shall complete the answer to the question put by Shri Bal Raj Madhok. He made a very interesting suggestion. There are certain areas in Bhadarwah (Jammu State) and Chamba which can become tourist resorts. I will certainly look into them and do whatever we can to develop those areas.

Mr. Speaker: Also Udaipur airport.

Dr. Karan Singh: Yes; we will look into it.

#### WRITTEN ANSWERS TO QUESTIONS

##### Airport Restaurants

\*86. Shri George Fernandes: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have received reports that the cost of food and refreshments served at airport restaurants and snack-bars is two to four times the cost in any average restaurant; and

(b) if so, the steps taken to stop profiteering at the airport restaurants and snack-bars?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). Prices at airport restaurants are fixed by the Civil Aviation Department to cover most of the items of food & drinks served therein and are comparable with those prevailing in first class restaurants or hotels in the city. Complaints about high prices have been received but these were found to be more with reference to prices prevailing in restaurants or hotels of a lower standard. There have been no complaints of prices being charged in excess of the authorised tariffs.

##### Mexican Variety of Wheat and Bajra

\*87. Dr. Karni Singh:  
Shri Onkar Lal Berwa:

Will the Minister of Food and Agriculture be pleased to state

(a) whether any experiments have been carried out in the Government Agricultural Demonstration Farms to produce the Mexican variety of wheat and hybrid Bajra in the Ganganagar area of Rajasthan;

(b) if so, the per-acre yield of the two commodities; and

(c) the steps taken for the extensive use of these varieties to increase production throughout the country?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The information is being collected from the State Government if any experiments have been conducted on Mexican Variety of wheat and Hybrid Bajra in the district of Ganganagar area.

(b) The results of National Demonstrations conducted throughout

the country reveal that in Rajasthan, Shora-64 gave an average yield of 4662 Kg. per hectare and the figure for bajra is not yet available.

(c) The overall target of 32.50 million acres proposed to be brought under the cultivation of the high-yielding varieties by the end of the Fourth Plan period, includes 8.00 million acres for Mexican wheat and 4.00 million acres for hybrid bajra. The High-Yielding Varieties Programme was initiated in the beginning of 1966-67. The coverage of area under the Mexican varieties of wheat and hybrid bajra during 1966-67 and 1967-68 is as follows:

Year	(in lakh acres)	
	Mexican wheat	Hybrid bajra
1966-67		
Kharif (Actual)	—	1.01
Rabi/Summer (Target)	15.48	0.93
Total	15.48	1.94
1967-68		
Kharif (Target)	—	10.57
Rabi/Summer (Target)	45.56	1.50
Total	45.56	12.07

Arrangements have been made to meet fully the requirements of the High-Yielding Varieties Programme in respect of the various inputs like seeds, fertilisers, pesticides, etc.

#### Withdrawal of Subsidy on Foodgrains

\*28. Shri Geshiyar: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have any proposal under consideration to withdraw the subsidy on the foodgrains supplied to the States;

(b) whether there had been a uniform pattern in the rate and quantum of subsidy given to the various States; and

(c) the reasons for the move to withdraw the subsidy?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (c). Following the recommendations of the Foodgrains Policy Committee, the Conference of Chief Ministers held in November, 1966 had suggested that the subsidy on foodgrains issued from Government stocks should be withdrawn gradually. No decision has yet been taken about the implementation of this suggestion.

(b) Yes, Sir. The pattern of subsidy which involves issue of foodgrains from central stocks at prices lower than the economic cost is uniform between different States. The quantum of subsidy, however, varies from State to State.

#### Hindustan Shipyard, Visakhapatnam

\*29. Shri Tenneti Viswanatham: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Hindustan Shipyard at Visakhapatnam is running at a loss;

(b) if so, the reasons therefor; and

(c) the steps taken to run the Shipyard on profit?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes, Sir.

(b) The cost of construction of ships at the Hindustan Shipyard Ltd. is higher than the cost of building comparable ships at established shipyards overseas. As ships built at the Hindustan Shipyard Ltd. are made available to shipowners in India at a price which is on par with the world price for comparable ships there is a loss to the Shipyard.

(c) Action is being taken to rationalise production schedules, re-orient administrative and financial procedures and improve upon existing training programmes. It is hoped that these measures will result in an improvement in the working of the Shipyard.