

produce deliveries should not be deprived of nutritious food. The Ministry has kept their needs in mind and has issued recommendations. Before the beginning of this year's harvest, it sent out its suggestions to the various regional offices concerning distribution of local produce to their regions, in addition to supplying other regions. Air freight agencies responded to this hint. In March an inter-republic wholesale market was held in Moscow, at which the air freight agencies concluded delivery agreements with fruit and vegetable suppliers. All the agreements were then examined at the Ministry of Civil Aviation, which suggested only a few minor changes. As a result, it was these agreements which determined the scheduling of flights to one region or another during this year's fruit and vegetable harvest.

However, given the complexity of this process, whether fresh produce actually reaches the northern tables at the right time does not depend on the time at which the agreements were signed or on the provisions of the agreements. The fields of many produce-growers were hard hit by rain in May-June. Air freight organizations began to sign new agreements very efficiently in regions with good fruit and vegetable harvests. They were helped by freight shipment and postal freight services in the regions supplying fresh produce.

Taking this situation into account, the State Committee for the Agricultural Industry decided to include the produce deliveries beyond the quota within the country-wide Food Program. Air freight agencies did not neglect the deliveries they were scheduled to make as part of their quota, however; instead, additional resources were located for them and their deadlines were moved forward. By