

fishery jetties at Talchuan, Jamboo and Tantiapal of Cuttack district is pending before Government for approval;

(b) if so, by when the above proposals would be approved; and

(c) what are the reasons for delay, if any?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN):

(a) to (c) Proposals for construction of fishery jetties at Talchua and Jamboo cluster of villages in Cuttack district which includes the Tantiapal village, were received from the State Government of Orissa. On examination, it was found that the proposal for Talchua was in complete. The State Government was advised to prepare and resubmit the feasibility report in consultation with the Central Institute of Coastal Engineering for Fishery, Bangalore. In case of Jamboo, the State Government was requested to confirm that no forest land was involved in the development of facilities and that the project had been cleared from environment angle.

Old Palm project in Gujarat

1825. SHRI SHAMIM HASHMI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Gujarat is planning any oil palm project and if so, the details thereof;

(b) whether it is a fact that Technology Mission on Oilseeds as well as ICAR R & D despite claims of breakthroughs in new oilseeds over last 10-15 years, have failed to improve its productivity and production; and

(c) whether Government propose to close down ICAR or totally revamp it?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI

MULLAPPALLY RAMACHANDRAN):

(a) Yes Sir. The Department of Horticulture, Government of Gujarat is planning to take up 24 oil palm demonstration plots of one hectare each in identified areas.

(b) No, Sir. The production of oilseeds has increased to around 19 million tonnes in the year 1990-91 from 10.8 million tonnes in the year 1985-86, representing an increase of 76 per cent. During the same period, productivity per hectare of oilseeds rose from 570 kgs. to 784 kgs., an increase of 37.5 per cent.

(c) No Sir. There is no such proposal under consideration.

1826. [Transferred to 30 July, 1991]

Loss of Food Grains due to inadequate Storage Capacity

1827. SHRI SHIV PRATAP MISHRA: Will the Minister of FOOD be pleased to state:

(a) what is the total foodgrains loss suffered by Food Corporation of India due to lack of storage capacity and also due to pests during the year 1989, 1990 and so far in 1991; and

(b) what measures have been taken to reduce the same?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (INDEPENDENT CHARGE) (SHRI TARUN GO-GOD): (a) The Food Corporation of India incurs losses of foodgrains during storage and transportation. The transit and storage shortages for 1991-92 will be known after the close of the financial year when the accounts are finalised. Accounts for 1990-91 have not been finalised so far.

Storage and transit shortages for the food-

grains during the year 1989-90 were as follows:

Total storage and transit losses

Quantity
(in Lakh Mts.)

Percentage of Loss on
Purchase — Sales in
Terms of Quantity

2.96

0.85

(b) The steps taken by the FCI to reduce the storage and transit losses are:

(i) Strict enforcement of quality specifications relating to moisture during procurement of foodgrains;

(ii) Reduction in the quantum of foodgrains filled in each bag;

(iii) Installation of weigh-bridges in depots having capacity of 5000 tonnes or more;

(iv) Minimising the use of open wagons;

(v) Administrative measures such as tightening of security at depots, intensifying surprise checks, assuring regular stock verifications etc.;

(vi) Augmentation of covered storage capacity;

(vii) Introduction of machine stitching of bags.

Charges for Payment to Wagon Builders

1828. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) what were the recommendations made by the Finance Ministry with regard to the quantum of the fabrication charges for payment to wagon builders;

(b) whether it is fact that Private Wagon Builders are given ten per cent more for fabrication as compared to public sector wagon builders;

(c) If so, the reasons for it;

(d) whether it is also a fact that some wagon builders have been over-paid

crores of rupees per year because of the miscalculation by the Bureau of Industrial Costs and Price (BICP) and the Cost Accounts branch of the Finance Ministry; and

(e) If so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Ministry of Finance have recommended payment of overhead percentage of 182 per cent for the Private Sector and 200 per cent Public Sector.

(b) No, Sir.

(c) Does not arise.

(d) No, Sir.

(e) Does not arise.

Hike in the Rate of Escalation

1829. SHRI JAGDISH PRASAD MATHUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the rate of escalation at the rate of point zero one per cent to be paid to M/s. Bharat Electric and Steel Company Limited and M/s. Hindustan Development Corporation for manufacturing of CMS crossing (as agreed to in their agreement with Railway Board) has been raised to much higher per cent;

(b) if so, what was the enhanced rate and the extra amount involved in its payment; and