

AZAD): (a) Transit losses occur in the Food Corporation of India due to various causes such as spillage during handling,

transhipments, movement in open wagons, pilferage and theft etc. The transit losses during the last three years are as follows:

Year	Transit Q.y. (Lakh MT)	Loss Value (Crores Rs.)	Percentage of Transit Shortages
1980-81	3.61	54.95	2.13
1981-82	4.09	71.41	2.52
1982-83	5.14	97.75	2.73

(b) No, Sir. As on 1-1-84 the Food Corporation of India had owned and hired storage capacity of 17.17 million tonnes against a stock of 12.4 million tonnes of foodgrains as on 1-2-1984.

(c) and (d) No, Sir. The FCI procures foodgrains strictly according to the specifications laid down by the Government.

Study to suggest means to cut down
F.C.I. Losses

*52. SHRI RAMANAND YADAV:

SHRIMATI AMARJIT KAUR:

Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether it is a fact that an official study was conducted and a report was submitted to Government as to how the Food Corporation of India could cut losses in storage and transit in the year 1984; and

(b) if so, what is the percentage of foodgrains losses in storage and transit in the F.C.I. godown during the last three years and what are the measures which have been suggested by the study group to cut down the losses and what are the reasons of such huge losses of foodgrains in transit and storage in the F.C.I. godowns?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): (a) The Administrative Reforms Wing of the Department of Personnel and ARs had undertaken a study relating to shortage of foodgrains during transit and storage in Food Corporation of India and submitted its report in the year 1983.

(b) The percentage of foodgrains losses in storage and transit in the Food Corporation of India on the total volume of operations (purchase and sales) during the last three years was as under:—

Year	Percentage
1980-81	2.76
1981-82	2.28
1982-83	2.37

The transit and storage losses arise due to a variety of reasons such as rain, flood, cyclone etc. or deterioration in quality during the long storage, moisture loss, losses due to multiple handling and movement etc., theft and pilferage. Therefore some transit and storage loss is inherent in the nature and magnitude of operations undertaken by the Corporation. The points touched in the report of the Study Team and recommendations made mainly relate to super inspection system, losses in Central Warehousing Corporation/State Warehousing Corporations, paddy losses,

weighment etc., quality of jute bags/jute twine, physical verification of stocks, movement of foodgrains and interfacing with the Railways.

रामा नन्द यादव : क्वेश्चन न० 52
 भी सिमिलर है इसलिये इसको भी इसके साथ ले लिया जाए ।

श्री सभापति : ठीक है, दोनों एक ही जैसे हैं, दोनों को साथ-साथ ले रहे हैं । आप भी पूछ लीजियेगा ।

SHRI SHRIDHAR WASUDEO DHABE: Sir, the picture given by the hon. Minister is really very disturbing and this is closely linked with the public distribution system, where, proper foodgrains should be supplied by the Food Corporation of India. The statement itself shows that the losses have gone up from Rs. 54 crores in 1980-81 to Rs. 97 crores in 1982-83. May I know from the hon. Minister whether any study has been made as to what are the reasons for the losses and whether any steps have been proposed to reduce these losses? They have mentioned here some reasons for the losses, such as handling, pilferage, theft and so on. I would like to know what is the extent of loss due to pilferage and theft in the Food Corporation of India godowns and whether any study has been made?

SHRI BHAGWAT JHA AZAD: It is true that in terms of percentage of transit shortages and loss, the figure has gone up. But here, you should also take into consideration the volume of sales and purchase during these years. If you take that into consideration, you will find that there are some normal factors like spillages, bleeding of the bags, transshipment losses and so on. You should note that foodgrains are transported from Punjab to Tamil Nadu and to the North-Eastern States, for example, in open wagons. These are certain things which we want to avoid, but we are not in a position to do so. I would like to give here some figures. In 1980-81, the volume of purchases and sales was to the tune of

232.55 lakhs tonnes and from this, in 1982-83, we have gone up to 312.78 lakhs tonnes. This shows that the volume of business has considerably increased. You should also take into consideration the fact that there are 6,000 purchase centres and about 1,330 storage and transshipment points.

Sir, all these result in transit losses and that is why the percentage has gone up. That is one part. About the second part, I have submitted. But it is not only the rodents and the rats, the four-footed creatures, which are responsible for the losses. There are two footed 'rats' as well as we are trying to control them by our strict measures, by surveillance, by having moving squads and other things. That is what we are doing and we are trying to control it. But, Sir, it is not possible for me to give any separate figures for this because the transit losses occur on the way, in the trains, etc., and, therefore, I cannot give the figures.

MR. CHAIRMAN: You cannot give separate figures?

SHRI BHAGWAT JHA AZAD: No, Sir.

SHRI SHRIDHAR WASUDEO DHABE: Sir, I put my second supplementary. The Minister has not replied to my question. I asked him whether any study group or any committee has been appointed for finding out the reasons for such a large-scale theft and pilferage. He has not answered that question. May I know from the honourable Minister whether during the last three years any study has been conducted into this question by any expert committee? Secondly, I would like to know whether any action has been taken against any person including the staff for theft and pilferage which even according to the FCI, is on a very large-scale.

SHRI BHAGWAT JHA AZAD: Sir, from time to time we do appoint committees to look into this problem because we propose to cut down the losses that are there in transit. Therefore, Sir, I would like to state that there was the Dave

Committee in 1968, then the Juneja Committee in 1972 and the FCI itself had appointed a Directors' Committee, and they have given their reports in which they have suggested certain measures by which we can stop this and we are trying to implement these measures. They have said that strict supervision should be there from the point of loading to the point of unloading and in transit and this should be taken into consideration. They have said that we should have moving squads and that we should try to have surprise checks, and we should try to punish the officers, which the honourable Member himself has said. We have punished. But I cannot give the figures. But we want to have and we are trying to have a list of such officers or such employees of the Food Corporation of India against whom we should take action. Whenever we have complaints either from the VIPs, from the honourable Members or from our own vigilance department, we try to take action and we do take action.

MR. CHAIRMAN: Yes, Mr. Kalmadi.

SHRI SURESH KALMADI: Sir, it is a well-known fact that the losses are due to pilferage as the Minister himself has admitted. But he has not admitted the foodgrains losses due to storage and due to the foodgrains being substandard. Foodgrains worth millions of rupees have gone down the drain as "grain drain" in this country and the art of pilferage has been really mastered. You have given the orders—you are aware of it—that the trains have to be loaded only during day-time. But, today, your officials, in connivance with the Railway Ministry people, delay the trains and they load the foodgrains in the dark and the foodgrains are taken to the end of platform and pilferage takes place. You are well aware of this fact. You have also said that over Rs. 100 crores is the loss due to pilferage. But I do not know why in your answer you say that there is no storage loss. You have admitted on the floor of this House that there has been storage loss to a great extent. I think there is confusion among the Food Corporation of India and the Warehousing Corporation people.

MR. CHAIRMAN: You have only said about the pilferage in a particular way. You have said that pilferage takes place by delaying the trains so that loading can take place at night. (*Interruptions*). I think the Railway Ministers are already consulting together.

SHRI SURESH KALMADI: Since the Minister has accepted pilferage. I would like to know what action he has taken against the people concerned, how many people have been caught so far and how many of the officials have been caught because a hundred crores of rupees' worth of foodgrains are gone. I want to know against how many people action has been taken so far.

SHRI BHAGWAT JHA AZAD: Sir, the honourable Member has put a question about transit losses and, therefore, I have replied accordingly. He has not said about storage losses, and, therefore, I have not replied. I should reply only according to the question. So, I have not said. It is only put into my mouth that I have denied any loss on storage account. That is number one.

SHRI SURESH KALMADI: Rs. 500 crore worth of loss is there and he is going by the wording. (*Interruptions*).

SHRI BHAGWAT JHA AZAD: Please listen to me. You have put your question. If you will give me your ear, not mouth, I will be able to convince you.

SHRI SURESH KALMADI: I shall give you my ear.

MR. CHAIRMAN: He wants to give you both.

SHRI BHAGWAT JHA AZAD: I want one after the other, not both at the same time.

The hon. Member wants to know about what punishment has been given to the officers.

MR. CHAIRMAN: Have you caught anybody?

SHRI BHAGWAT JHA AZAD: Not one, plenty. After all, action is taken on the basis of the enquiry. Some have been dismissed, some have been suspended and in respect of some increments have been stopped. If the hon. Member wants details, I can place them on the Table of the House.

SHRI SURESH KALMADI: Yes, I want the details.

SHRI BHAGWAT JHA AZAD: I would like to say that whenever we get such things, we set up an enquiry. We have our own vigilance allover. We have got the flying squad. The moment we get such complaints from outside or from our own vigilance, we do take strict action and I propose to take strong action in future also.

SHRI SURESH KALMADI: Action has not been taken on the losses worth more than Rs. 500 crores.

MR. CHAIRMAN: He has informed you. (Interruptions).

श्री रामानन्द यादव : मेरा नाम भी है क्योंकि कवेशचन 52 को भी इसमें शामिल किया गया है ।

श्री-सभापति : ये दो दिन से कोशिश में लगे है मगर समय ही नहीं मिलता ।

श्री बीरेन्द्र बर्मा : श्रीमन्, मंत्री जी ने कहा कि फिलिफरेज, थ्रेट और ट्रांसपोर्ट आदि में जो नुकसान होता है, उसके निवेकमेटो बैठी है और उनका रेकमन्डेशंस को इम्प्लीमेंट किया जा रहा है । मैं यह नहीं समझ पाया कि रेकमन्डेशंस को इम्प्लीमेंट भी कर रहे है और प्रति वर्ष,

इनकी जो गिपोर्ट है, उसके हिसाब से लासेज भी बढ़ते जाते है । इनको 90 करोड़ से अधिक का लाभ हो गया है । तो क्या मंत्री जी पुनः इस गंभीर प्रश्न पर गहराई में विचार करते हुए इसके नुकसान को रोकने के लिए ठीस कदम उठायेंगे ? क्या इस बारे में उनके पास कोई स्कीम है, कोई योजना है ? दूसरा एफ० सी० आई० एक बड़ी अन-बिल्डी बाड़ी है तो क्या मंत्री महोदय इसको वाइफरकेट करेंगे, इसका रीजनल वेसिस पर छोटा बनाने की क्या सरकार के पास कोई स्कीम है जिससे कि इस नुकसान से बचा जा सके ।

श्री भगवत झा आजाद : सभापति महोदय, मैंने यह जवाब दिया कि 1980-81 की तुलना में 1982-83 में पर-सेन्टज बढ़ा है । मैंने साफ साफ यह भी बताया है...

श्री सभापति : क्वॉंटिटी भी बढ़ गई है ।

श्री भगवत झा आजाद : परचेज और सेल काफी बढ़ी है । ट्रांसपोर्टेशन वही है, थू रेलवे के, शिपमेन्ट प्वाइंट वही है, स्टोरेज काफी बढ़ गया है, परचेज सेन्टर बढ़ गये है, हैंडलिंग प्रावलम्ब है, फलड और रेन इसको इन्फैल्ट करते हैं । इसलिये कुछ तो यह अन अवाइडेबिल है । लेकिन मैंने साथसाथ यह भी कहा कि जहां तक फिलिफरेज और थ्रेट का प्रश्न है इसको अलग आंका जा सकता है उस पर कन्ट्रोल

कारने के लिये भी कार्यवाही की जा रही है। माननीय वीरेन्द्र जो क्योंकि बहुत बार मंत्री रह चुके हैं, बहुत पाटियों में रहे हुये हैं, इसलिये उनको बहुत खासा अनुभव होगा कि ऐसा क्यों होता है ? यह उनको मालूम ही होगा ... (व्यवधान) ...

श्री सभापति : उनको सब मालूम है।

श्री भगवत झा आजाद : इसलिये मैं बताना चाहता हूँ सभापति महोदय कि यह जो बात हो रही है उसमें बात यह है कि एफ० सी० आई० अन विल्ट नहीं है। प्रश्न उसकी प्रोपरली रीत करने का है। अभी कोई ऐसी आवश्यकता नहीं है प्रश्न न ही कोई प्रपोजल है कि एफ० सी० आई० विल्ट किया जाय। अभी एफ० सी० आई० दिल्ली से ही नहीं, हर स्टेट में बड़े-बड़े रोजनल सेंटर हैं, हमारे जोन है उनके थ्रू हम आपरेट करते हैं और ठीक तरह से करते हैं।

श्री वीरेन्द्र वर्मा : मान्यवर, माननीय मंत्री जी बताये कि पिलफ्रेज और बोट में कितने परसेन्ट प्रतिवर्ष बढ़ोतरी हुई है ?

श्री भगवत झा आजाद : मैंने इसका जवाब दे दिया है आपको तीन बार।

श्री सभापति : पिलफ्रेज कितना बढ़ा है ?

श्री वीरेन्द्र वर्मा : मान्यवर, क्या जवाब दिया है।

श्री भगवत झा आजाद : मैंने जवाब दिया है कि 1980-81 की तुलना में परसेन्ट टैंसिट लास में बढ़ा है। कलमाडी साहब के जवाब में मैंने कहा कि यह सम्भव नहीं है। ट्रांसपोर्टेशन हैंडलिंग में स्टोसेज में इसकी तुलना में पिलफ्रेज का परसेन्ट क्या है यह न रखा जाता है और न सम्भव है।

MR. CHAIRMAN: All right. Mr. Malik.

श्री रामानन्द यादव : आप ईधर देखते नहीं (व्यवधान) हमको क्यों नहीं देते (व्यवधान)

कुमारी सरोज खापड़ : आप को यादव जी को मौका देना चाहिए था।

श्री रामानन्द यादव : आपने हमारे क्वेश्चन नम्बर 52 को टैंग किया। आपको हम लोगों को मौका देना चाहिये था।

श्री सभापति : अच्छा अब मैं इसको अनटैंग कर के क्वेश्चन आधर ओवर कर देता हूँ। (व्यवधान)

श्री रामानन्द यादव : धन्य है महाराज (व्यवधान)

SHRI KALYAN ROY: Sir, before you go....