

West Bengal have suggested to the Government of Bihar that a joint survey may be taken up immediately for determining the present course of the mid-stream and the location of the area in question vis-a-vis the mid-stream i.e. either in Bihar or West Bengal. Measures to acquire the land will be taken after the results of these surveys are known.

KUDA GOODS-CUM-PASSENGER TRAIN

1425. SHRI I. K. KALANIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the coach from Kuda goods-cum-passenger train (Dhrangadhra Section), which has since been suspended, was the only source of traffic for more than 500 labourers who are engaged in salt industry; and

(b) if so, on what ground it has been suspended and when it will again be put on the rails?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) and (b) The III class coach running by Shuttle Pilot train between Dhrangadhra and Kuda has been discontinued from 13-11-1972 due to poor patronage and availability of alternative road transport.

IRRIGATION AND POWER PROJECTS

1426. SHRI M. K. MOHTA:

SHRI K. P. SINGH DEO:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the State-Wise Irrigation and power projects the execution of which has been delayed and is likely to be further delayed and the reasons therefor; and

(b) the steps taken by Government for speedy execution of these projects?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI BAIJ NATH KUREEL): (a) and (b) The Fourth Plan targets were 4.8 million ha. of additional irrigation potential for major and medium schemes and 9.2 million kW of additional power generation.

Owing to the rise in cost of projects, delay in supply of power generation equipment, civil works etc. a shortfall of 1.2 million ha. of irrigation and 3 million kW of power generation is anticipated. These are principally from the Nagarjunasagar (Andhra Pradesh); Gandak (Bihar and Uttar Pradesh); Kosi (Bihar); Rajasthan Canal (Rajasthan); Ramganga (Uttar Pradesh) irrigation projects and Beas (Punjab, Rajasthan and Haryana); Iddikki (Kerala); Kundah and Ennore (Tamil Nadu); Ukai Thermal (Gujarat); Koyna (Maharashtra); Balimela (Orissa); Patratu (Bihar) and Baira Siul and Rajasthan Atomic Power Projects.

The State Governments have been advised to provide maximum possible allocations for completing the schemes on which appreciable progress has already been made. The progress of the projects is reviewed frequently and efforts are made to the extent possible to remove the difficulties encountered.

COMPENSATION AMOUNT PAID FOR GOODS LOST OR DAMAGED

1427. SHRI M. K. MOHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the compensation amount paid by Government on account of loss or damage of goods rose from Rs. 6 crores in 1966-67 to Rs 12 crores in 1970-71;

(b) if so, what are the reasons for the sharp rise in the compensation amount paid and also the amount of compensation paid by Government during 1971-72; and

(c) the steps taken by Government to check such losses so as to minimise the compensation amount?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):

(a) Yes.

(b) The increase is mainly attributable to increase in traffic, the general rise in the prices of commodities and deterioration in the law and order situation, during the subject period. The amount of compensation

paid during 1971-72 was Rs 1268 lakhs

(c) The measures taken to check losses and minimise compensation are enumerated in the statement placed on the Table of the Sabha

STATEMENT

The following are the principal measures taken to prevent reduce the incidence of claims for compensation.

(i) A campaign was launched early in 1972 for reducing thefts and pilferages of goods from Railways. For this purpose Joint Committees have been formed in the different States comprising of Officers of the State Government, Railway Officers and representatives of the Trade Unions

(ii) Joint Committees have also been formed at basic levels at important goods-sheds Transshipment points, Loco Sheds and Stores Depots. These Committees consists of Railway representatives and representatives of Trade Unions

(iii) Close supervision over loading and unloading of selected commodities at selected stations

(iv) Escorting of goods trains carrying valuable consignments/foodgrains in open wagons by the armed Railway Protection Force personnel in vulnerable sectors

(v) Patrolling by armed Railway Protection Force personnel as well as by Dog squads in vulnerable and major yards

(vi) Deployment of Crime Intelligence staff of the Zonal Railways and the Central Crime Bureau staff of the Railway Board for collection of crime intelligence with a view to tracking down criminals and receivers of stolen property

(vii) Maintenance of close co-ordination between the Railway Protection Force, the Government Railway Police and the local police at various levels for dealing effectively with criminals and receivers of stolen property as also railway employees conniving with criminals.

(viii) Organising of drives against incidence of panel cuts and body cuts in wagons with a view to localising this mischief which is the main cause of pilferages and getting the wagons repaired early

(ix) Emphasis on proper packing and marking of packages and labelling of wagons to avoid their going astray or getting delayed in transit.

(x) Emphasis on correct documentation and securing of the relevant documents with the wagon.

(xi) Provision of brackets inside wagons for putting in additional labels

(xii) Loading of goods damageable by wet in water-tight wagons and speedy repair of wagons that are not water-tight.

(xiii) Proper revetting of wagons and E.P. Locking of wagons carrying valuable goods so as to prevent running train thefts

(xiv) Insistence on provision of dunnage where required, in case, for instance, of wagonload consignments of sugar, grain and pulses and oilseeds

(xv) Taking of Special precautions when damageable goods are transported in open wagons, such as covering them securely with tarpaulins and, where necessary, providing escorts

(xvi) Ensuring padlocking of luggage vans, parcels vans, etc

(xvii) Educating staff and labour in careful handling of goods and organising now and again 'stop rough handling' and 'stop rough shunting' campaigns

(xviii) Fixing staff responsibility in as many cases as possible.