

accepted tender was neither from a ship owner nor from his agent.

4. The Director General of Shipping did make certain observations regarding the procedures followed by the Indian Oil Corporation which have since been explained by the Corporation. It will not be correct to say that any loss resulted from this deal as no lower offer was on hand at the time when the tender for \$ 5.50 per tonne was accepted.

WHEAT MISSING IN TRANSIT

•299. SHRI R. CHANDRASEKHARAN:
SURI SURAJ PRASAD: SHRI
MONORANJAN ROY:

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to the U.N.I. Press report which appeared in the 'Indian Express', Madurai edition on the 27th September, 1972 and also in other newspapers to the effect that 27 railway wagons containing 800 tonnes of wheat were found missing while in transit from Punjab and Haryana to Orissa;

(b) if so, what are the details in this regard and what action has been taken against the persons responsible for the loss; and

(c) whether the missing wheat has since been traced, and if not, what is the cash value involved ?

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

(b) and (c) Information so far obtained reveals that 253 wagons loaded by Food Corporation of India with wheat meant for destinations in Orissa were diverted at Mughalsarai to destinations in Bihar and West Bengal during the months of April, May, August and September, 1972. Similarly 52S wagons of wheat loaded by Food Corporation of India for destinations in Bihar and West Bengal were diverted to destinations in Orissa by Food Corporation of India authorities in the same

period. The 27 wagons referred to, formed part of the 253 wagons mentioned above. It cannot, therefore, be said that there has been any loss of wheat consignments.

WAGONS FOR TRANSPORTATION OF COAL TO GUJARAT STATE

821. SHRI I. K. KALANIA: Will the Minister of RAILWAYS be pleased to state :

(a) the number of wagons demanded by the different industries situated in Gujarat State for transportation of coal during the years 1971 and 1972;

(b) the total number of wagons supplied for the purpose during the above period;

(c) the reasons for the short supply of wagons, if any, for coal movement; and

(d) the steps taken or proposed to be taken by Government to regularise the supply of requisite number of wagons for coal movement ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b) The demands for wagons vary from month to month depending upon various factors and the recommendations of the State Government and the sponsoring authorities. The total number of wagons demanded and supplied for movement of different types of coal to Gujarat are given below :—

Approximate figures in four-wheeler wagons:

	Demanded	Supplied
1971	199468	107436
1972 (up to Oct.)	156860	103569

(c) The shortfall in movement as compared to demands was mainly due to the programmes being far in excess of the loading capacities of certain collieries and fields, cancellation of indents by the collieries after allotment of wagons, preference in movement of coal to power houses for increased thermal generation etc.

(d) Constant efforts are being made to improve coal loading further from the different coalfields.