

## **RAJYA SABHA**

*Friday, the 3rd December, 2004/12 Agrahayana, 1926 (Saka)*

The House met at eleven of the clock, MR.  
CHAIRMAN in the Chair.

### **ORAL ANSWERS TO QUESTIONS**

#### **Safety of the goods carried by the Railways**

\*41. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that goods carried by the Railways which was over 88 per cent in 1970s have come down to merely 40 per cent in late 1990s;

(b) if so, how far lack of safety of carriages, pilferage of goods spreading corruption and ill-maintenance of rail-wagons and other equipments are responsible for the less earnings of the Railways from goods and freight; and

(c) what additional safety measures and other steps including raids are being taken by Government this year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A Statement is laid on the Table of the House.

#### ***Statement***

(a) No, Sir. In the year 1970-71, the Railways carried 69 percent of goods traffic which came down to around 40 per cent in the year 1995-96.

(b) No, Sir. On the contrary, number of claims for compensation for loss, damage, deficiency, deterioration of goods have significantly reduced and proper maintenance of wagons is being ensured.

(c) Checks to prevent claims, pilferages, overloading etc. are being conducted on regular basis.

**श्री कलराज मिश्र :** सभापति महोदय, मैंने जो प्रश्न पूछा है उसमें "ख" भाग में यह सवाल है कि यदि हां, तो ढुलाई में सुरक्षा का अभाव, माल की चोरी, व्याप्त भ्रष्टाचार तथा रेल और अन्य उपकरणों का समुचित रख-रखाव न किया जाना, रेलवे को माल और भाड़े से हाने वाली आय में कमी के लिए किस हद तक उत्तरदायी है? और उसका उत्तर दिया है, जी नहीं। इसके विपरीत माल की हानि, क्षति, कमी, खराबी के लिए क्षतिपूर्ति के दावों की संख्या में उल्लेखनीय कमी हुई है और माल डिब्बों का उचित रख-रखाव सुनिश्चित किया जा रहा है।

सभापति महोदय, इसका प्रश्न के उत्तर से कोई तालमेल नहीं है, कोई तारतम्य नहीं है। लेकिन हमने चोरी की बात कही है। मैं आपका ध्यान आकृष्ट करना चाहूंगा और कहना चाहूंगा कि इसके बारे में मंत्री जी अपना जवाब दें। मेरे पास इंडियन रेलवेज ईयर बुक 2002-03 है। मैं बताना चाहूंगा कि वर्ष 2001-02 में 2556 केस चोरी के रजिस्टर्ड हुये थे और 1274 व्यक्ति अरेस्ट किये गये थे और उनसे 84.86 करोड़ रुपये की रिकवरी हुई थी। इसी तरीके से वर्ष 2002-03 में 2429 केस चोरी के रजिस्टर्ड किये गये थे और 1228 व्यक्ति अरेस्ट हुए थे तथा 158.53 करोड़ रुपये का माल गया था और 52.20 लाख रुपये का माल रिकवर हुआ था। इस तरह की चोरी को रोकने की दिशा में कौन-कौन से कदम उठाये गये हैं? जिसके कारण जो प्रतिशत माल ढुलाई का बढ़ना चाहिए था, उपलब्धि के संबंध में कमी आई है, इसके बारे में मंत्री जी बतायें तो बड़ी कृपा होगी।

SHRI R. VELU: Sir, in the answer what we have given is that because of taking measures like that, reduction in theft, recovery etc. has taken place. The statistics now quoted by the hon. Member go to prove how it has got reduced by strict control over the movement by deploying necessary RPF personnel, even when the value-added or the high-value goods are transported. We have now put the RPF personnel on job and that is how we have ensured it. We see to it that in yards and other places, we deploy sufficient number of people to take care of goods, guard them and also see to it that the stealing part of it, or the pilferage part of it is brought down.

**श्री कलराज मिश्र :** सभापति महोदय, चोरी रोकने के लिए और सुरक्षा की दृष्टि से जुलाई, 2004 में एक सवाल पूछा गया था उसमें चोरी माननीय रेल मंत्री ने उत्तर दिया था, "In order to strengthen the Railway Protection Force (RPF), steps are being taken to improve the transport and communication facilities for the RPF. In the wake of the Amendments to the Railway Protection Force (RPF) Act, 1957 and the Railways Act"...(Interruptions)...

**श्री सभापति :** आप क्वेश्चन करिये।

**श्री कलराज मिश्र :** सभापति महोदय, मैं यह जानना चाहता हूँ कि इसमें यह 'A proposal to increase the manpower of the RPF is also under consideration of the Railway Board, so that the new duties can be discharged.' और इसके मॉडर्नाइजेशन के लिए इन्होंने जो कहा था, सुरक्षात्मक व्यवस्था के आधुनिकीकरण की दृष्टि से जो खर्चा होगा, वह एप्रोक्सीमेट 24 करोड़ होगा। मैंने पॉवर के क्रिएशन पर खर्चा होगा, 92 करोड़। सुरक्षात्मक दृष्टि से ये सारी बातें कही गयी थी। इस संबंध में क्या कदम उठाए गये हैं, इस बारे में अगर मंत्री महोदय बता दें तो बड़ी कृपा होगी।

SHRI R. VELU: Sir, I repeat, what I have stated earlier, on the matter of training of RPF personnel.

MR. CHAIRMAN: Kindly give the details about the steps you have taken.

**श्री कलराज मिश्र :** मैंने स्पेसिफिक सवाल पूछा है।

SHRI R. VELU: I am giving a specific answer. The preventive measure which has been taken by us is that we are strengthening the RPF force. Also, we are checking personnel on the job to see that they undertake the surprise checks etc., etc.

**श्री कलराज मिश्र :** सर, इस बारे में जवाब नहीं आया। आरपीएफ की स्ट्रेंथ बढ़ाने के बारे में आपने दूसरा किया था कि मॉडर्नाइजेशन के लिए जो खर्च होंगे, उस दृष्टि से भी कुछ किया जाएगा, उस संबंध में क्या किया गया है?

**श्री मती सरला माहेश्वरी :** आरपीएफ के संबंध में क्या किया है ?

SHRI R. VELU: Regarding the strength of the RPF, the position is... (Interruptions)

**श्री कलराज मिश्र :** सर, रेलवे मंत्री जी को यहां उपस्थित होना चाहिए था, वे जवाब देते।

SHRI R. VELU: I am here to answer the question.

**श्री सभापति :** रेलवे मंत्री जी अगर यहां उपस्थित होते तो आप सप्लीमेंटरी करते ही नहीं।

**प्रो. रामबख्श सिंह वर्मा :** आप जवाब नहीं दे सकते हैं तो.....(व्यवधान)..

SHRI R. VELU: The hon. Member cannot say that.

**श्री संजय निरुपम :** आरपीएफ की स्ट्रेंथ बढ़ाई जा रही है या नहीं ? उससे इम्प्लायमेंट के नये-नये स्रोत बढ़ेंगे और बहुत सारे बच्चों को जॉब मिल सकती है। केवल यही सवाल किया गया है।

SHRI R. VELU: Sir, regarding the RPF strength, even in the last Session, I had stated that we are going to recruit sufficient number of RPF personnel to bridge the gap. We are also giving sufficient training to them to enable them to deal with the cases.

DR. K. MALAISAMY: Sir, according to the statement of the Minister, it has been amply conceded that the goods traffic has been reduced from 69 per cent to 40 per cent. So, it is not marginal, it is substantial, the reduction is substantial. Leave apart the reasons attributed by the hon. Member and the reply given by the Minister, there may be umpteen number of other reasons for reduction in goods traffic. According to me, the road transport is the real threat for them. If so, whether they have conducted a swat analysis in this respect. What is their strength? What is their weakness? What is the opportunity? What is the threat? How are they going to improve upon the traffic? Have they taken any measures for marketing promotion?

SHRI R. VELU: Sir, we are trying to compare the figures of 1960-61, 1970-71 with the figures of today. We know that the Indian scenario has changed now. We know that in 1950-51, our market share was 89 per cent, in 1960-61, it was 83 per cent, in 1970-71, it was 69 per cent, in 1980-81, it was 51 per cent, and today, it is 40 per cent. We agree. That type of situation was prevailing for the Railways in those days. Over the years, the road transport has taken over the Railways. We agree. Then, we are establishing the quadrilateral project, project from the point of view of diagonal angle and so on so that our movement becomes much faster. Due to the fact that the production and consumption centres are coming nearer to each other, short distances are being covered by the roads. Now, only the bulk commodities are being transported by the railways. For the information of the hon. Member, I may say that coal, iron ore and fertilizer, account for 65 per cent to 70 per cent, and foodgrains, account (or 13 to 26 per cent. In absolute terms, we know that while it was 169 million tonnes in 70's, today, we are moving 582 million tonnes. There is a profit of 600 million tonnes. That means, there is an increase of three-fold. In absolute terms, the quality of service and the transportation of goods by Railways has increased. But his specific question relates to marketing promotion as to what best we can do as a customer service to provide necessary rakes on time at distant places so that the pendency of the indents is not kept for long. That is what we are trying to do.

MR. CHAIRMAN: That is enough.

**श्री जयन्ती लाल बरोट :** माननीय मंत्री जी क्या बात सकेंगे कि चोरियों में रेल कर्मचारियों की या आर.पी.एफ. की क्या कोई भागीदारी होती है ? क्या ऐसे मामले सरकार के ध्यान में आए हैं ? यदि आए हैं, तो कितनों के ऊपर एकशन लिया गया है ? साथ ही चोरियों न हों, इसके लिए रेलवे क्या कोई अन्य ऐजेंसी रखना चाहती है ?

**श्री सभापति :** इसके लिए अलग से नोटिस चाहिए । Next question. Shri Ekanath K. Thakur. ...*(Interruptions)*...

**श्री जयन्ती लाल बरोट :** सर, उन्होंने जवाब नहीं दिया ।

**श्री सभापति :** जवाब दिलवाया नहीं मैंने । इसलिए नहीं दिलवाया कि इसके लिए अलग से नोटिस चाहिए ।

**श्री जयन्ती लाल बरोट :** उनके पास क्या जवाब नहीं है ?

**श्री सभापति :** जवाब होगा, लेकिन इसके लिए अलग से नोटिस चाहिए ।  
...*(व्यवधान)*...

**श्री जयन्ती लाल बरोट :** यह चोरी का मामला है ।

**श्री सभापति :** चोरी कई तरह से होती है । ....*(व्यवधान)*...

**श्री मूल चन्द मीणा :** जवाब चोरी हो गया है ।

**श्री सभापति :** हां, जवाब चोरी हो गया है ।

#### **New Fertilizer Policy**

\*42. SHRI EKANATH K. THAKUR: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the Government's new fertilizer policy to remove anomalies in the 2003 pricing strategy is caught in the web of red tape;

(b) whether it is also a fact that the delay in announcing the new policy is virtually chocking the operations of some public sector companies like Fertilizers and Chemicals Travancore Limited (FACT) and Madras Fertilizers Limited (MFL); and

(c) if so, the reasons for delay in announcing new policy?