

STATEMENT

Steps taken to check pilferages are given below :

(i) Emphasis is being laid on proper packing and marking of packages and labelling and securing of relevant documents with the wagons to prevent their going astray and also pilferage during handling by contractors' labour.

(ii) Proper rivetting of wagons and B. P. locking of wagon carrying valuable goods to prevent criminal interference.

(iii) Pad locking of luggage vans and parcel vans.

(iv) Insistence on provision of dunnage specially where required in case of wagon load consignments of sugar, grains, pulses and oilseeds.

(v) Close supervision over loading and unloading of packages at certain selected stations and in respect of selected commodities to prevent loss/pilferage from unlocalised causes.

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

(vii) Patrolling by armed Railway Protection Force personnel as well as by Dog Squads in vulnerable and major yards.

(viii) 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, receivers of stolen property and to organise raids for their arrest and recovery of stolen property.

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

(x) Organising of All India drives against thefts and pilferages and drives

against incidence of panel cuts and body cuts in wagons with a view to localising this mischief which is the main cause for pilferages and getting the wagons repaired early.

(xi) A drive to reduce loss and pilferage has been launched at Mughal Sarai with effect from 2-11-1970. This "Operation Mughal Sarai" embraces all points of the Eleven Point Programme in general and elimination of theft and pilferage in particular.

Assistance of voluntary organisations and non-official bodies has been enlisted for this drive which is a pilot project and depending on the experience gained we may extend such campaigns to other vulnerable spots also.

AUTOMATIC REGISTRATION OF INDUSTRIAL UNITS

*12. SHRI SULTAN SINGH :
SHRI BHAGWAT DAYAL :

Will the Minister of INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE be pleased to state :

(a) whether it is a fact that the D. G. T. D. has acted contrary to Government's approved policy of automatic registration of industrial units in registering the capacity of M/s. Jindal (India) Private Ltd. Bangalore at 1200 tonnes per annum against their installed capacity of 2600 tonnes per annum ;

(b) if so, the reasons therefor ; and

(c) what steps Government propose to take to rectify the decision taken in the matter ?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT AND INTERNAL TRADE (SHRI M. R. KRISHNA) : (a) to (c) M/s. Jindal (India) Private Ltd., Bangalore, have been registered with the DGT D for the manufacture of aluminium extruded sections for a capacity of 1200 tons keeping in view that the pressing capacity of their extrusion press is 1500 tons and their current production is 1150 tons per annum only. According to the current policy there is, however, no constraint on the firm to produce more since there is no control on the distribution of commercial grade aluminium.