

†[THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHEB SHINDE) (a) and (b). The Australian Government announced a gift of 1,50,000 tonnes of Australian wheat to India on the 25th July, 1967. Shipping arrangements for bringing this wheat to India are being made by the Chief Controller of Chartering of the Government of India for the earliest feasible shipment. The wheat is likely to start arriving in August, 1967 and the entire quantity is likely to reach India by the end of September, 1967.]

‡MADRAS REQUEST FOR ADDITIONAL
FINANCIAL ASSURANCE

469 SHRI N R MUNISWAMY:
Will the Minister of FOOD AND AGRICULTURE be pleased to state:

(a) whether it is a fact that three Ministers of the Madras Government who met the Prime Minister on the 7th July, 1967 sought an additional Rs. 20 crores to enable Madras to carry out its new Rs. 100 crore programme for increasing agriculture output over the next five years; and

(b) if so, what are the reactions of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI ANNASAHEB SHINDE): (a) Yes.

(b) The matter is under consideration of Government.

§STUDY AND RESEARCH OF COMMUNITY
DEVELOPMENT

346. SHRI MAHAMMED HANEEF:
Will the Minister of FOOD AND AGRICULTURE be pleased to state:

†[] English translation.

‡Transferred from the 2nd August, 1967.

§Transferred from the 28th July, 1967.

(a) whether it is a fact that a special fund of rupees two lakhs has been created for the study and research of Community Development; and

(b) if so, what are the details of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION (SHRI M. S. GURUPADASWAMY): (a) and (b) There is a scheme for providing financial assistance to the National Institute of Community Development, Universities and other organisations, for research studies, fellowships, libraries, seminars and publications of research reports bearing on Community Development, Cooperation and Panchayat Raj. Budget provision for the scheme is made annually; provision for the current year is Rs. 2 lakhs. During the Third Plan period, a special fund of Rs. 10 lakhs was also set up by the University Grants Commission to promote the aforesaid activities through Universities. The Ministry of Community Development and Cooperation gave a grant of Rs 5 lakhs to the fund; the Commission provided an equal matching contribution and is to continue the programme from its own resources during the succeeding Plans, after making an assessment, towards the end of the current Plan period, of the effectiveness of the programme.

CALLING ATTENTION TO MAT-
TERS OF URGENT PUBLIC
IMPORTANCE

I. THE REPORTED FAILURE OF THE CENTRE TO MAINTAIN FOOD SUPPLIES TO WEST BENGAL IN JUNE AND JULY;

II THE REPORTED DAMAGE TO FOODGRAINS DURING TRANSIT FROM BOMBAY AND CALCUTTA IN OPEN WAGONS DURING RAINY SEASON

MR CHAIRMAN: There are two calling attention matters relating to the same subject and I would like both of them to be taken together.

SHRI CHITTA BASU (West Bengal): The statements should be made separately.

MR. CHAIRMAN: The statements will be made at the same time and then there will be discussion.

SHRI CHITTA BASU: With your permission, Sir, I beg to call the attention of the Minister of Food and Agriculture to the reported failure of the Central Government to keep its commitment in regard to food supplies to West Bengal for the months of June and July, thereby aggravating the food scarcity in that State.

SHRI K. P. MALLIKARJUNUDU (Andhra Pradesh): Sir, I beg to call the attention of the Minister of Food and Agriculture to the reported damage to several thousand bags of foodgrains during transit by rail from the ports of Bombay and Calcutta in open wagons during the current rainy season and the reported rotting of large quantities of wheat and other foodgrains in the Government godowns of Calcutta and Delhi.

[THE DEPUTY CHAIRMAN in the Chair]

THE MINISTER OF STATE IN THE MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI ANNASAHAB SHINDE): Sir, at the beginning of the current year, on the basis of expected availability during 1967 and taking into account the minimal needs of all the deficit States, it was estimated that West Bengal could be supplied during the year about 100,000 tonnes of rice and sufficient wheat to meet their statutory rationing commitments, with a provision for some distribution in the districts under modified rationing. Towards the end of March, a meeting was held in the presence of the Prime Minister with the Chief Minister, Deputy Chief Minister and Food Minister of West Bengal and the difficult food supply position of the

country and the uncertainty of imports was explained to the West Bengal Ministers. It was agreed at this meeting that 15,000 tonnes of rice and 75,000 tonnes of wheat would be supplied to West Bengal per month up to June. Further supplies were to depend on later availabilities with the Centre. Subsequently, the West Bengal Govt. have been assured that attempts will be made to continue to supply 15,000 tonnes of rice and 75,000 tonnes of wheat to West Bengal per month.

For June, West Bengal was allotted 15,000 tonnes of rice from Orissa. Since the movement was very slow, an allotment of 3,000 tonnes of rice was later on made from Andhra Pradesh also. The allotment of wheat and milo for June amounted to 82,000 tonnes. Actual supplies of wheat were 83,300 tonnes. The supply of rice, however, fell short and a total of only 9,400 tonnes of rice could be supplied to West Bengal during June against the allotment of 15,000 tonnes. The shortfall was due to non-availability of sufficient quantity of rice in Orissa of acceptable quality.

During July also, West Bengal was to get 15,000 tonnes of rice from Orissa but as despatches from Orissa were still very slow, it was proposed to give them 4,000 tonnes of rice from a ship that was expected at Calcutta port towards the end of July. The quantity of rice that could be moved from Orissa during July was only 4,000 tonnes and despatches from Andhra Pradesh during July amounted to only 700 tonnes. As the rice ship got delayed, about 1,900 tonnes of rice, earmarked for other recipients from some earlier arrivals, was released to West Bengal. Thus the total release of rice to West Bengal against the quota of 15,000 tonnes amounted to only about 6.6 thousand tonnes. The quota of wheat and milo allotted to West Bengal in July amounted to 92,000 tonnes. Fortunately, actual supplies of wheat, milo and barley to West Bengal during July amounted to a little over 100,000 tonnes.

It will thus be seen that there has not been any failure on the part of the Central Government to keep its commitment in regard to overall food supply to West Bengal for the months of June and July, though the supply of rice was less than the monthly quota promised. The rice situation in the country as a whole is critical and the short supply of rice to West Bengal was due to reasons beyond the control of the Government of India.

II

I share the concern of the Members of this House over the damage to foodgrains in transit by rail in the course of despatch to various parts of the country from the different ports. As the House is aware, enormous quantities of foodgrains have to be moved to various distribution centres in the country in order to meet the conditions of scarcity. Movements have been of the order of 750,000 to 800,000 tonnes per month to various States and other recipients from the different ports as well as the Central Storage godowns. This order of movement has had to be sustained throughout the year even during the monsoon months which unfortunately are regarded as lean in various parts of the country. Of the total quantities transported each month, about 550,000 to 600,000 tonnes have necessarily to be moved by rail transport. In spite of the best efforts and the marshalling of all available resources, it has not been possible for the Railways to provide covered wagons to meet all the requirements for the movement of these quantities of foodgrains. It has been found that if movement only by covered wagons is to be resorted to the maximum quantities of foodgrains which can be transported during any particular month will be about 350,000 to 400,000 tonnes. Since even the present order of movements is not able to meet the full requirements of all the areas in the country, any substantial reduction in these quantities, by restricting movements only through covered wagons, would lead to wide spread

distress all over the country. A calculated risk has therefore had to be taken and movement by open wagons, even during the monsoons, has been resorted to as inescapable although every effort has been made to restrict it as far as possible consistent with the requirements of different States. Every precaution is being taken to ensure that open wagons are properly covered with tarpaulins secured by lashings and continuous checks arranged at different points in the course of transit to see that tarpaulins are in position. Even so, instances have come to notice of some wagons getting affected by rains. In this context, damage to foodgrains in such wagons becomes difficult to avoid.

There is no possibility of any foodgrain getting wet in the Government godowns in Calcutta, Delhi or elsewhere. In fact all the Government godowns are modern structures which are damp proof and no such danger of damage to foodgrains within the godowns exists. Moreover, in the present context of practically ship-to-mouth existence, only small quantities of foodgrains remain in the Central Storage godowns for any length of time. At times stocks from open wagons are taken to godown for drying and reconditioning.

In the F.C.I. depots at Delhi a quantity of about 20,000 tonnes of wheat was received from the commencement of the current monsoons till the 4th of this month. Of this about 3,600 tonnes was affected by rain during rail transit. The F.C.I. have already substantially carried out the salvage operation of drying and refilling sound grain in bags. More than 2,500 tonnes has already been found to be in sound condition. The salvage operations are still in progress and it is estimated that ultimately about 350-400 tonnes may be found unfit for human consumption, most of which would be fit for poultry and cattle feed.

It is a fact that in Calcutta some quantities of foodgrains have been lying in the transit sheds of the port

[Shri Annasaheb Shinde.]

for some time. These consist of about 500 tonnes sweepings from the wharf and the sheds consequent on spillage at the time of discharge of foodgrains from the vessels. These foodgrains have been inspected and found to be in sound condition.

There is also a quantity of about 150 tonnes of gift wheat (Bulgar & Rolled wheat) awaiting clearance at the Calcutta port. A sizable portion of this quantity was received at the port in June this year. The reasons for the delay in the clearance are being investigated and lapses will be suitably dealt with. The wheat is, however, reported to be in sound condition.

SHRI CHITTA BASU: Madam, I crave your indulgence if I take some more time in putting questions.

THE DEPUTY CHAIRMAN: You put your question.

SHRI CHITTA BASU: I want some more time, four or five minutes. . . .

THE DEPUTY CHAIRMAN: Put a question. You cannot make a speech.

SHRI CHITTA BASU: I want to have some clarifications

THE DEPUTY CHAIRMAN: You will get about two or three minutes.

SHRI CHITTA BASU: Five minutes.

THE DEPUTY CHAIRMAN: You begin early and finish early.

SHRI CHITTA BASU: Madam, the food situation in West Bengal is very critical and fast approaching climax of an unpredictable nature and if we are to understand the West Bengal food situation today, we should have some glance at the food facts. In the last harvesting season West Bengal had a sudden fall in food production due to serious drought in six districts out of fifteen and there has been some increase in the number of mouths to be fed. That being the

case, the West Bengal Government's dependence on the Centre is much more than in the previous year. In spite of all this, the West Bengal Government agreed to meet the situation this year if the Government of India agreed to release 15 lakh tonnes of foodgrains during the whole year. It is correct that the Government of India agreed to release 75,000 tonnes of wheat and 15,000 tonnes of rice to meet the demands of the statutorily rationed areas. As far as my figures are concerned, it is found that a quantity of about 7,500 tonnes of rice and 32,000 tonnes of wheat is the shortfall. Not only that. If we take the comparative figures of two consecutive years, it will be evident that during the period 1st January to 31st May, the total quantity supplied to West Bengal by the Government of India was of the order of 6,12,800 tonnes, while in the previous year it was of the order of 9,54,900 tonnes. Of course, it has to be borne in mind that the scarcity this year is much more serious than in the previous year. You will also appreciate that the total requirement of the State to meet the needs of the statutorily rationed areas covering about 89.9 lakh people, to supply against ration cards, is 43,000 tonnes of wheat. For the flour mills we require 22,000 tonnes and for the colliery areas and the industrial areas of Asansol, where there is much unrest due to non-availability of ration, and for the hill areas of Darjeeling district we require about 5,000 tonnes. Thus, you will appreciate, it comes to 70,000 tonnes. Of the 75,000 tonnes of wheat given each month by the Government of India, we have to meet the demands of these categories, for which we have to give about 70,000 tonnes of wheat. We are left with only 5,000 tonnes of wheat to meet the demands of the famine-stricken areas of Bankura, Purulia, Malda, the 24 Parganas—about six districts—and also we have to meet the needs of the modified ration areas. If we are to give one kilogram of wheat per adult, we require about 58,000 tonnes for the modified ration areas. Now, in the circumstances, the

West Bengal Government could not and is not in a position to supply any wheat to the modified ration areas or to the famine-stricken areas. Under the circumstances, the West Bengal Government, particularly the Chief Minister and the Food Minister, have made an appeal to the Government of India to allot 15,000 tonnes of wheat or any other kind of foodgrains. We are not only for rice. We are not against wheat or against milo. We want in the present circumstances 15,000 tonnes of additional foodgrains.

THE DEPUTY CHAIRMAN: Now, you must come to your question.

SHRI CHITTA BASU: In addition to this shortfall, to meet this precarious situation prevailing there . . .

THE DEPUTY CHAIRMAN: You must come to your question now.

SHRI CHITTA BASU: My question is whether the Government of India, in view of the very precarious and alarming food situation prevailing in West Bengal, will give a firm commitment to meet the shortfall and also meet the additional 15,000 tonnes of wheat, as demanded by the West Bengal Government. We want a firm commitment, not some sort of vague assurance from the Government, as was the practice hitherto.

THE DEPUTY CHAIRMAN: Who is answering it?

THE MINISTER OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND CO-OPERATION (SHRI JAGJIVAN RAM): Madam, there is no doubt that this year there have been several States which have been affected by drought. Comparison with the previous year is unrealistic. In the previous year we did not have scarcity conditions on a large scale in this country as in the present year. Therefore, I will not make any comparison when our position was better, when the imports were larger last year and when we had not the problem of drought in Bihar, U.P.

Madhya Pradesh and Gujarat. So, we were liberal in supplying food to West Bengal. But if West Bengal wants supply on that scale, it will be practically impossible to do that. As the Minister has stated, so far as our commitment to West Bengal is concerned, we have tried our best to fulfil it. In view of the difficult situation in West Bengal, whenever there has been some more availability with us we have not been reluctant in sending more foodgrains to West Bengal. As it has been just stated, in the month of July we supplied to West Bengal some quantity more than 1 lakh tonnes. I do not propose to bring in politics, Madam, as the hon. Member is trying at every stage to bring in. The hon. Member forgets that including the shortfall it will be only 90,000 tonnes, and 100,000 tonnes mean extra supply. Therefore, in these matters these figures and quotations which he has given were just irrelevant. Our intention is in conjunction with the West Bengal Government to make the supply as far as availability with the Government permits. Now the hon. Member wants a firm commitment. A firm commitment will depend upon the availability with the Centre and also the requirements of other areas which are worse than West Bengal. He should not forget that. Therefore, I can only give this assurance: 75,000 tonnes of wheat and milo plus 15,000 tonnes of wheat from back log, 90,000 tonnes, as I have told the Bengal Food Minister—he met me yesterday—when availability increases with us, certainly I will try my best to exceed this quantity of 90,000 tonnes by as many thousand tonnes as possible. It will be our endeavour to do that consistent with availability and the needs of other areas equally affected with scarcity.

SHRI K. P. MALLIKARJUNUDU: The hon. Minister stated that there were not sufficient number of covered wagons to carry all the foodgrains, and that their carrying capacity was only 4 lakh tonnes and the other foodgrains had to be carried by open wagons which were covered only by tarpau-

[Shri K. P. Mallikarjunudu.]

lins. Therefore, some damage due to rains was unavoidable. I appreciate that point, but may I know whether any stocks have become damaged while they are in godowns? Is the Government aware of the report which appeared in the "Statesman" dated 29-7-67 that over 5000 bags of imported wheat are lying damaged and rotting in three godowns of the Food Corporation in Delhi, which is worth over Rs. 3 lakhs, which is unfit for human consumption? I wish to know whether that report is correct or not. Apart from that . . .

THE DEPUTY CHAIRMAN: I think in the answer he had mentioned that.

SHRI K. P. MALLIKARJUNUDU: The answer is not specific. It is only couched in general terms. It is not specific.

THE DEPUTY CHAIRMAN: All right. The Minister may only mention that portion without reading.

SHRI ANNASAHAB SHINDE: I have very specifically mentioned it in my reply. "In the F.C.I. Depots at Delhi a quantity of about 20,000 tonnes of wheat was received from the commencement of the current monsoons till the 4th of this month. Of this about 3600 tonnes was affected by rain during rail transit. The F.C.I. have already substantially carried out the salvage operation of drying and refilling sound grain in bags. More than 2500 tonnes has already been found to be in sound condition." This has been properly explained, and I submit that there has been no damage whatsoever in the godowns.

SHRI M. P. BHARGAVA (Uttar Pradesh): Madam, I want to take this opportunity of congratulating the Food Ministry on the good work they have done in handling such a lot of foodgrains, both imported and indigenous . . .

SHRI NIREN GHOSH (West Bengal): This is Shri Bhargava's clarification.

SHRI M. P. BHARGAVA: I am coming to the question also. I hope the Minister has seen the news item appearing in the "Statesman" that 15,000 maunds of wheat and other foodgrains were rotting in a godown of the Food Corporation of India at Calcutta for the last three months. What worries me is while on the one hand there is scarcity all over the country, on the other hand we get news that food is rotting. If this is a fact, if the report in the newspaper is correct, may I know from the hon. Minister whether he has made any enquiry into this matter and, if any enquiry has been made, whether any responsibility has been fixed on those officers who were responsible for this criminal waste of foodgrains and negligence of duty?

SHRI ANNASAHAB SHINDE: Madam, I have partly referred to this aspect of the problem in my reply.

SHRI M. P. BHARGAVA: He has not answered specifically. This happened in a Corporation godown in Calcutta.

THE DEPUTY CHAIRMAN: Have you held anyone responsible?

SHRI ANNASAHAB SHINDE: What I was explaining was that there were some sweepings from the wharf and the sheds, which were collected. Usually they are collected and they are reconditioned. Some quantity was there. The work was to be transferred from the contractors who were engaged to departmental work. It appears that there was delay on the part of the contractors to give proper information. But I do not think as far as the officials are concerned anybody was responsible for this. It has been explained that a substantial portion of it has been salvaged. There has been no considerable damage as alleged in the press.

SHRI M. P. BHARGAVA: Madam, there is one question arising out of this. Am I to take it that whatever

happened is because of the will of God and no human being, whether it is the contractor or the Government servants, is responsible for it?

SHRI JAGJIVAN RAM: The hon. Member has not perhaps listened to the last sentence of the Statement. We have said that the lapse on the part of anybody will be severely dealt with. That was included in the last sentence of the statement that has been made. Lapse on the part of anybody, if noticed, will be severely dealt with.

SHRI KRISHAN KANT (Haryana): The hon. Minister in his reply has said that the Railways do not have enough closed wagons for movement of such a huge amount of foodgrains. I would like to know, when we have been suffering from scarcity for the last so many years, whether they have tried to approach the Railway Ministry that they should provide so many wagons for a number of years to come. Secondly, I want to know how much damage we have claimed from the Railways for the last so many years, how much we are going to claim this year. Has anything been done by the Railways to penalise those officers who were looking and checking in between and causing leakage? Has any action been taken against them?

SHRI ANNASAHAB SHINDE: The movement of foodgrains during the last two years has been quite unprecedented. It was not possible even for the Railways to anticipate that such a heavy movement of foodgrains would be involved in a particular period or year. In order to meet the very difficult situation in various parts of the country we had necessarily to resort to this mode of transport, as has been explained in my statement. There appears to be some sort of a wrong impression about the losses in transit. May I read for the information of the hon. Member the transit losses during the last few years which will indicate that even though such heavy movements have been involved, the transit losses have

been insignificant as compared to the total quantity moved? These are the percentages: For instance, in 1963-64 nearly 0.6; in 1964-65 0.31; in 1965-66 0.29; in 1966-67 up to June perhaps 0.17. We have been taking up this question with the Railway authorities who are mainly responsible for this in transit. But the Railway authorities have also posted escorts in these trains, but due to some factors, the seepage of water etc., damage does occur. But we have been taking up this matter with the Railway authorities very often.

THE DEPUTY CHAIRMAN: Mr. B. K. P. Sinha.

SHRI B. K. P. SINHA (Bihar): I do not propose to put any question.

THE DEPUTY CHAIRMAN: Dr. Siddhu. He is not here. Yes, Shri Rajnarain.

श्री राजनारायण (उत्तर प्रदेश) : माननीया, सदन की कार्यवाही सूचारू रूप से चले इस लिये हम कुछ बोले नहीं मगर मैं आपसे एक निवेदन करूंगा आइन्दा के लिये। देखिये यह 4 तारीख का हमारा कालिंग अटेंशन है और हमने चेयरमैन से आज्ञा ले ली थी उन्होंने कहा था कि आज तुम इसको रेफर करना बाद में आप आई तो ऐसा हुआ कि हमने सेक्रेटरी को लिखा कि 15 हजार बोरा गेहूं सड़ गया। इस संबंध में मैंने चेयरमैन से प्रश्नों के बाद चर्चा करने की आज्ञा ले ली है, ध्यान आकर्षण का प्रस्ताव भी भेज दिया है कृपया आप चेयरमैन को याद दिला दें अब उस पर मिस्टर बनर्जी ने कहा कि "It will come up on Monday as a Calling Attention Motion" यह उन्होंने लिख दिया कि कालिंग अटेंशन की तरह मंडे को आयेगा तो हमारा जो कालिंग अटेंशन था वह तो मर ही गया इसमें हमारा कालिंग अटेंशन जोड़ दिया गया और मेरे पहले के कालिंग अटेंशन का कोई महत्व ही नहीं है। हमने कालिंग अटेंशन क्या दिया था वह पढ़े देता हूं।

उपसभापति : पहले आप इस पर सवाल पूछिये ।

श्री राजनारायण : मैं आपसे अदब से पूछ रहा हूँ कि जब हमारे कालिंग अटेंशन को इस रूप में मंडे को आने का वचन दे दिया था तो उसे उस रूप में न कर के . . .

उपसभापति : किसने वचन दिया, क्या दिया, क्यों दिया पता नहीं । अभी जो गार्डर पेपर पर है उस पर सवाल हो सकता है । आप सवाल पूछिये ।

श्री राजनारायण : मैं हमारा सवाल है कि क्या सरकार को इस बात की जानकारी हुई है कि दिल्ली के नरैना, शक्तिनगर, पूसा के सरकारी गोदामों में भारतीय खाद्य निगम फूड कारपोरेशन आफ इंडिया का 15 हजार बोरा गेहूँ सड़ गया । क्या सरकार को इसकी जानकारी हुई है जिसमें 8 लाख रूपया का नुकसान हुआ 10 हजार बोरा गेहूँ खुले बैग्स में लाया गया जिसमें 20 प्रतिशत लाते हो खराब हो गया था ।

तो एक तरफ तो दिल्ली में राशन का अभाव है और दूसरी तरफ तीन जगह पर भारतीय खाद्य निगम का गेहूँ रखा गया वह सड़ गया । तो यह सरकार की लापरवाही है । तो इस संबंध में सरकार ने अब तक क्या उपाय सोचा है ? जो गेहूँ के बोरे सड़ गये उसके बारे में जो 8 लाख रुपये का नुकसान हुआ उसको कौन देगा ?

उसी के साथ साथ जब बैग्स में गेहूँ आता है तो वह खुला जाये ताकि वह भीगे नहीं इसके लिये सरकार ने क्या व्यवस्था की है इसके बारे में हम स्पष्ट जानना चाहते हैं ।

मैं इसी के बारे में और भी पूछ लू अगर आप कहें क्योंकि सारे देश का यहाँ आ गया है अभी जब मैं सदन को आ रहा था तो वाराणसी से हमें एक चिट्ठी मिली कि तीन

हजार मन गल्ला जो कैम्प स्टेशन वाराणसी का है उसके कुछ पहले के स्टेशन पर पड़ा हुआ है । तीन हजार मन गल्ला । और बार बार सरकारी कर्मचारियों को और भी लोगों ने याद दिलाया यह गल्ला कहाँ जायगा इसका क्या होगा वहाँ लोगों को पता नहीं है कि यह गल्ला कहाँ का है कहाँ को जायेगा । तो क्या सरकार यह अपनी जिम्मेदारी नहीं समझ रही है कि देश में जितनी गल्ले की कमी नहीं है उतनी गल्ले की कमी इस सरकार-जन्य अव्यवस्था कुनीति कुयोजना से हो रही है ?

तो इसके बारे में मैं माननीय मंत्री जी से जानना चाहूँगा—जो प्रश्न प्रस्तुत किये गये चाहे प्रश्न के रूप में चाहे कालिंग अटेंशन के रूप में—कि जनता जो आज भुखमरी के जाल में असमय चली जा रही है उसको रोकने के लिये सरकार क्या उपाय आदि करेगी ।

श्री जगजोवन राम : मैं उन विशेषणों का उपयोग तो नहीं करूँगा जिसके माननीय सदस्य आदि बन गये हैं लेकिन इतना मैं जरूर कहूँगा कि कोई भी अनाज बर्बाद होता है ता वह चिन्ता की बात है ही लेकिन जैसा कि अभी बयान में बताया गया परिस्थिति ऐसी है कि रेलवे के पाम इतने बंद बैग्स नहीं हैं जितने कि आवश्यकता है खाद्यान्नों को एक हिस्से से दूसरे हिस्से में ले जाने के लिये तो कुछ तो अनाज भीगता है . . .

श्री राजनारायण : और भीगता रहेगा ।

श्री जगजोवन राम : . . . कुछ भीगता है और भीगता है तो हम प्रयत्न करते हैं कि अधिक से अधिक उसको बचा सकें ।

आपने जो फूड कारपोरेशन के कुछ गोदामों की बात की तो वह तो वक्तव्य में बताया गया है कि हां 3 हजार 600 टन के करीब भीगा था जिसमें ढाई हजार टन को उन्होंने ठीक कर लिया है और बाकी में से कुछ और भी ठीक हो जाने की गूँजाइश है और जो ऐसा रहेगा कि जो आदमी के खाने लायक नहीं होगा तो

उसको पोल्ट्री और कैटल फीड के लिये बेच लेते हैं, लेकिन मैं यह नहीं कहता कि सदस्य एक दम सब ठीक हैं, इन परिस्थितियों में हम बराबर यही कोशिश करते हैं कि इसमें सुधार लायें रेलव से बराबर यत्न करते हैं, लेकिन यह मालूम होना चाहिये कि मुल्क में इस वक्त कवर्ड वैगंस की कमी है, यह कमी भी इस वजह से रही कि पिछले दो सालों से वैगन मैन्यु-फैक्चरिंग का प्रोग्राम रेलव का कुछ कम पड़ गया था जब कि आर्थिक कठिनाइयाँ आईं...

श्री राजनारायण : और फर्स्ट क्लास के डिब्बे और सलून के डिब्बे ज्यादा बनने लगे ।

श्री जगजीवन राम : अब जैसी आपकी जानकारी है किसी स्टेशन के बारे में आपने कहा कि उतना वहां पड़ा है उसके बारे में अभी मैं नहीं बता सकता । उसकी, स्टेशन की और जानकारी दे देंगे तो जानकारी हासिल कलंश कि क्यों पड़ा है । लेकिन इसके लिये प्रयत्न हमारा होता है, इसके लिये रेलवे के भी लोग चलते हैं, किन्तु अब एक स्टेशन पर जो टारपालिन बान्ध दिया गया वह कहीं हवा चले तो हट जाय और आप भी जानते हैं कि हमारी जो सामाजिक अवस्था है उसमें से काट कर कुछ निकालने का कोई यत्न करे तो टारपालिन इधर उधर हो जाता है और पानी चला जाता है लेकिन जितने बड़े पैमाने पर हम अनाज बन्दरगाहों से दूसरी जगह ले जाते हैं उसको देखते हुए उसको अनुपात में मिला कर देखने से मानूम होता है कि जितनी हानि हुई है...

श्री राजनारायण : नहीं के बराबर है ।

श्री जगजीवन राम : नहीं के बराबर तो नहीं कहूंगा लेकिन बहुत कम है फिर भी मेरा रुख (एटीट्यूड) उस संबंध में जो रहता है वह यह कि परसेटेज को मैं नहीं देखता मैं यह देखता हूं कि हमारे यहां अगर एक टन अनाज भी खराब हो जाय तो उससे कितने हजार

आदमियों को खिला सकते थे मैं बराबर उस दृष्टि से देखता हूं, स्टैटिस्टिक्स या परसेटेज मुझ को संतोष नहीं देते लेकिन कुछ परिस्थितियाँ ऐसी हो जाती हैं कि कितना भी प्रयत्न करें, उसको हम नहीं बचा सकते तो उसके लिये मजबूर हो जाते हैं ।

SHRI V. V. RAMASWAMY (Madras): The Minister in his reply has said that all the open wagons are properly covered with tarpaulins, and that checks are made at intervals. May I know, if such checks are made at intervals, how such a large quantity of grains could become wet? May I know whether the checks were made properly, whether the Government have enquired into where and when they got wet and whether they will tighten the checks in future?

SHRI ANNASAHEB SHINDE: The Minister has already explained the position as to what happens actually during transit because of pilferage, because of tampering, because of strong winds and perhaps because of old tarpaulins, etc. But escorts are provided by the Railways; they are supposed to check from point to point. Sometimes human failure does occur and these losses do occur. That has been explained.

(Several hon. Members stood up)

THE DEPUTY CHAIRMAN: No, I will not give more time. Yes, Mr. Bhandari.

श्री सुन्दर सिंह भंडारी (राजस्थान) : मैं मंत्री महोदय से यह पूछना चाहता हूं कि ये जो खाद्यान्न के वैगंस एक जगह के लिये बुक किये जाते हैं उनमें ऐसे कितने हैं जो डेस्टिनेशन पर पहुंचने के बाद यों के यों दुबारा बुक किये गये, रिबुकिंग की गई, और इस प्रकार के रिबुक किये गये वैगंस में कितनी मात्रा में वेस्टेज आफ फूडग्रेस हुई है, इसके लिये वह कोई निश्चित आंकड़े दे सकते हैं या नहीं । और अगर इस आधार पर वेस्टेज हुई है तो क्या खाद्य मंत्रालय इस बात की व्यवस्था

[श्री सुन्दर सिंह भंडारी]

करेगा कि रिबुकिंग बार बार न हो। यह एक पहलू है इसका। दूसरा यह कि वैंगस के डैरटीनेशन पर पहुंचने के बाद कितना डेमरेज पे करना पड़ा क्योंकि वे समय पर खाली नहीं किये गये और जो डेमरेज हमें पे करना पड़ा उसके लिये हमने किसी पर जिम्मेदारी डाली है या नहीं डाली है? मेरा तीसरा सवाल यह है कि जो ऐसा अनाज है जो कि अनफिट फार ह्यूमन कंजम्प्शन हो गया था भीग जाने के कारण उस अनफिट फार ह्यूमन कंजम्प्शन अनाज को खाद्य मंत्रालय ने डिस्ट्रीब्यूशन से विद्होल्ड किया है क्या? क्योंकि मेरी यह जानकारी है कि अनफिट फार ह्यूमन कंजम्प्शन यह पेपर पर हो जाता है और वही अनाज देर तक राशन शाप्स में लोगों के मत्थे पर पड़ कर उनको बेचा जा रहा है, दिया जाता है, और उसके कारण भिन्न-भिन्न प्रकार की बीमारियाँ पदा होती हैं। तो क्या खाद्य मंत्रालय के पास इस प्रकार के अनफिट अनाज को विद्होल्ड करने के बारे में कुछ आँकड़े हैं कि हमने इतना अनाज खराब हो जाने के कारण लोगों को बाँटा नहीं क्योंकि यह अगर नहीं है तो फिर यह खराब होने के बाद भी कामन मेन के मत्थे पर थोपा जाता है और उससे दस तरह की बीमारियाँ होती हैं?

श्री जगजीवन राम : सभी आँकड़े तो इस वक्त उपलब्ध नहीं हैं लेकिन मैं दो एक बातें बता देना चाहता हूँ। जब हम भेजते हैं पोर्ट्स से तो बहुत से वेगन उन स्थानों पर भेजे जाते हैं जहाँ पर वहाँ की सबधित सरकारें बताती हैं कि इन इन स्थानों पर भेजना है और वहाँ पर वेगन में से अनाज को उतार लेना, डेलीवरी ले लेना, यह राज्य सरकार के अधिकारी का काम होता है जो उस स्टेशन पर उसका अधिकार रखता है। कहीं-कहीं यह शिकायतें जरूर आई हैं और रेलवे ने भी हमारे पास भेजी हैं, एक तो यह कि जल्दी-जल्दी वेगन खाली होने चाहिए क्योंकि

कई एक स्थानों पर कुछ देर हो जाती है और उसको उतारा नहीं जाता है और उसमें डेमरेज चार्ज होता है जो देना होता है; मैं ठीक बता नहीं सकता कि हम देते हैं या राज्य सरकारें देती हैं या हम उसका बंटवारा करते हैं। लेकिन स्मरण रखना चाहिये कि बहुत स्थानों पर फूड कारपोरेशन के नाम पर ये वेगन नहीं दिये जा सकते हैं, बहुत स्थानों पर राज्य सरकारें जहाँ बताती हैं वहाँ भेजे जाते हैं। आँकड़े तो हमारे पास नहीं हैं लेकिन यह जानने के लायक बात है कि कितने वेगनस को एक स्टेशन पर पहुंचने पर दूसरे स्टेशन पर भेजा गया और भेजा गया तो हमारी वजह से भेजा गया या राज्य सरकार की वजह से भेजा गया, इसकी हम जाँच करेंगे, इससे कुछ फायदा होता है। लेकिन जहाँ तक मेरी जानकारी है जो अनाज आदमी के खाने के लायक नहीं होता, उसको कहीं भेजने की कोशिश नहीं कर रहे हैं। जैसा हमने बनाया जहाँ हम राज्य सरकार के पास भेजते हैं वहाँ पर हमारी एजेंसी नहीं रहती लेकिन वहाँ भी जहाँ तक जानकारी है इस तरह का खराब अनाज नहीं बाँटा जाता है उसको पोर्ट्री, मवेर्गा इत्यादि के काम के लिये उपयोग में लाया जाता है।

THE DEPUTY CHAIRMAN: We have taken almost half an hour. Nothing new is going to come out. I do not know why we should go on with this subject any more. Mr. Niren Ghosh.

SHRI NIREN GHOSH: Madam, the hon. Minister said that it was agreed at the Conference that 75,000 tonnes of wheat and 15,000 tonnes of rice would be given. Who agreed to it?

SHRI JAGJIVAN RAM: It was discussed and then the West Bengal agreed.

SHRI NIREN GHOSH: It is a misleading statement. They demanded more . . .

SHRI JAGJIVAN RAM: They demand the moon.

SHRI NIREN GHOSH: It is the quantity that the Central Government agreed to give. The hon. Minister wants to mislead the House.

SHRI JAGJIVAN RAM: It is an incorrect statement.

SHRI NIREN GHOSH: Let me seek clarifications. May I know, Madam, whether the Minister is aware that almost 50 per cent. of the peasants have only 3-4 months consumption at their home; they do not produce more than that? For the rest of the year they have to purchase. Now the villages are completely dry. And havoc is being created. The next few months would be pretty terrible and something is not done about it, and conditions of uncertainty and what not are going to be created. Now, may I know whether even the commitments that this Government made, not only in case of June and July but over the entire period, were fulfilled.

SHRI N. PATRA (Orissa): How does it arise out of this Calling Attention notice?

SHRI NIREN GHOSH: It does arise out of this Calling Attention notice. Even previously, during the previous four months, there was a shortfall of 40-45 thousand tonnes in the commitment made by the Government itself. May I know Madam, whether the West Bengal Government have demanded at least, at least for the next two months, 15,000 tonnes more of wheat per month? Have they demanded this quantity in order to surmount the crisis?

THE DEPUTY CHAIRMAN: That would do.

SHRI NIREN GHOSH: Unless you fulfil your responsibility, it becomes a sort of discrimination against the States which are deficit. **Either you** should fulfil your responsibility or make food completely a State subject and give them the wherewithal to deal with it as regards the financial re-

sources. While the people are suffering you are making this discrimination . . .

THE DEPUTY CHAIRMAN: That will do, Mr. Niren Ghosh.

SHRI JAGJIVAN RAM: He has not improved upon the question put by another hon. Member from West Bengal. I have nothing to add to the reply that I have given.

PAPERS LAID ON THE TABLE

ANNUAL REPORT AND CERTIFIED ACCOUNTS (1965-66) OF THE SHIPPING DEVELOPMENT FUND COMMITTEE AND RELATED PAPERS.

THE DEPUTY MINISTER IN THE MINISTRY OF TRANSPORT AND SHIPPING (SHRI BHAKT DARSHAN): Madam, I beg to lay on the Table, under sub-section (6) of section 16 of the Merchant Shipping Act, 1958, a copy of the Annual Report and Certified Accounts of the Shipping Development Fund Committee for the year 1965-66, together with the Audit Report on the Accounts. [Placed in Library. See No. LT-1347/67].

ANNUAL REPORT (APRIL, 1967) OF THE REGISTRAR OF NEWSPAPERS FOR INDIA—PART I

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (SHRIMATI NANDINI SATPATHY): Madam, I beg to lay on the Table a copy of the Eleventh Annual Report (April, 1967) of the Registrar of Newspapers for India—Part I. [Placed in Library. See No. LT-1342/67]

I. SUMMARY OF THE BUDGET ESTIMATES OF REVENUE AND EXPENDITURE (1967-68) OF THE INDIAN AIRLINES CORPORATION AND RELATED PAPERS.

II. SUMMARY OF THE BUDGET ESTIMATES OF REVENUE AND EXPENDITURE (1967-68) OF THE AIR INDIA AND RELATED PAPERS.

THE DEPUTY MINISTER IN THE MINISTRY OF TOURISM AND CIVIL