

SHRI MANUBHAJ SHAH: I do not know. The hon. Member can table a separate question.

*611. [*The questioner (Shri Jagat Narain) was absent. For answer, vide col. 4823 infra.*]

EDIBLE OIL FROM RICE CHAFF

*612. **SHRI N. PATRA:** Will the Minister of INDUSTRY be pleased to state:

(a) whether Government's attention has been drawn to a new scientific method to produce edible oil from rice chaff developed by the Government of the United Arab Republic; and

(b) if so, whether Government propose to introduce the same method in India?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRI BIBUDHENDRA MISRA): (a) and (b). This Ministry have no specific information about United Arab Republic but this industry has been developed in many countries.

The Rice Bran Oil Extraction industry is being developed in this country and the installed capacity for the production of non-edible oil in terms of rice bran of units borne on the books of the D.G.T.D. at present is 1,50,000 tonnes per annum.

SHRI N. PATRA: In his reply the hon. Minister said that non-edible oil is being extracted. But in the U.A.R. in the Egyptian factories they are manufacturing edible oils by removing one element from the bran, one enzyme, by removing which it is converted into edible oil. They have done it and they have augmented their supply position and also earned foreign exchange. Why does not the Government here also try to convert it into edible oil?

SHRI BIBUDHENDRA MISRA: There is only a technical difference. This concerns the Food and Agricul-

tural Ministry, but it is here because it involves a solvent extraction process and so it is not an edible oil, as for instance soya beans imported from the U.S.A. go into the manufacture of *vanaspati* which is an edible oil. So this matter has been taken up by the Health Ministry to see how it can be used and if an edible oil can be manufactured which goes into *vanaspati* and so on.

SHRI SANTOKH SINGH: May I know where this research for getting this oil from rice bran is being carried out in India and how is the progress of the work in the Hyderabad Institute?

SHRI BIBUDHENDRA MISRA: The Food and Agriculture Ministry, in consultation with the D.G.T.D., has been making experiments with it. They say that the rice mills that we have in this country are mostly of the huller type and to extract good quality oil from the rice bran it is necessary to have the cellar type which we are introducing in the country.

*613. [*The questioner (Shri Ram Sahai) was absent. For answer, vide col. 4824 infra.*]

CLAIMS FOR COMPENSATION

*614. **SHRI MAHAMMED HANEEF:** Will the Minister of RAILWAYS be pleased to state:

(a) the total amount of the claims for compensation filed by the public during 1964-65 and 1965-66, respectively;

(b) what steps do Government propose to take to check rise in the number of these claims; and

(c) what is the name of the zonal Railways against which the total number of claims filed has been the highest during the periods referred to in part (a) above?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI SHAM NATH): (a) to (c). A state-

ment is laid on the Table of the Sabha.

STATEMENT

(a) Separate figures of claims for compensation filed by the public and by Government Departments are not maintained. The total amount of claims for compensation filed during 1964-65 and 1965-66 was approximately 2,789 and 2,754 lakhs respectively. (Figures for the Southern Railway are only up to July, 1965, because statistics of amounts claimed are not being maintained by that Railway since August, 1965.)

(b) A good deal of attention is being paid to claims prevention. A special Claims Prevention Organisation is functioning on each zonal Railway. Detailed instructions are issued for the guidance of the staff and constant watch kept to ensure that the instructions are observed in practice. The following broadly are the measures taken for the prevention of claims:—

- (i) Pinpointing of bad areas or recurrent causes of claims and organising preventive steps;
- (ii) emphasis on correct packing and marking of packages and labelling of wagons to avoid their going astray or getting delayed in transit;
- (iii) education of staff and labour in careful handling of goods;
- (iv) special arrangements for carrying out repairs to wagons;
- (v) emphasis on special precautions to be taken when damageable goods are transported in open wagons, due to paucity of covered stock, such as covering them with tarpaulins and escorting them;
- (vi) provision of additional covered accommodation in

goods and parcel sheds on a programmed basis to prevent damage by wet during storage;

- (vii) provision of armed escorts for goods trains carrying valuable goods through unsafe areas;
- (viii) provision of better lighting and security arrangements in goods and parcel sheds and in yards;
- (ix) special watch to ensure quick transit and to eliminate avoidable detentions en route;
- (x) closer R.P.F. watch in yards etc., to prevent thefts.

(c) The figures of the total amount of claims filed were the highest on the Southern Railway in 1964-65 and the Eastern Railway in 1965-66.

SHRI MAHAMMED HANEEF: May I know from the hon. Minister what are the difficulties in maintaining statistics about the amount of claims and why they are not being maintained in the Southern Railway?

SHRI SHAM NATH: There is no particular difficulty; we will ask the Southern Railway also to maintain proper statistics.

SHRI D. THENGARI: Is it not a fact that the compensation is paid under an Act which is as old as 1890 and in view of the changed circumstances do the Government propose to have new legislation regarding compensation?

SHRI SHAM NATH: There is no necessity for any legislation in this connection as when the claims based on prevailing prices are filed, the damage is assessed and the claims are paid.

SHRI A. D. MANI: May I ask the Minister what generally is the time lag between the filing of a claim and the realisation of compensation?

SHRI SHAM NATH: Sir, according to my information the average time which the disposal of a claim takes is now about 31.7 days.

SHRI T. V. ANANDAN: Is it not a fact that the major cause for these large number of claims is that there are too many transshipment points on the Indian Railways and to eliminate it, is there any proposal to remove the different types of gauges in the Railways, like the metre gauge, narrow gauge, etc. and bring them broadly into a uniform scheme?

SHRI SHAM NATH: Actually it is a different question. To change the gauge requires a lot of money and as and when funds are available we try to convert the narrow gauge to broad gauge and also the metre gauge into broad gauge.

SHRI T. V. ANANDAN: It is not a different question; the reason for all these claims is that.

SHRI NIREN GHOSH: The point is that the amount of compensation paid under the old Act is out of date and it is not according to the abnormal rise in prices. Have there been any complaints on that score from the claimants?

SHRI SHAM NATH: Sir, when a person files his claim, he bases the amount of his claim on the prevailing price, an assessment is made as to see how far the amount claimed is correct and then the claim is paid.

SHRI MAHAMMED HANEEF: May I know if there is a time limit fixed during which a claim for compensation should be completed and the result indicated to the claimant?

SHRI SHAM NATH: Sir, the instructions are that the claims should be settled as expeditiously as possible and in most cases the claims are so disposed of. But in some cases there is delay and there are so many reasons for it but we always try to see that the causes for such delays are eliminated as far as possible.

ALL INDIA RAILWAY MAGISTRATES' CONFERENCE

*615. **SHRI T. V. ANANDAN:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that an All India Railway Magistrates' Conference was held at Bombay on 10th, 11th and 12th October, 1966;

(b) if so, what are the conclusions arrived at in the Conference; and

(c) what is the total amount of expenditure incurred for the Conference and who met the expenditure?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (DR. RAM SUBHAG SINGH): (a) Yes, Sir, on 11th and 12th October, 1966.

(b) Apart from election of office bearers, resolutions asking for issue of family passes etc. and nomination of representatives of the Association on the Committee for framing Rules for the proper enforcement of the Railway Protection Force Act were passed.

(c) Railways do not bear the expenditure. Only Free Railway Passes are issued for the journey.

SHRI T. V. ANANDAN: Is the Minister aware that very recently there has been a reduction in the ticket checking staff on the entire Indian Railways in order to justify the existence of these Magistrates?

DR. RAM SUBHAG SINGH: We are not aware, Sir.

SHRI T. V. ANANDAN: Sir, will the Minister agree with me that the function of these Magistrates is to punish the ticketless travellers who are detected? To eliminate ticketless travelling or at least to bring it down to the minimum on the Indian Railways an intensification of the drive by the ticket checking staff is very necessary. Since there has been a re-