

required during the monsoon months, it was operationally necessary for the Railway authorities to move sizeable quantities of grains in open BOX wagons under tarpaulin covers. Despite all precautions taken to avoid damage by rain during transit, a certain amount of damage did occur in some of the consignments. Each such case of damage is under investigation.

(d) No, Sir.

(e) Does not arise.

Damage to Foodgrains during Transit

*549. Shri Subodh Hansda:

Shri S. C. Samanta:

Dr. M. M. Das:

Will the Minister of Food, Agriculture, Community Development and Cooperation be pleased to state:

(a) whether Government have any account of foodgrains damaged during transport either by rail or by road during the months of May, June, July and August, 1966;

(b) if so, the total quantity of foodgrains damaged due to this; and

(c) the measures taken to see that the foodgrains are not damaged during such transportation?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Govinda Menon): (a) while no damage in road transit has been reported, some quantities of foodgrains were damaged, inspite of all precautions, in the course of rail transit during the monsoon months from June to August, 1966 as grain had to be carried in open BOX wagons to a sizeable extent.

(b) While a number of bags of foodgrains were reported to have been affected by rain, most of the quantity so affected was salvaged and the total quantity reportedly damaged is estimated to be about 2,000 tonnes during these 4 months.

(c) Since movement of some foodgrains by open wagons was inescapable in view of the very large quantities required to be transported by rail to the drought affected areas during these months, a number of precautionary measures were taken. These included detailed instructions regarding tarpaulin covers, lashings and escort throughout in transit. A number of BOX wagons were also provided with special fittings for movement of foodgrains during the monsoon months. Movement of open wagons through areas of heavy rainfall was also avoided as far as possible.

Shri Shree Narayan Das: The hon. Minister has said that the necessary precautions were taken. In spite of that, how is it that the foodgrains were damaged during transit? What were those necessary precautions which were taken?

Shri Govinda Menon: Where covered wagons were not available and only open wagons were available, on account of the unprecedentedly large quantities which had to be moved from place to place, the railways decided that in the open wagons the grains should be stored in a certain manner, namely in a pyramidal manner and then they should be covered by tarpaulines. That was done, but in spite of that, there has been some damage on account of the heavy rains.

Shri Shree Narayan Das: May I know the extent and the value of the damage caused?

Mr. Speaker: He has already said that it is 2000 tonnes.

Shri S. C. Samanta: Over and above the movement by rail and road there was a sufficient quantity moved by ships also, and there also there was considerable damage, and because of some regulations in the ships, the foodgrains were not unloaded in time. May I know whether Government will look into it?

Shri Govinda Menon: On account of the large quantities involved, there was some delay in the matter of unloading. Government are aware of that.

Shri Subodh Hansda: The hon. Minister himself has stated that there was the rainy season during those four months. May I know whether Government were not aware of the fact that if the foodgrains were transported in open wagons, the foodgrains would be damaged on account of the rains? Since the Railway Minister is also here, I would like to know whether any special request was made to the Railway Minister to provide a sufficient number of covered wagons for the transport of the foodgrains.

Shri Govinda Menon: These arrangements were made after discussions with the railways. Unprecedentedly large quantities had to be moved and enough covered wagons were not available. So, the choice before Government was either not to move the foodgrains or to move them in open wagons, with some arrangements made to see to it that they were not damaged; only a comparatively small quantity has been damaged but a good portion of it has been salvaged.

Shri Ranga: In view of the so-called unprecedented necessity for moving large quantities having continued for a number of years, at least for the last two years, how is it that the Food and Agriculture Ministry and the Railway Ministry between themselves did not plan the supply of wagons in such a manner that only covered wagons to the required extent were placed at the disposal of the Food and Agriculture Ministry for the movement of the foodgrains? I myself had tried to bring to the notice of Government several other instances where foodgrains happened to be damaged in movement over such a short distance as Guntakal and my own constituency namely Chittoor, but they have done

so little in the matter. Why is it that Government did not take any precautionary steps at all during all this period of three years, in spite of the fact that they knew that this unprecedented movement would be necessary not for one year but for a number of years?

Shri Govinda Menon: This question relates to what happened during the monsoon months.

Shri Ranga: Year after year.

Shri Govinda Menon: Yes. But then at that time, the number of closed wagons required were not just available.

Shri Ranga: Faulty railway planning.

The Minister of Food, Agriculture, Community Development and Co-operation (Shri C. Subramaniam): Hon. Members are aware that during 1966, the movement was much more than during the previous years. Therefore, the availability of covered wagons being limited, the choice before us was either not to move at all or to take a risk. We thought it better to take the risk and move these grains and make them available to the starving population.

Dr. M. M. Das: The hon. Minister stated that 2,000 tonnes of grains have been damaged during transit by railway. Has the Food Ministry claimed compensation from the Railway Ministry? If so, what is the amount, and has the compensation been paid or is litigation going on between the two Ministries?

Shri Govinda Menon: Usually, the rule is for the consignee, the State Government concerned to make claims. They have done so and the claims are under investigation.

श्री बड़े : यह दो क्वेश्चन थे, इसमें तो काफ़ी टाइम देना चाहिए था ।

अध्यक्ष महोदय : मैंने कार्फांटाइम दे दिया है ।

International Rice Commission

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*547. **Shri Bibhuti Mishra:**
Shri K. N. Tiwary:
Shri Yashpal Singh:
Shri Bagri:
Shrimati Ramdulari Sinha:

Will the Minister of **Food, Agriculture, Community Development and Cooperation** be pleased to state:

(a) whether it is a fact that the International Rice Commission met in Delhi from the 3rd to 8th October this year;

(b) if so, the subjects discussed there; and

(c) the extent to which India has been benefited by this Conference?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Shyam Dhar Misra): (a) Yes, Sir.

(b) The subjects of discussion included Rice Production and Protection, Rice Soils, Water and Fertiliser Practices and Agricultural Engineering Aspects of Rice Production.

(c) This conference gave an opportunity to the Indian scientists and rice specialists to exchange scientific information and technical know-how on the various aspects of rice. The scientific papers contributed by the visiting delegations constituted very important sources of information which would benefit research on various aspects of rice in India.

श्री विभूति मिश्र : यह जितने विज्ञान-वेत्ता आये और माननीय मंत्री जी भी शायद उस में होंगे, मैं यह जानना चाहता हूँ कि भदई धान में जो कीड़ा लग जाता है और अग्रहनी धान का फूल झड़ जाता है, क्या विज्ञान-वेत्ता लोगों को उन्होंने हिन्दुस्तान के विभिन्न धान के खेतों को दिखाया और देखने के बाद उन्होंने कोई सुझाव दिया ?

श्री श्याम धर मिश्र : यह तो इस प्रकार की चीजों पर हमारे रिसर्च में ही ध्यान दिया जा रहा है और पूसा इंस्टीट्यूट में और लोकल रिसर्च सेंटर्स में भी इस संबंध में ध्यान दिया जाता है । जहाँ जहाँ इस तरह की पेस्ट्स और डिजीजेज होती हैं, उनकी दवा बतायी जाती है कि क्या किया जाय । इस डेलीगेशन ने भी कहीं कहीं जा कर देखा है और वहाँ इन्तजाम भी किया है । वैसे यह जनरल इंटरनेशनल कान्फरेंस है जिस में कि कुछ चीजें डिस्कस की जाती हैं न कि पर्टीकुलर जगहों की कोई एक समस्या को लाया जाय ।

श्री विभूति मिश्र : अध्यक्ष जी, मेरी समझ में यह नहीं आया कि यह जनरल क्वेश्चन क्या होगा ? धान का होगा, किसी खास खेत में वहाँ बीमारी लगे, या कि सारी दुनिया भर की बीमारी तो लग नहीं जाएगी, जब लगेगी तो धान में लगेगी और धान खेत में होता है तां मंत्री महोदय से मैं जानना चाहता हूँ कि जो हिन्दुस्तान के अन्दर धान की खेती में बीमारियां होती हैं, उन बीमारियों को यह कान्फरेंस के जो विज्ञानवेत्ता थे उन के सामने रखा गया था या नहीं और यदि रखा गया तो उन के बारे में उन्होंने कौन कौन से सुझाव दिए ?

श्री श्याम धर मिश्र : श्रीमन्, कोई स्पेसिफिक धान की बीमारी ऐसी नहीं है कि जिसको हम खास तौर से रखते । जो बीमारियां हैं उनकी दवा भी हमें मालूम है जैसे हमारे

अध्यक्ष महोदय : वह कहते हैं कि जो हमारे एक्सपर्ट्स हैं वह तो रोज देखते होंगे लेकिन यह जो इंटरनेशनल एक्सपर्ट्स थे उनको हमारे आदमियों ने यहां की बीमारियां समझायी कि हमारे यहां यह बीमारी है और जो हमारे आदमी सजेशन देते हैं उनके अलावा इंटरनेशनल एक्सपर्ट्स ने भी कोई खास सुझाव दिए इन बीमारियों के लिए ?