

of delay being caused therein and the escalation in their costs as a result thereof; and

(d) the time bound programmes being formulated by the Government for early completion of these projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) No, Sir. However, a few projects are temporarily frozen due to constraint of resources and low operational priority.

(b) The details are as under :

**i. New Lines**

- ia. Nangal Dam-Talwara in Himachal Pradesh.
- ib. Howrah-Amta-Champa Danga in West Bengal.
- ic. Dewas-Maksi and Indore-Dahod (this work is under consideration for defreezing).

**ii. Gauge Conversion Works.**

- iia. Samdari-Bhildi-Luni
- iib. Mehsana-Patan with extension to Bhildi.
- iic. Lalkuan-Kashipur (this work is under consideration for defreezing).

(c) The programme of completion of these projects would be decided once the work on the projects is resumed. The extent of delay and cost escalation resulting from such delay can be known only at that stage.

(d) It would be possible to formulate time bound programmes only after the works can be resumed which would be possible only after the availability of resources improves and some of the ongoing projects get completed. Even thereafter, in each case, it will further depend on the funds made available by the Planning Commission in the case of new line projects in the coming years since these projects are funded out of budgetary support and for other projects to the availability of resources within the Railways internal resources which can be committed to these works.

[English]

**Import of Palmolein**

317. SHRI SRIBALLAV PANIGRAHI : Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state :

(a) the value of palmolein oil imported during the last two years till date;

(b) the quantity of palmolein oil actually landed during 1994;

(c) the break-up of the import by the private sector and public sector agencies as well as the break-up among various public sector units;

(d) whether there is any substantial CIF price difference between the public and private sectors on

the one hand among different public sector agencies on the other;

(e) whether some irregularities have come to the notice of the Government regarding import and distribution of palmolein oil; and

(f) if so, the details thereof; and

(g) the steps taken or proposed to be taken by the Government to prevent this practice in future?

THE MINISTER OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION (SHRI BUTA SINGH) : (a) Government has imported RBD Palmolein worth Rs. 51.04 crores and Rs. 188.94 crores during the financial year 1993-94 and 1994-95 respectively for the Public Distribution System (PDS).

(b) A quantity of 1,07,013 MT of RBD Palmolein was imported by STC for the PDS during the year 1994-95.

(c) Since August, 1994, import of about 1.34 lakh tonnes of selected edible oils was made by the NDDB. The imports by STC have been indicated in reply to part (b). At present, there is no mechanism to monitor the precise level of imports of edible oil by private agencies under OGL or their prices. However, as per latest information available with the Ministry, import of about 27,123 tonnes of edible oil was made under OGI by various firms (excluding STC and NDDB) during the year 1994-95. Price, however, is not known.

(d) The prices of edible oils in the international market fluctuate continuously. The CIF price of imports is dependent on the time at which the contract is made. Hence, no comparison is possible.

(e) No, Sir.

(f) and (g). Do not arise.

**Fertilizers**

\*318. SHRI SYED SHAHABUDDIN : Will the Minister of AGRICULTURE be pleased to state :

(a) the optimum prescribed N-P-K ratio for the use of fertilizers;

(b) the actual ratio achieved during 1992-93, 1993-94 and 1994-95;

(c) whether there has been a marked increase in the imbalance of these three elements in the fertilizers used during the current year particularly after urea was decontrolled; and

(d) the steps taken by the Government to restore the balance both in the short-term and long-term interest?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR) : (a) The desirable N:P:K ratio for the country is 4:2:1.

(b) The actual ratio achieved is as under :

Year	N:P:K ratio
1992-93	9.5:3.2:1
1993-94	9.7:2.9:1
1994-95	8.2:2.5:1
(estimated)	

(c) After decontrol of phosphatic and potassic fertilizers imbalance has widened.

(d) The Government have taken following measures to narrow down the imbalance :

- (i) The scheme for Concessions on the sale of Phosphatic and Potassic Fertilizers initiated after decontrol of these fertilizers during 1992-93 is continued since then.
- (ii) A scheme on Balanced and Integrated Use of Fertilizers has been taken up during the 8th Plan under which integrated use of nutrients through the use of organic manure, bio-fertilizers and micro nutrients is promoted alongwith the use of chemical nutrients.
- (iii) National Project on Development of Fertilizer Use in Low Consumption and Rainfed Areas has been taken up during 1994-95, under which green manure as well as integrated nutrient system is promoted.
- (iv) Under the National Project on Development and Use of Bio-fertilizers, the production, distribution and use of bio-fertilizers is promoted.
- (v) States are advised to organise training programme for education of farmers about balanced fertilizer use.

[Translation]

#### Compensation for Damaged Goods

\*319. SHRI MAHESH KANODIA :  
SHRI SHIV SHARAN VERMA :

Will the Minister of RAILWAYS be pleased to state:

(a) the amount paid by Railways as a compensation for damaged goods during 1992, 1993 and 1994 separately; and

(b) the concrete steps taken or proposed to be taken to minimise such losses in future?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) During 1992-93 Rs. 22.3 crores, 1993-94 Rs. 25.4 crores and 1994-95 (Upto Feb. '95) Rs. 21.72 crores were paid towards compensation for the loss/damage to goods booked, for carriage by the Railways.

(b) Railways are relentlessly striving to secure safety of goods entrusted to them for carriage and to ensure that consignments reach their destination without pilferage or damage. For this purpose, various preventive measures are adopted which include proper packaging, marking and labelling of consignments, proper pad-locking of brake vans and luggage vans, using of commercially fit wagons, escorting of goods trains by Railway Protection Force in vulnerable areas, surprise checks and close liaison and coordination between Railway Protection Force and State Railway Police. Speedy despatch of goods by Block rakes is being done to avoid loss and damage in transit.

[English]

#### Loss to Railways

\*320. SHRI S.M. LALJAN BASHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any study has been conducted of the costs to involved to the Railways due to accidents, both in terms of direct financial loss and loss due to disruption of traffic;

(b) if so, the details thereof; and

(c) the remedial measures proposed to be taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) and (b). No detailed study has been conducted of the costs involved on the Railways due to accidents. A departmental enquiry is conducted by a Committee of officers in case of each railway accident representing different departments of the railway. In case of a serious accident involving passenger carrying train, statutory enquiry is conducted by the Commissioner of Railway Safety working under the Ministry of Civil Aviation. In the detailed enquiry reports submitted by the Enquiry Committees, the losses suffered by the Railway due to damage to their assets are compiled.

The indirect loss due to disruption of traffic, however, in each case is not computed.

The cost in terms of direct financial loss due to damage to the railway assets for the years 1989-90 to 1993-94 is given below :

Year	Cost of Damage (Rs. in crores)
1989-90	19.40
1990-91	45.92
1991-92	25.39
1992-93	66.10
1993-94	57.09

(c) The losses to the railway in financial terms can be reduced mainly by taking preventive action so that