

Post of Commissioner of Central Schools

4745. SHRI JANARDHANA POOJARY: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether the post of Commissioner of Central Schools is lying vacant for a long time; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION, SOCIAL WELFARE AND CULTURE (SHRI-MATI RENUKA DEVI BARKATAKI): (a) Yes, Sir, the post of Commissioner Kendriya Vidyalaya Sangathan, New Delhi, has been lying vacant since the 25th December, 1977. The Deputy Commissioner, Kendriya Vidyalaya Sangathan, has, however, been given additional charge of the post of Commissioner also.

(b) It has not been possible to find a suitable person to man the post although action to fill it had been initiated before the post actually fell vacant. Efforts are continuing to find a suitable person.

Foodgrains lost during Storage and Transit during 1978

4746. SHRI JANARDHANA POOJARY: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state

(a) what is the quantity of foodgrains lost during storage and transit during 1978;

(b) whether Government have evolved any policy and rational norms to minimise the loss; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI BHANU PRATAP SINGH): (a) The quantity 'of

foodgrains lost during 1977-78 was as under:—

Transit Loss	Storage Loss
1,76,089 M.T.	1,25,435 M.T.

The figures of loss of foodgrains during 1978-79 are yet to be compiled.

(b) and (c). The Government I.F.C. had the matter examined by various Committees from time to time. The measures suggested by the Committees to minimise the transit and storage losses have been adopted to the maximum extent possible. It has been considered not advisable to lay down norms for transit and storage losses because losses cannot be taken for granted in each operation. The various steps taken to minimise losses are as under:

Transit Loss

1. Movements are planned in such a manner as to reduce infructuous movement, unnecessary transhipment and losses in transit. When moved by road, proper truck chits/convoy notes are prepared for an effective check on the consignments at the rail heads and/or at the godowns.

2. Sustained efforts continue to be made to get 'clear' Railway Receipts instead of 'said to contain' Railway Receipts from the Railway Staff.

3. Loading in open wagons is avoided to the extent possible. However, in inescapable circumstances, foodgrains loaded in open wagons and cleared in block rakes are covered by proper sized tarpaulins which are secured in position by lashings and ropes. Those rakes (specials) are subjected to frequent checks by Railway Protection Force, in transit.

4. Foodgrain bags are carefully handled and use of hooks in lifting is minimised.

Storage Loss

1. All possible attention is paid to regularly inspect, treat and preserve the stocks.