

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A.A. RAHIM) : (a) Yes, Sir.

(b) The exact composition of the General Assembly and the Governing Body of the ICCR are given in Annexure 'A' and 'B' respectively laid on the table of the House. (Placed in library, See No Lt 6531/83). The General Assembly was constituted on 3rd Nov., 1982 and the Governing Body on 15th December, 1982.

(c) Does not apply in view of reply to (b) above.

(d) The information is given in the Annexure-C laid on the table of the House. (Placed in library. See Not 6531/83)

Separate Cell for High Valuation CT aims Cases

9129. SHRI RAMESHWAR NEEKHRA. Will the Minister of RAILWAYS be pleased to state :

(a) whether a separate cell is functioning in claims sections on zonal railways for high valuation claim cases and manned by specific staff for a long time;

(b) the reason for such a high valuation cell and whether staff of all claim section can be put to work in rotation especially in Western Railway;

(c) whether it is a fact that when this cell was formed the monetary value was Rs. 2,000 for obtaining finance concurrence and now the limit of finance concurrence is Rs. 15,000 if so, reasons why monetary value of this cell also cannot be raised to Rs. 15,000; and

(d) Whether the railway administration give any special benefits to staff working in high valuation cell; if not, reasons therefor and total number of commercial inspectors attached to this cell ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) A separate cell is functioning in the Claims offices of the Central, Northern, Southern and Western Railways to deal with high valuation claims

cases. The cell is manned by suitable staff of the Claims Office.

(b) With a view to ensuring prompt and proper disposal of claims cases of high valuation, the cell has been organised by posting suitable experienced staff.

(c) No. Monetary value of compensation claims cases requiring financial concurrence is not the sole determining factor for dealing with compensation claims in the cell.

(d) The question of giving any special benefit to the staff working in this cell does not arise as it is a part of normal work. Only on the Northern Railway two Claims Inspectors have been attached to this cell.

Tarpaulins for Transporting Foodgrains

9130. SHRI RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Railways are transporting foodgrains, cement, fertiliser commodities in open wagons covered with tarpaulins but consequently a sizeable quantity of commodity is damaged;

(b) the amounts spent by railways for procuring Tarpaulins during the last five years and the amount suffered by railways due to loss of Tarpaulins; and

(c) whether it is a fact that directive of Railway Ministry dated 4 January, 1969 for setting up separate cell has not been implemented on Zonal Railways, if so, reasons why not ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) (a) Normally, commodities like foodgrains, cement, fertilisers are carried in covered wagons. In fair weather, however, to optimise the use of rolling stock open wagons are also used, in a limited way, to transport these commodities. Open wagons when used for transport of these commodities are covered with tarpaulins. Damages by wet occur only in a few cases and the quantity damaged is negligible in relation to the total quantity moved.

(b) The amount spent by Railways on procurement of tarpaulins during last five years is Rs. 3,66,80,250 approximately and

the amount suffered by Railways due to loss of tarpaulins is Rs. 4,47,000 approximately.

(c) No. Such cells exist on all Zonal Railways except on N.F. Railway, where commodities like foodgrains, fertilisers and cement are loaded in covered wagons.

Categories of Commercial Inspectors

9131. Shri RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state :

(a) various categories of Commercial Inspectors on Indian Railways, with grade and scale ; and

(b) which grade of Inspectors fall under the category of Supervisor staff quoting relevant authority of Labour Act Rules on yard stick ?

MINISTER OF RAILWAYS (SARI A.B. A. GHANI KHAN CHOUDHURY) : (a) Commercial Inspectors on the Railways are available with the following grades and scales of pay :—

Commercial Inspectors (Grade I)	Rs. 840-1040/Rs. 700-900
Commercial Inspectors (Grade II)	Rs. 550-750
Commercial Inspectors (Grade III)	Rs. 455-700
Commercial Inspectors (Grade IV)	Rs. 425-640

(b) According to the provisions of Rule 5(2) of the Railway Servants (Hours of Employment) Rules, 1961, a railway servant is classified as 'Supervisory' on the ground that he holds a position of responsibility, is employed on duties mainly of a supervisory character and is, from the nature of his work and position comparatively free to adjust his hours of duty or work during such hours. Keeping in view the above criteria, Commercial Inspectors in the above grades have been classified as 'Supervisory'.

Jumbo Rakes in N. F. Railway

9132. SHRI RAMESHWAR NEEKHRA: Will the Minister of RAILWAYS be pleased to state :

(a) how many jumbo rakes were worked by Indian Railway during 1981-82 to various stations on Northeast Frontier Railway as inward traffic and to which stations stating number of rakes received at such stations;

(b) how many jumbo rakes were utilised for loading at stations on N.F. Railway during the above period and if run empty on return journey, reasons therefor;

(c) whether it is a fact that over five thousand indents for supply of wagons at various stations on N.F. Railway were cancelled/withdrawn because the railways failed to supply empty wagons owing to jumbo rakes working policy; and

(d) what remedial steps were taken to supply empty wagons against pending indents and reasons for keeping indents pending till withdrawn ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) During the year 1981-82, 632 Jumbo Rakes were worked to various destinations on N.F. Railway as following :—Joghichopa—154, Falakata—1, New Alipurduar—6, New Bongaigaon—189, Salakati—1, New Coochbehar.—20, New Jalpaiguri—136, Malda Town—39, Bengdubi—6, Katihar—17, Rangapani—19, Aluebari Rd/Dalkhola—3 and Samsi—2.

(b) 176 Jumbo Rakes were utilised for back loading from stations on N.F. Railway during 1981-82 and the rest were sent empty for utilisation by Eastern Railway as there was no offering of suitable traffic for Jumbo Rakes.

(c) Yes. The demand was for piecemeal wagons at various stations. Jumbo rakes of special type covered wagons cannot be broken for piecemeal supply. Demand was therefore met to the extent of availability of wagons. It was also affected by agitations and disruptive activities in that area leading to congestion.

(d) The railway wagons are supplied according to the priority for any particular commodity as per the preferential Traffic Schedule and its turn according to the oldest date of registration. All efforts are made to supply suitable type of wagons against the pending demands and the same are allowed