

Officers Carriage misused for Residential Purposes by Senior Officers, Allahabad Division (Northern Railway)

944 SHRI AZIZ IMAM Will the Minister of RAILWAYS be pleased to State

(a) whether Officers' Inspection Carriages have been misused for residential purposes by certain Senior Officers in Allahabad Division during November, 1971 to January 1972 and

(b) if so the steps Government propose to take to discourage such misuse of the carriages and the action proposed to be taken against the Officers concerned ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA)

(a) Inspection Carriages were used by officers for temporary stay in Allahabad Division during the period from November, 71 to January 72, when these were not required for inspection traffic use. There was no misuse.

(b) Does not arise.

Inadequate Supply of Labour for Parcel work at Kanpur Central Station

945 SHRI AZIZ IMAM Will the Minister of RAILWAYS be pleased to State

(a) whether due to inadequate supply of labour for parcel handling work at Kanpur Central Station a number of packages have been damaged since May 1971 and the railway has had to pay a heavy amount of claim on this account

(b) the number of packages held up at the station month wise and the amount of claim paid, and

(c) whether the contractor appointed for handling parcels has not been able to provide adequate labour for the purpose and if so the steps proposed to be taken in the matter ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA)

(a) No.

(b) The information is being collected and will be laid on the table of the House.

(c) On certain occasions, the handling contractor failed to supply additional labour, when demanded to meet the rush of traffic. On one such occasion departmental labour was engaged to clear the congestion and the cost of departmental labour was recovered from the contractor. On two occasions fines were also imposed on the contractor. In addition letters of warnings were issued to the contractor from time to time. The work of the contractor is being kept under constant watch and appropriate action will be taken to deal with failures in future also.

Report against Vigilance Inspector of Railway Board

946 SHRI AZIZ IMAM Will the Minister of RAILWAYS be pleased to State

(a) the criteria adopted for selection of Vigilance Inspector in Zonal Railways and the Railway Board,

(b) whether Vigilance Inspectors are selected on permanent basis or for a specified period and

(c) whether any reports of corrupt origin were received from MPs against any Vigilance Inspector in the Railway Board during 1970-71 and if so, the action taken thereon ?

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA)

(a) A statement is laid on the Table of the House.

(b) Vigilance Inspectors are selected only on a tenure basis, the tenure being 4 years extendable up to 6 years in individual cases of special merit. They may, however, be reappointed to their parent Department/Railway even before the completion of their tenure period, if found necessary.

(c) No report of corruption against any of the Investigating Inspectors of the Vigilance Directorate, Railway Board was received from any Member of Parliament, during 1970-71 i.e. April 1970 to March 1971.

Statement

(i) The selection of Vigilance Inspectors on zonal Railway is to be made from

a more really suitable railwaymen or police Personnel with a flair for Vigilance work. The selection should have the personal approval of the General Manager. The personnel are to be drawn from suitable categories of railway employees and employees of State police. Subject to these conditions the mode of actual recruitment is left to be decided by the individual Railway Administrations.

(ii) The posts of Investigating Inspectors in the Vigilance Directorate of Railway Board are filled from among specified categories of railway employees and personnel of State Police with due regard to their integrity, record of service and willingness and aptitude for vigilance work and with the personal approval of the Director General Vigilance, Railway Board.

Operational Registrations on and Infringement of Priority in Wagon Booking (Allahabad Division)

947. SHRI AZIZ IMAM Will the Minister of RAILWAYS be pleased to state

(a) whether against the operational restrictions and in violation of the system of priority, a large number of wagons were booked, re-booked and diverted from Allahabad Division during 1970-71 and 1971-72,

(b) whether it was done by relaxing the rules and whether permission of competent authority was taken before relaxing the rules, and

(c) the number of wagons for which relaxation was made during 1970-71 and 1971-72?

THE MINISTER OF RAILWAYS (SHRI K. HANI MANTHAIYA) (a) to (c) The Information is being collected and will be laid on the table of the Sabha.

Decline in Export of Electric Fans to Iran

948. SHRI PAMPAN GOWDA Will the Minister of FOREIGN TRADE be pleased to state

(a) whether India has been losing the Iranian market for electric fans, and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) (a) and (b) Exports of electric fans from India to Iran registered a decline in 1968-69. The position has, however, improved since then and exports have been going up progressively. The decline was due mainly to stiff competition from other sources of supply in particular Japan and Hongkong.

Overhauling of Licensing Procedures for encouraging Exports

949. SHRI C. CHITTIBABU Will the Minister of FOREIGN TRADE be pleased to state

(a) the steps taken by Government to overhaul the licensing and other procedures for encouraging exports as envisaged in the Export Policy Resolution placed before the Parliament in July, 1970, and

(b) the quantitative increase in exports as a result of these steps during the past 18 months?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) (a) The licensing and other procedures have been further streamlined, and a statement is placed on the Table of the House indicating the main features.

(b) Export performance is influenced by a large number of factors. It is, therefore, not possible to assess the quantitative increase in exports resulting from overhauling of licensing procedures during the past 18 months.

Statement

The licensing procedures for import of capital goods and raw materials, components and spares have been further streamlined so as to cut down delays and also to enable manufacturer-exporters to obtain their import requirements according to the export needs. The following are the main features introduced:

(i) In respect of capital goods imports, the clearance given by the DGFD from