

Jessops and Braithwaite and two each of Burn Standard and Bharat wagon are in the public sector....

SHRI BIJU PATNAIK: According to you now, they are in the Public sector. What is the total output in the public sector?

SHRI MALLIKARJUN: At the moment, I am not able to answer that to the hon. Member.

MR. SPEAKER: Next Question.

Derailment of Goods Trains due to Overloading

+

*106. SHRI ATAL BIHARI VAJPAYEE:

SHRI SURAJ BHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that according to the Railway Safety Commission derailments of some goods trains were due to overloading and that in spite of warning given in 1978 overwhelming majority of wagons continue to be overweight than what is entered in the records resulting in heavy losses of revenue also;

(b) facts in this regard; and

(c) whether it is also a fact that goods in container services are generally not weighed by the Railways and sample checking has revealed substantial overweight?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) to (c). A statement is laid on the Table of the Sabha.

Statement

(a) and (b). Presumably, the reference is to the report of the Chief

Commissioner of Railway Safety on the working of the Commission of Railway Safety for 1980-81, wherein he had made observations to the effect that some derailments of Goods trains were attributed to seizure of roller bearings and breakage of springs due to overloading. During the last three years, viz. 1979-80 to 1981-82, out of a total of 1,786 derailments of Goods trains on Indian Railways, only 9 were attributed to overloading of wagons.

While loading consignments in Railway wagons, consignors are required not to exceed the permissible carrying capacity of the wagon. At times, however, there may be marginal errors in the estimated weight loaded by the consignors. In order to curb the tendency of the trade to resort to mal-practices of under-invoicing and overloading of wagons, the Railways on their own make efforts to weight the wagons as far as possible and recover under-charges wherever leviable. Penal freight is also realised on excess load.

(c) Loadability of various commodities generally carried in containers is determined by test weighments. Random checks are made to determine actual weight loaded in containers. These checks have revealed some cases of marginal overloading in excess of capacity. However, such overloading does not cause overloading of container wagons.

श्री अटल बिहारी वाजपेयी: अध्यक्ष महोदय, जो वक्तव्य सभा-पटल पर रखा गया है, वह बड़ा त्रुटिपूर्ण है।

अध्यक्ष महोदय कृपया उत्साहपूर्वक तो नहीं?

श्री अटल बिहारी वाजपेयी: अभी तक हम लोग समझते थे कि केवल सवारी गाड़ियां ही दुर्घटनाग्रस्त होती

हैं लेकिन आज के वक्तव्य से पता लगा है कि माल-गाड़ियां भी दुर्घटनाओं में फंसती हैं। गत तीन वर्षों में अर्थात् 1979-80 से 1981-82 के दौरान भारतीय रेलों पर कुल 1,786 माल गाड़ियां पटरी से उतरीं, जिन में से केवल 9 माल गाड़ियां अधिक लदान के कारण पटरी से उतरी थीं, यह इनका कहना है। मैं यह जानना चाहता हूँ कि इन मामलों में क्या किसी के खिलाफ कार्यवाही की गई और यदि कार्यवाही की गई, तो उस का विवरण क्या है और कर्मचारियों के साथ-साथ क्या उन व्यापारियों के खिलाफ भी कोई कार्यवाही की गई, जो अधिक माल लादने के लिए दोषी हैं?

SHRI MALLIKARJUN : The hon. Member has rightly quoted the figures that during three years there were 1786 derailments and out of these derailments, 9 derailments were due to overloading. Let me inform this august House that so far as overloading is concerned, not today but ever since this transportation system has started, even during the Britishers time, there had been always a cushion of 2 tonnes that is allowed in every BG wagon. This is not a new phenomenon. Because the railway has to transport certain goods like coal and ore where at the siding they will be loading the wagons with shovels and even though we have got weighment bridges, still there is every possibility of a little excess pouring into the box wagons. However, so far as punishment and other things which the hon. Member wanted to know in relation to these 9 derailments because of over-loading, I do not have the information at the moment.

AN HON. MEMBER : He wants to know what action has been taken against those people.

SHRI MALLIKARJUN : I will try to furnish it later.

श्री अटल बिहारी वाजपेयी : नहीं अध्यक्ष महोदय आज रेल मंत्री तैयार हो कर नहीं आये हैं।

THE MINISTER OF RAILWAYS (SHRI P. C. SETHI) : As far as over-loading is concerned more than 2 tonnes has been allowed since the inception. Even during Shri Dandavate's time, 2 tonnes have been allowed. 5 tonnes extra loading was introduced in the year, 1980 for some time but, after a few months, it was withdrawn and since then wherever over-loading cases are found, penal freight is also realised for the extra load and the penal freight is quite high.

श्री अटल बिहारी वाजपेयी : मेरे सवाल का जबाब कहां है।

MR. SPEAKER : He wants a specific answer. These are the nine new cases.

श्री अटल बिहारी वाजपेयी : नौ मामलों में ओवरलोडिंग हुआ, गाड़ियां पटरी से उतरीं, कोई कार्यवाही की गयी है या नहीं?

MR. SPEAKER : This is the specific question. But if you are not prepared, you convey it to the Hon. Member.

SHRI MALLIKARJUN : As for as over-loading is concerned, we are trying to build electronic bridges and we are trying to see that over-loading is avoided. However, in some cases the over-loading is taking place.

श्री अटल बिहारी वाजपेयी : अध्यक्ष महोदय, आप इनको फटकार लगाइये, ये तैयार हो कर नहीं आये हैं।

अध्यक्ष महोदय : आप उनको यह जबाब भेज दीजिए। 9 केसिज के मुतल्लिक किस किस को सजा मिली और नहीं मिली तो क्यों नहीं मिलीं।

श्री अटल बिहारी वाजपेयी : मुझे को शक है कि कोई सजा नहीं दी गयी। यह मिलीभगत से ओवरलोडिंग होता है। अब ये संरक्षण कर रहे हैं। मुझे आपका संरक्षण चाहिए।

अध्यक्ष महोदय : विल्कुल पक्का।

श्री अटल बिहारी वाजपेयी : आप इनको फटकार लगाइये।

अध्यक्ष महोदय : इनको यह बताइये। आप इनके सवाल का जबाब दे दीजिए, वरना फिर फटकार लगाऊंगा।

SHRI G. NARASIMHA REDDY : As it has been said that nine derailments have taken place due to over-loading, may I know from the Hon. Minister whether over-loading is an offence in the railways or not? If it is so, up to how much? Because the Railway Minister has said upto 2 tonnes are allowed. Then, for the whole train, how many tonnes more than the capacity is permissible? If it is more, then only there is a possibility for going in for enquiry. If the over-loading is more than what is permissible, then action should have been taken. As it has been already said that derailment has taken place, may I know from the Hon. Minister what action is going to be taken for future?

MR. SPEAKER : Your question is very clear.

SHRI MALLIKARJUN : Over loading, when it is properly mea-

sured, it is always taken very seriously. For example, for 500 KM for each tonne, we charge about Rs. 76/- But once the over-loading is established, the charge will be several times more, even for small consignment, as we take extra money. For example, within the 500 KM we will take more than 102%.

MR. SPEAKER : वे कहते हैं कि एक डिब्बे में आपने दो- टन अधिक कर दिया तो सारी ट्रेन में आप कितना बढ़ा देंगे ?

How much more will it be for the whole train? To what extent the train gets over-loaded?

SHRI MALLIKARJUN : In a rake of 50 boxes, if we take it that every box is overloaded, it comes to naturally 100 tonnes. So, this whole thing is subject to weighing. We are not avoiding weighing and simply taking it for granted. We are also now developing electronic automatic system of weighing even in motion.

श्री राजनाथ सोनकर शास्त्री : अध्यक्ष महोदय, इस प्रश्न के (क) में दिया है कि 'अधिकांश माल डिब्बों में रिकार्ड में दर्ज मात्रा से अधिक भरा जाता रहा है जिस से राजस्व में भी भारी हानि होती है। (क) में अंतिम वाक्य है कि "डिब्बों में रिकार्ड में दर्ज मात्रा से अधिक भरा जाता रहा है, जिस से राजस्व में भी भारी हानि होती है।"

मैं माननीय मंत्री जो से जानना चाहता हूँ कि मालगाड़ियों के डिब्बों में जो पार्सल आते हैं और जो बहुत कीमती पार्सल होते हैं, लिक्वड होते हैं, उनके नीचे छेद कर के सामान निकालकर उनमें कोलतार बगैरह मिला दिया जाता है। अभी कलकत्ता से डी० एल० डब्ल्यू०

में एक 11 लाख रुपये का पर्सल चला, उस में से सामान निकालकर उस में ईंट पत्थर भर दिए गए । मैं माननीय मंत्री जी से पूछना चाहता हूँ कि क्या ऐसी घटनाओं की जानकारी सरकार को है और क्या कार्यवाही की जा रही है ।

SHRI MALLIKARJUN : Government is conscious of the fact of theft and pilferage and accordingly, the required security and protection measures are being adopted by the railways.

श्री राजनाथ सोनकर शास्त्री : मैं हिन्दी में पूछ रहा हूँ और हिन्दी में जबाब चाहता हूँ । यह बड़ा गंभीर मामला है और मैं माननीय सेठी जी से दख्खिस्त कहूंगा कि वे स्थिति को स्पष्ट करें ।

श्री अशोक महोदय : सेठी जी आप जबाब दे दीजिए । माननीय शास्त्री जी को सुसंस्कृत भाषा में उत्तर दे दीजिए ।

श्री प्रकाश चन्द्र सेठी : यह सवाल ओवर लोडिंग का है और जो रेवेन्यू के लास का प्रश्न माननीय सदस्य ने उठाया है तो कौरग कैपेसिटी दो टन ज्यादा अनाउ करते हैं, इसलिए चार्ज दो टन ज्यादा के लिए जाते हैं । इसलिए रेवेन्यू का सवाल नहीं है । लेकिन कालरोज में ज्यादातर ऐसी घटनाएं हैं । वे ब्रिजेज खराब रहते हैं । जहां कहीं संभव होता है, वे ब्रिजेज के जरिए चैकिंग की जाती है ।

जहां तक पिलफ्रेज का सवाल है उस के लिए आर, पी, एफ, को हिदायत दी गई है । कि चोरी करने वालों पर सख्त निगाह रखी जाए और कार्यवाही करें । हाल ही में ऐसे लोगों के साथ आर, पी, एफ, की कई जगह

मुठभेड़ भी हुई है और उन्होंने गोली भी चलाई है ।

Return of Diego Garcia to Mauritius

*107. **SHRI INDRAJIT GUPTA :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the newly elected Government of Mauritius has shown its willingness to strengthen friendly relations and mutual cooperation with Government of India ; and

(b) whether Government of India support the demand of Mauritius for return to her of the territory of Diego Garcia, illegally occupied by U. K. and leased out to U. S. A.

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI P. SHIV SHANKAR).

(a) Yes, Sir ; the present Govt. of Mauritius have also requested the Prime Minister to make a very early visit to them.

(b) The Government of India's consistent policy in this regard has been that the Chagos Archipelago is part of Mauritius and that it support the demand of the return of Diego Garcia to Mauritius.

SHRI INDRAJIT GUPTA : This question has, of course, been answered in a correct and formal way and I welcome the same.

There has been a recent change in Government in Mauritius in which it is reported that 90% of the total voters had cast their votes and all the 62 seats were won by this alliance of two parties— actually, it is one— one party got 60 seats and the other got 2 seats; between them