

families? If so, how much compensation have you given and how much compensation are you going to give to those families?

**SHRI BUTA SINGH:** To start with, I must mention that there are about 1,278 class C unmanned level crossings as on 31st March, 1975 in Maharashtra. This is with regard to all the four railways that serve the State of Maharashtra, i.e., Central Railways, South-Central Railways, South-Eastern Railway and the Western Railway.

As regards the second part of the question is concerned, wherever there is a national highway, we do not take a chance, we always provide a manner gate. In all the eleven accidents that have taken place in Maharashtra, in all the cases an enquiry was held, as it is invariably held, and it was found that the responsibility lies with the private truck operators or the transport operators involved.

**MR. SPEAKER:** So, the question of compensation does not arise.

**SHRI BUTA SINGH:** Yes, Sir. Although there is no provision for that, my senior colleague, the hon. Minister of State paid Rs. one lakh as ex-gratia payment in respect of one accident that he visited.

**Compensation Claims due to Losses, Thefts and Pilferages of Goods in Railways**

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\*756. **SHRI ARJUN SETHI:**

**SHRI S. C. SAMANTA:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has taken steps by organising numerous drives to create greater awareness among the railwaymen for minimising the incidence of compensation claims due to losses, thefts and pilferages of the goods carried by the Railways;

(b) if so, the salient features thereof; and

(c) whether there has been any decline so far as the question of preference of new claims on the Railways during last six months is concerned?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI):** (a) Yes, Sir.

(b) A statement indicating various claims prevention measures taken, is laid on the Table of the Sabha.

(c) Yes, Sir. The number of new claims registered during the last six months viz., October 1975 to March 1976 has come down by 69,239 as compared to the corresponding period of last year.

**Statement**

With a view to preventing loss, theft and pilferage of consignments in transit by rail, various measures have been taken. More important of them are as under:—

- (i) escorting of goods trains in respect of commodities like iron and steel, foodgrains, sugar, oil seeds etc. in vulnerable sections and formation of block loads in respect of such commodities;
- (ii) patrolling in vulnerable and major yards by Railway Protection Force armed personnel;
- (iii) collection of crime intelligence and conducting of surprise raids with a view to tracking down criminals and receivers of stolen property under the Maintenance of Internal Security Act;
- (iv) insistence on provision of dunnage bags to prevent pilferage through flap doors in case of wagonload consignments of sugar, grains, pulses, oilseeds etc;

- (v) proper marking, addressing and labelling to avoid consignments going astray;
- (vi) use of nuts and bolts for rivetting wagons loaded with valuable goods;
- (vii) special drive to avoid detention of wagons in yards and quick despatch and clearance of packages from goods sheds and parcel offices;
- (viii) intensification of panel patching of panel/body cut wagons in sick lines, yards and goods sheds to reduce circulation of defective wagons;
- (ix) prompt repairs to remove the defects of the doors of wagons,
- (x) surprise checks being conducted at loading points to detect cases of short loading and preparation of test vans to minimise the incidence of shortages of complete packages/bags;
- (xi) ensuring locking of brake vans and luggage compartments;
- (xii) proper supervision and careful tallying of packages during loading and unloading operations;
- (xiii) intensified supervision at break of-gauge transshipment points and repacking points;
- (xiv) prompt fixation of staff responsibility and taking deterrent action against the staff found at fault.

After the declaration of Emergency, a special claims prevention drive has been initiated and intensified on the Indian Railways. High level Claims Prevention Meetings, have been held from July 1975 onwards almost every month to instil greater consciousness amongst staff at all levels and to ensure observance of claims prevention measures.

**SHRI ARJUN SETHI:** It is a matter of great satisfaction that as a result of a special drive in the Railways, the figure has come down. However, I would like to know from the hon. Minister the total amount saved as a result of these measures during the last six months and in how many cases the staff had been found guilty and what measures have been taken against the erring staff?

**SHRI MOHD. SHAFI QURESHI:** It would not be possible for me to give the actual amount of savings because these cases have not been settled as yet. But the number of claims has come down. That will substantially give us savings in the amount of money to be paid. The number of staff involved has also come down because of the stringent measures taken by the Railways. I am giving you the comparison of figures of 1974 and 1975. From March 1975 to August 1975 the Railway employees who were involved were 373. The number has come down to 286. The RPF involved numbered 114 last year. It has come down to 61. The number has considerably decreased.

**SHRI ARJUN SETHI:** One of the measures taken by the Railways as a special drive is to avert detention of wagons in yards, and the despatch and clearance of packages. May I know from the hon. Minister in how many cases the consignees have used these wagons as godowns and what action has been taken against these consignees?

**SHRI MOHD. SHAFI QURESHI:** These are certain phenomena of shortages. When there was shortage of essential commodities, certain unscrupulous traders used these wagons as godowns. Now everything is available in plenty, they are not using it. Even then the Railways have taken very strict measures by enhancing demurrage and wharfage charges to see that no detention of wagons is made. Recently an Act has been passed—if a

wagon is not cleared in seven days, the goods will be auctioned and those goods will be supplied to the local consumers.

**SHRI S C. SAMANTA:** The statement says—"After the declaration of emergency, a special claims prevention drive has been initiated and intensified on the Indian Railways. High level claims Prevention Meetings have been held from July 1975 onwards". I would like to know whether the rules are sufficient to deal with the responsibility of the staff?

**SHRI MOHD. SHAFI QURESHI:** Certain deficiencies were located in the rules itself. The rules have been modified and the whole Act has been modified as such. We are quite aware of the situation as it exists to-day. Accordingly the rules are being modified.

**श्री राजावतार शास्त्री :** अध्यक्ष जी, क्या यह बात सच है कि जिन व्यापारियों का मामला या तो चोरी हो जाता है या खो जाता है उन्हें समय पर मुआवजे की रकम नहीं चुकायी जाती है ? और क्या इस मिसलिले में पटना सिटी जो एक बहुत बड़ा व्यापारिक केन्द्र है वहाँ के व्यापारियों के हक में 1 करोड़ 80 लाख रुपये का दावा साबित हो चुका है फिर भी उन्हें मुआवजे के पैसे की प्रदायगी नहीं की गई है ? अगर हाँ, तो विलम्ब के क्या कारण हैं ?

**श्री मुहम्मद शफी कुरेशी :** हर क्लेम की जांच पड़ताल होती है। यह नहीं है कि कोई व्यापारी कह दे कि उस का इतने का नुकसान हुआ है और उस के कहने पर ही हम मुआवजा दे दें। अगर साबित हो जायें कि उस का क्लेम बनता है तो तुरन्त दिया जाता है।

**Targets for Manufacturing of Doxycycline by the end of Fifth Five Year Plan**

\*757, **SHRI K. S. CHAVDA:** Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether targets for Doxycycline to be achieved by the end of Fifth Five Year Plan have been fixed by Government; and

(b) if so, which were the departments responsible for fixing the target and whether views of industry were invited before fixing the target?

**THE DEPUTY MINISTER IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI C. P. MAJHI):**

(a) and (b). Doxycycline is a semi-synthetic drug based on oxy-tetracycline as its raw material. The Task Force of the Planning Commission for Drugs and Pharmaceuticals has assessed the demand for various tetracyclines by 1978-79 as follows:—

S. No.	Item	Target of requirements 1978-79 in tonne
1.	Tetracycline Hcl. includes Chlortetracycline & Dimethyl-Chlortetracycline	200
2.	Oxytetracycline	8
3.	Dimethyl-Chlortetracycline	23

No separate assessment of requirements of doxycycline however was made.

**SHRI K S. CHAVDA:** How many companies have been granted approval for the manufacture of doxycycline? How many proposals have been rejected? What are the reasons for rejection? What are the details of the pending proposals? I also want