

रखी गयी रेलवे रसीद पुस्तकों में से किसी रेलवे रसीद पुस्तक या उसके किसी पन्ने का खो जाना एक गम्भीर दण्डनीय मामला समझा जाना चाहिए ।

(4) प्रत्येक पुस्तक के प्रत्येक पन्ने पर बीजक पुस्तक की छपाई का महीना और वर्ष निरपवाद रूप से दिखाया जाना चाहिए ।

(5) थू बीजकों को डाक द्वारा भेजने के सम्बन्ध में वर्तमान नियमों को कड़ाई से लागू किया जाना चाहिए ।

(6) जब किसी मूल्यवान परेषण अर्थात् कोई परेषण जिसका मूल्य लगभग 1,000 रुपये से अधिक हो की सुपुर्दगी के लिए किसी ऐसे व्यक्ति द्वारा मांग की जाए जिसे स्टेशन कर्मचारी न जानते हों तो उसकी सुपुर्दगी उस समय तक न की जाए जब तक कि रेलवे रसीद का थू इनवायस से मिलान न कर लिया जाय । यदि थू इनवायस उपलब्ध न हो तो स्टेशन कर्मचारियों को पार्टी से अनुरोध करना चाहिए कि वह अपनी पहचान किसी ऐसे व्यक्ति से कराए जिसे स्टेशन के कर्मचारी जानते हों । यदि वह ऐसा करने से मना करे तो सुपुर्दगी केवल तभी की जाए जब स्टेशन मास्टर सुपुर्दगी लेने वाले व्यक्ति की सदाशयता से संतुष्ट हो जाए । यदि आवश्यक हो, तो सुपुर्दगी करने से पहले माल के बुकिंग विवरण की पुष्टि के लिए माल भेजने वाले स्टेशन को तात्कालिक टैलीग्राम भेजा जा सकता है ।

(7) स्टेशन मास्टर को ऐसे परेषणों की सुपुर्दगी में होशियार रहना चाहिए जो ग्राम तार पर उनके स्टेशन पर प्राप्त होने वाले परेषणों की किस्म के न हों ।

(8) पर्यवेक्षण निरीक्षकों के लिए स्टेशनों पर वार-वार जाना, आकस्मिक जांच करना, कर्मचारियों को प्रशिक्षित करना तथा सही कार्यविधि का अपनाया जाना सुनिश्चित करना अपेक्षित है ।

(9) समय-समय पर जारी किये जाने वाले अनुदेशों के अनुपालन में लापरवाही बरतने वाले कर्मचारियों के विरुद्ध कठोर कार्रवाई की जानी चाहिए तथा गलत सुपुर्दगी के मामलों में अप्रमाणिक पार्टियों को परेषणों की सुपुर्दगी में सम्मिलित कर्मचारियों की जिम्मेदारी तुरन्त उहारायी जानी चाहिए तथा उनके विरुद्ध समुचित कार्यवाई की जानी चाहिए ।

Road-Rail Accident between Nagrota Bagwan and Palampur

*639. SHRI DURGA CHAND : Will the Minister of RAILWAYS be pleased to state :

(a) whether a road-rail accident took place on 9th June, 1977 at Paror-Dhira Naura road between Nagrota Bagwan and Palampur near a rail crossing ;

(b) if so, the details of the accident ;

(c) what compensation has been given to the affected persons ; and

(d) whether the Government propose to put a gate there to prevent recurrence of such accidents in future ?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE) :

(a) to (c). On 8-6-1977 a bus dashed against the post of an unmanned level crossing between Nagrota and Palampur stations, resulting in obstruction of the railway track and side collision with approaching train No. 1 PBJ passenger. Six bus passengers sustained only trivial injuries. No compensation is payable in such cases.

(d) No, Sir.

Waiving of Wharfage and Demurrage Charges

*640. SHRI BATESHWAR HEMRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether cases of indiscriminate waiving of wharfage and demurrage charges by the Commercial Officers of Allahabad Division were reported and investigated by the Vigilance Branch of the Northern Railway during the last five years;

(b) if so, the results thereof; and

(c) whether any guideline has been laid down by the Railway Administration in cases of waiver of demurrage and wharfage charges together with details thereof?

THE MINISTER OF RAILWAYS
(PROF. MADHU DANDAVATE):

(a) Yes, Sir.

(b) and (c). A statement is laid on the Table of the Sabha.

Statement

(b) Details of complaints are as under:

1. Shri J. P. Yadav, M.P., complained about Shri Dev Sharma, ACS/Allahabad. Malafides in this case were not established. Hence the case was closed by the Railway Board on 15-1-73 with the advice of C.V.C.
2. C.B.I. complained about Shri S. N. Mukherjee, ACS/Allahabad. The allegations in this case remained unsubstantiated. Hence the case was closed by the Railway Board on 3-1-1977 with the advice of Central Vigilance Commission.
3. Shri B. C. Mohiley of Bharat Sewak Samaj, Allahabad complained through Railway Board about Shri S. N. Mukherjee, ACS/Allahabad. The allegations in this case remained unsubstantiated. Hence the case was closed by the Railway Board on 23-3-1977 with the advice of the Central Vigilance Commission.

(c) The following detailed instructions have been issued by the Railway Board's office to be strictly observed by the railway officers while granting waiver of wharfage and demurrage charges.

“(i) The necessity for the waiver of demurrage/wharfage charges either in full or in part depending on the merits and circumstances of each case is fully appreciated.

(ii) Demurrage/wharfage charges are not considered as sources of revenue to the railways but are more in the nature of penalties imposed, so as to induce the rail users to take appropriate action to unload the goods from wagons and remove them from the railway premises, within the free time allowed.

(iii) There can be no yardstick of a quantitative nature which can be prescribed and discretionary element will always be there in such cases. No hard and fast rules or rigid guidelines can be laid down for exercising these discre-

tionary powers of waiver. However, the following important aspects and circumstances should be taken into consideration while waiving these charges:

- (a) the need to sustain and attract traffic to the Railways and to assist in the marketing efforts;
- (b) the nature and the value of the goods in relation to the freight and wharfage/demurrage due;
- (c) the amount likely to be recovered, if the goods are not taken delivery of and as a consequence of which the same has to be disposed of by public auction as per rules;
- (d) the extent of damage or deterioration the goods might have suffered;
- (e) the extent of delay in transit;
- (f) the cause for delay in unloading or taking delivery of goods and extenuating circumstances, if any;
- (g) the local conditions at a particular station;
- (h) whether the circumstances under which the wharfage or demurrage charges accrued were really beyond the control of the consignor or the consignee;
- (i) the size of the goods shed and its vulnerability for congestion if the goods are not removed, leading to operating restrictions on this ground; and
- (j) railway's inability to grant delivery on Indemnity Note for want of wagon labels or invoice not received at the destination station.”

The above aspects are not exhaustive and there can be other commercial considerations, which may have to be kept in view while waiving the wharfage/demurrage charges.

In cases, where the amount foregone is in excess of 50% of the discretionary powers vested in the authority waiving the wharfage and/or demurrage charges, the reasons for waiver should be recorded in brief.

These instructions have again been reiterated and clarified to the Zonal Railways for being followed by the Railway Officers.