

allegation that had been made about the mismanagement of the Swadeshi Cotton Mills Ltd. But, as I said they are two brothers—one brother is in the management of one company and the other brother is in the management of another company. The allegations relate to the mismanagement of the affairs of the company thereby earning fabulously while the accounts for the year 1974-75 showed huge losses due to their manipulations thereby making huge money by unfair means detrimental to the interests of the shareholders.

MR. SPEAKER: Shri Lakkappa has already read out that portion. We have already taken five minutes on this question.

SHRI KANWAR LAL GUPTA: Why should he not say what are the exact complaints instead of by saying that the question put by a Member is different and the answer to him is different?

MR. SPEAKER: He has read out from the reply given. He has repeated it from the reply given earlier to an unstarred question. The Minister is repeating the same thing.

SHRI KANWAR LAL GUPTA: Sir, this is a serious matter involving Rs. 3 lakhs due to the mismanagement of the company.

SHRI SHANTI BHUSHAN: I have already said that the inspection of Swadeshi Polytex has been ordered. The report is likely to come in April and only then the question of taking action or not taking action will arise.

Goods not lifted by Consignees

*470. **SHRI S. D. SOMASUNDARAM:** Will the Minister of RAILWAYS be pleased to lay a statement showing:

(a) whether it is a fact that a large quantity of goods booked through Railways is not lifted in time by consignees;

(b) if so, the average quantity and value of goods not claimed in time during the last twelve months and the demurrage realised;

(c) whether Government are aware that such delays in lifting constitute an indirect method of hoarding leading to price rise, considerably off-setting the demurrage charges; and

(d) if so, the steps taken or proposed to be taken to stop such pernicious practice?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) No, Sir.

(b) and (c). Do not arise.

(d) In order to curb the tendency on the part of the trade to use railway premises as warehouses various steps are taken which include levy of demurrage/wharfage charges on an anti-teleconic basis, putting pressure on the traders through recognised Chambers of Commerce and Industry to expedite clearance of consignments and disposal of essential commodities through State Governments at notified stations seven days after the termination of the transit.

SHRI S. D. SOMASUNDARAM: Sir, answer to part (d) of the question reads like this: "In order to curb the tendency on the part of the trade to use railway premises as warehouses various steps are taken which include levy of demurrage etc."

If this is the correct answer, then naturally the reply to part (a) "No, Sir," is an incorrect answer. If it is a fact that there is no case of large quantity of goods booked through railways not having been lifted in time by consignees, then there is no need to take any steps for curbing the tendency on the part of the trade to use railway premises as warehouses. The answers are mutually contradictory.

I would like to know from the hon'ble Minister of Railways in brief the steps that have been taken to curb this tendency on the part of the trade, which he has mentioned in part (d) answer.

PROF. MADHU DANDAVATE: Let me at the outset say that there is no contradiction in the answer to part (a) of the question and other parts. What you have asked is: Whether it is a fact that a "large quantity" of goods booked through Railways is not lifted in time by consignees. No doubt, some difficulties are there in the case of certain goods received by the consignees but that particular number is not very "large". I have made it clear that we are already taking certain steps. There are a number of reasons by virtue of which such situations arise. Sometimes the consignees have not got sufficient facilities of warehousing; sometimes their financial position is very tight; sometimes there is inordinate delay in the receipt of the RRs and in addition to that there are certain marginal cases in which some of the unscrupulous traders deliberately allow their consignments to remain uncleared so as to create artificial scarcity and thus take advantage of the same. In order to meet this situation I have mentioned in part (d) the concrete steps which have been taken.

SHRI S.D. SOMASUNDARAM: The delay in the lifting of foodgrains causes untold hardship to common people. There is artificial scarcity and then there is unwarranted price increase. I would like to know whether the Government would offer such foodgrains which are not lifted by the trade from the wagons in time to Cooperative Societies and Civil Supply Department with 20% deduction in the price in order to punish the consignee who is delaying want only.

PROF. MADHU DANDAVATE: The most effective measure will be that if in seven days the goods are not cleared and taken charge of we will, in that event, hand-over the entire consignment to the State Government and we would expect the State Government to actually organise and auction and it may happen that the people may get those commodities at a cheaper price.

श्री किरंमो प्रसाद : आपने बताया है कि सात दिन के अन्दर वस्तुओं को बेचने की व्यवस्था आपने कर दी है। आप को तो मालूम ही है कि मानवकृत अभाव वस्तुओं का होता है। मैं स्पष्ट जानना चाहता हूँ कि इन वस्तुओं को क्या व्यापारियों की कीमत पर बेचा जाएगा या सरकार का तथा उसके अधिकारियों का जो समय इस में लगेगा उसका हिसाब लगा कर के उस सामान को बेचा जाएगा ?

प्रो० मधु इंदबते : जैसा मैंने मूल उत्तर में बता दिया है एक मरतबा यह सारी चीजें हम स्टेट नवर्नमेंट के हवाले कर देते हैं और उसका अक्शन होता है। तो उसमें कितनी प्राइस मिलेगी यह तो मैं नहीं कह सकता, लेकिन अगर बाजार से भी ज्यादा दाम दे कर खरीदना है तो कोई नहीं अक्शन में खरीदेगा। तो साफ है कि कम दाम में खरीदेंगे और उनकी गलती से शायद लोगों को फायदा ही होगा।

श्री कल्याण शंभु : क्या मंत्री महोदय, बतायेंगे कि विभिन्न अधिकारियों को डेमरेज माफ करने के आपके मंत्रालय ने अधिकार दे रखे हैं और उन अधिकारों का दुसरे लोग विभिन्न अधिकारी लोग करते हैं। साथ ही व्यापारी लोग चीजों की, अपने यहाँ

स्टॉक न कर के रेलवे के माध्यम से हॉटिंग करते हैं और यह आप स्वयं महसूस करते हैं। तो मैं जानना चाहता हूँ कि क्या आप इस बारे में सोच रहे हैं कि विभिन्न अधिकारियों को जो डेमरेज माफ करने के अधिकार श्रेणीवार दे रखे हैं उनको खत्म करेंगे और साथ ही उसको समाप्त करने के बाद एक निश्चित समय पर माल न उठाने पर उस माल की नीलामी करने के बारे में भी आपका क्या विचार है ?

प्रो० मधु इंदबते : जब किसी परिस्थिति में रेल प्रशासन की गलती से अगर डेमरेज ज्यादा देना पड़े तो ऐसी हालत में अधिकारियों को अधिकार है कि वह डेमरेज कम करें, उसमें कुछ कन्सेशन दे दें। लेकिन आज तो उल्टी हालत है कि जब कई कारणों की वजह से बड़े बड़े व्यापारी कनसाइनमेंट नहीं ले जाते हैं तो हम लोग कोशिश कर रहे हैं कि ऐसी जगह पर डेमरेज और थ्रारफेज दोनों में वृद्धि करें। उनमें कमी करने का कोई सवाल ही नहीं आता है।

Complimentary Passes

*471. **SHRI L. L. KAPOOR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large number of complimentary passes have been issued during the year 1976 and 1977; and

(b) if so, the names of the persons/ organisations issued with complimentary passes during 1976 and 1977?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b) Two statements are laid on the Table of the House.