

Export Trade

*1748. **Shri Ram Kishan:** Will the Minister of Commerce be pleased to state:

(a) whether Government propose to nationalise the export trade in the country;

(b) if so, the reasons therefor; and

(c) when a final decision is likely to be taken?

The Minister of Commerce (**Shri Dinesh Singh**): (a) There is no such plan before the Government but it is proposed to assign greater role on a continuing basis to public sector trading corporations in this respect.

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

Hindustan Zinc Ltd.

*1749. **Shri S. M. Bamerjee:**
Shri S. S. Kothari:
Shri Madhu Limaye:
Shri George Fernandes:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that the Hindustan Zinc Ltd., have arranged for the sale of 5,000 tonnes of Concentrates to Cominco Binani Zinc Ltd., in Kerala at a price of about Rs. 6,000 per tonne f.o.r. Udaipur on the basis of international price of zinc at the London Metal Exchange;

(b) whether the price of Zinc metal produced by Cominco Binani Ltd. has been fixed at Rs. 5,250 per tonne whereas the international price of zinc is varying between 95 pounds to 100 pounds per tonne; and

(c) if so, the reasons therefor?

The Minister of Steel, Mines and Metals (**Dr. Chenna Reddy**): (a) Hindustan Zinc Limited agreed to sell to Messrs Cominco Binani Zinc Limited 5,000 tonnes of zinc concentrates. The price realised was Rs. 640 per tonne f.o.r. Zawar mines, which was arrived at in accordance with the standard

international practice of price fixation for zinc concentrates.

(b) Government have not fixed the price of zinc metal produced by Cominco Binani Zinc Limited. Messrs. Cominco Binani Zinc Limited are presently selling their zinc metal at Rs. 3,200 per tonne, exclusive of excise duty.

(c) Does not arise.

Goods Wagons Lying Unloaded at Terminals

*1750. **Shri Jagannath Rao Joshi:**
Shri Bedabrata Barua:
Shri Marandi:
Dr. Surya Prakash Puri:
Shri Y. S. Kushwah:
Shri Raghuvir Singh Shastri:
Shri Atam Das:
Shri Ram Avtar Sharma:
Shri O. P. Tyagi:
Shri Ram Gopal Shalwale:
Shri Molahu Prasad:
Shri R. R. Singh Deo:
Shri D. N. Deb:
Shri D. Amat:
Shri N. K. Sanghi:
Shri Virendrakumar Shah:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that nearly 2,000 goods wagons have been lying unloaded at various terminals in the Northern region e.g., Delhi, Lucknow, Kanpur, Ambala etc; and

(b) if so, the action being taken to expedite the unloading and to remove clogging?

The Minister of Railways (**Shri C. M. Poonacha**): (a) Yes, Sir, it happened last month at certain stations on the Northern Railway.

(b) The accumulation has been brought down by regulating further receipts by imposing suitable booking restrictions and by persuading, the

trade and the authorities concerned, through personal contacts, to expedite unloading and removal of goods. To facilitate removals, the working hours of goods sheds were also extended.

Compensation for Loss of Foodgrains during Transit

*1751. Shri Sitaram Kesri:
Shri Sidheshwar Prasad:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that large quantities of foodgrains are lost during transit and that the Railways have been paying large sums on this account;

(b) if so, the total quantity involved and the amount paid so far; and

(c) the steps Government propose to take to prevent the loss which is mostly due to pilferage?

The Minister of Railways (Shri C. M. Poonacha): (a) It is a fact that some quantities of foodgrains are lost during transit on account of which the Railways have to pay compensation claims, but the quantities lost cannot be described as large in relation to the total volume of foodgrains traffic carried by the Railways. For instance, in the year 1965-66, in respect of which complete figures are available the total amount of compensation claims paid on account of losses of foodgrains was Rs. 67,78,149/- which would not represent the cost of more than about 10,000 tonnes of foodgrains against 1,43,76,400 tonnes of total foodgrains traffic carried in the same year.

(b) Statistics are maintained only in respect of number of claims paid and the total value of compensation paid and no figures are maintained about the quantities in respect of which the claims are paid. The figures with regard to number of claims paid and the amount of compensation paid in regard to foodgrains traffic is as under for the 3 years 1963-64, 1964-65 and 1965-66:—

Year	No. of claims paid	Amount of compensation paid
1963-64	65,013	Rs. 57,39,082
1964-65	51,434	Rs. 59,11,749
1965-66	45,565	Rs. 67,78,149

(c) Losses of foodgrains in transit are not entirely due to pilferage which accounts only for about 75 per cent of the total compensation amount paid in respect of this traffic. The other major cause in this connection is damage by wet. The steps being taken to prevent losses of foodgrains in transit are detailed below:—

- (i) Emphasis on proper packing and marking and labelling of wagons to avoid their going astray or getting delayed in transit.
- (ii) Emphasis on correct documentation and securing of the relevant documents with the wagon.
- (iii) Provision of brackets inside the wagon for putting in additional labels.
- (iv) Insistence on provision of dunnage.
- (v) Taking of special precautions when foodgrains are transported in open wagons, such as covering them securely with tarpaulins and, where necessary, providing escorts.
- (vi) Educating staff and labour in careful handling.
- (vii) Stressing the need for proper supervision and careful tallying of packages during loading and unloading.
- (viii) Increasing covered accommodation in Goods Sheds where the present accommodation is insufficient.