

**GOVERNMENT OF INDIA  
CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION  
LOK SABHA**

STARRED QUESTION NO:188  
ANSWERED ON:04.08.2000  
LOSS OF FOOD GRAINS DURING TRANSPORTATION  
RAGHUNATH JHA

**Will the Minister of CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:**

- (a) whether heavy expenditure is incurred on transportation of foodgrains to storage godowns;
- (b) if so, the details thereof;
- (c) whether the foodgrains are lost during transportation;
- (d) if so, the quantity of loss of foodgrains has come to the notice of the Government during the last three years; and
- (e) the measures taken by the Government to check the wasteful expenditure and loss of foodgrains?

**Answer**

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHANTA KUMAR)

(a),(b),(c),(d) & (e) : A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a),(b),(c),(d) & (e) OF THE STARRED QUESTION NO. 188 FOR ANSWER IN THE LOK SABHA ON 4-8-2000.

(a)&(b): Yes, Sir. The FCI incurs an expense of around Rs.1100 Crores on an average per year on transportation by rail. Almost 93% of stocks are moved by rail only.

(c): Yes, marginally. Foodgrains are lost in transportation all the way to consuming and storage regions, sometimes involving transshipment and over long haulages.

(d): the quantity of foodgrains lost in transportation by rail during the last three years is given as under:-

Qty. In lakh tonnes

Year    Quantity Lost    Quantity Moved    % age on    Quantity moved

1996-97	3.47	265.03	1.31	
1997-98	2.78	234.18	1.18	
1998-99	2.66	227.27	1.17	

(e): Food Corporation of India has taken the following measures amongst others to check the losses in transportation :-

- (i) Adoption of 50 kg. Packing in a phased manner.
- (ii) Installation of weighbridges.
- (iii) Administrative measures such as tightening of security at depots, intensifying surprise checks at the loading/unloading points, ensuring regular stock verification etc.
- (iv) Encouraging machine stitching of bags especially double-line stitching.
- (v) Induction of Central Industrial Security Force at vulnerable depots to curb theft and pilferage.
- (vi) Special squad checking at selected railhead transshipment and destination points.
- (vii) Identification of vulnerable points.

- (viii) Speed up of write off cases and fixation of responsibility wherever called for.
- (ix) Not to place the godowns under the charge of officials whose antecedents are doubtful.
- (x) Inspection of depots and record by Senior Regional Manager/District Managers.
- (xi) Inspection of weighbridges by Joint Manager(Mechanical) and District Manager.
- (xii) Reduction in open wagon movement to the extent possible.
- (xiii) Improvement in the size and quality of gunnies.