

**GOVERNMENT OF INDIA**  
**MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION**  
**RAJYA SABHA**  
**QUESTION NO 07.03.2011**  
**ANSWERED ON**  
**LOSS OF FOODGRAINS IN TRANSIT AND STORAGE .**

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SHRI MAHENDRA MOHAN

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

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- (a) whether Government is aware that a large quantum of foodgrains are lost/damaged during the transit and the storage;
- (b) if so, the details thereof and the reasons therefor;
- (c) whether any study has been conducted to ascertain the loss;
- (d) if so, the details thereof; and
- (e) the steps taken to check such losses in future?

**ANSWER**

MINISTER OF STATE (INDEPENDENT CHARGE) FOR CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION

(PROF. K.V. THOMAS)

(a)&(b): No, Sir. The details of storage and transit losses (Wheat and Rice) during last three years are as under:-

Storage losses

Quantity in lakh MT

Year	Qty. issued	Qty. loss	% age
2007-08	655.89	1.39	0.21
2008-09	620.17	0.58	0.10
2009-10#	490.57	1.32	0.27

Audited # Provisional

Transit losses

Quantity in lakh MT

Year	Qty.Moved	Qty. loss	% age
2007-08	312.03	1.21	0.39
2008-09	303.84	1.06	0.35
2009-10#	283.59	1.36	0.48

Audited # Provisional

The reasons for storage and transit losses are due to:- Storage Losses

- i) Loss of moisture
- ii) Prolonged storage.
- iii) Bleedings/ spillage of grain from gunny bags.
- iv) Bird/Rodent trouble in storage complexes.
- v) Sliding down/deterioration of stocks.
- vi) Fungus/infestation of stocks. Transit Losses

- (i) Driage of moisture during long transit.
- ii) Multiple handling.
- iii) Use of hooks during handling.
- iv) Weak texture of gunnies & bursting of bags
- v) Spillage through wagon holes/cleavages and flap doors.
- vi) Loss at transshipment points.
- vii) Different modes of weighment.

(c) & (d): No such study has been conducted. However, when storage and transit losses occur,

investigations are carried out and the delinquent officials are proceeded against.

(e): The steps taken to reduce storage and transit losses are as under :-

(i) Barbed wire fencing of the boundary walls, provision of street lights for illumination of godowns and proper locking of the sheds are taken to secure the godowns.

(ii) Security staff of FCI as well as other Agencies like Home Guards, Special Police Officers are deployed for safety of the stocks.

(iii) Security Inspections as well as surprise checks of the Depots, destination/dispatch centers are conducted from time to time to detect and plug security lapses.

(iv) Periodical prophylactic and curative treatment of stocks, are carried out.

(v) The principle of First in First out (FIFO) is followed to avoid storage of foodgrains for a long duration.

(vi) Undertaking pre-monsoon fumigation.

(vii) Improvement of dunnage material.

(viii) Ensuring proper quality checking of foodgrains at the time of procurement.

(ix) Adoption of 50kg packing to avoid use of hooks.

(x) Double line machine stitching of bags.

(xi) Inspection, monitoring and calibration of weigh-bridges.

(xii) Movement of foodgrains from one place to another is done normally through covered wagons.

(xiii) Loading of standardized bags and leaving 18 inches space near the flap doors.

(xiv) Proper weighment and accounting at the time of receipt and issue.

The following steps have been taken to minimise storage and transit losses:

1. Physical measures like installation of barbed wires fencing of the boundary walls, provision of street lights for illumination of godowns and proper locking of the sheds are taken to secure the godowns.

2. Security staffs of FCI as well as other Agencies like Home Guards, Special Police Officers are deployed for safety of the stocks.
3. Deployment of Central Industrial Security Force and State Armed Police has been done at some depots / godowns, which are vulnerable.
4. Security Inspections as well as surprise checks of the Depots are also conducted from time to time at various levels to detect and plug the security lapses.
5. Adoption of 50 kg packing in a phased manner to avoid use of hooks. 6. Encouraging double line machine stitching of bags.
- 7 Periodical prophylactic and curative treatment of stocks, as prescribed.
8. Streamlining of procedure and documentation for transparency and accountability in operations at each level.
9. Special Squad checking at selected rail-heads, transshipment and destination/ dispatch centers. 10. Identification of vulnerable points. 11. Inspection of Depots by Senior officers of the HQs, Executive Directors(Zones)/ General Managers(Regions)/ Area Managers. 12. Inspection and monitoring of calibration of weigh-bridges. 13. Maintaining priority list for issue of stocks observing the FIFO principle. 14. Proper weighment and accounting at the time of receipt and issue. 15. Undertaking pre-monsoon fumigation. 16. Improvement in dunnage material. 17. Movement of foodgrains from one place to another by safe means i.e. covered wagons etc. 18. Ensuring proper quality checking of foodgrains at the time of procurement. 19. Ensuring that all FCI owned godowns are constructed and maintained on scientific lines for storage of foodgrains. 20. Insuring transit losses in movement of foodgrains by rail. 21. Providing escorts while transporting foodgrains from Depot to Rail head & vice-versa. 22. Transfer of officials whose integrity is found doubtful as per extant instructions.