

Advisers

3. Shri A. P. Venkateswaran, Permanent Representative in the PMI, Geneva.

4. Shri R. K. A. Subrahmanya, Additional Secretary, Ministry of Labour, New Delhi.

5. Shri H. Pais, Joint Secretary, Ministry of Labour, New Delhi.

6. Shri Ishwari Prasad, Chief Labour Commissioner(C) Ministry of Labour, New Delhi.

7. Shri C. R. Nair, Deputy Secretary, Ministry of Labour, New Delhi.

8. Shri A. S. Das, First Secretary, PMI, Geneva.

Workers' Group*Delegate*

1. Shri V. R. Hoshing, Vice President, INTUC, Mazdoor Manzil, G. D. Ambkar Marg, Parel, Bombay.

Alternate Delegate

2. Shri Subrata Mockerjee, Working President, INTUC-Bengal Branch, Calcutta.

Advisers

3. Shri N. P. Roy, General Secretary, Eastern Railwaymen's Congress, 3, Church Road, Howrah.

4. Shri V. P. Marakkar, President, INTUC Kerala Branch, Edappally, Cochin-24.

5. Shri K. Ramamurthy, M. P. Secretary, Indian National Rural Labour Federation, 69, Dr. Subbarayan Road, Salem (Tamil Nadu).

6. Miss E. D. Souza, Chairman, INTUC Central Women Committee, G. D. Ambkar Marg, Parel, Bombay.

Employers' Group*Delegate*

1. Shri Kan Dharamdas Mariwalla Chairman, Standing Conference of Public Enterprises and Chairman & Managing Director, National Industrial Development Corporation Ltd., Chankya Bhavan, Vinay Marg, New Delhi.

Alternate Delegate

2. Dr. S. K. Somaiya, President, All India Organisation of Employers Godavari Sugar Mills Ltd., Fazalbhoy Building, M. G. Road, Bombay.

Advisers

3. Shri M. Ghose, Secretary, Bengal Chamber of Commerce & Industries, Royal Exchange, 6 Netaji Subhash Road, Calcutta.

4. Shri B. M. Sethi, Secretary, All India Organisation of Employers, Federation House, New Delhi.

5. Shri A. P. Gupta, Vice Chairman, & Director, Cawnpore Chemical Works Ltd. Kanpur.

6. Shri Hemant Kumar Jadavji Viadya, Hon. Treasurer, All India Manufacturers' Organisation, Jadavji Mansions, 3, Cuffee Parade, Colaba, Bombay.

(Note: Shri J. B. Patnaik, Union Minister of Labour and Shri A. K. Pandey, Special Assistant to the Minister who were included in the delegation could not attend the Conference)

कियूल-बरहरवा लाइन को दोहरा करना

2078. श्री राम विलास पासवान:

श्री डी. पी. यादव:

श्री समीन्द्रदीन:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार ने कियूल से बरहरवा तक की इकहरी रेल लाइन को दोहरी लाइन में परिवर्तित करने के लिये सर्वेक्षण कार्य आरम्भ किया था;

(ख) यदि हां, तो उक्त कार्य में कितनी प्रगति हुई है;

(ग) क्या सरकार को मालूम है कि वर्तमान रेल-लाइन लगभग साँ वर्ष पुरानी है और इसलिए इसमें कठिनाइयाँ पैदा होती हैं तथा यातायात में विलम्ब होता है; और

(घ) उक्त लाइन को कब तक दोहरी लाइन में परिवर्तित कर दिया जायेगा?

रेल मंत्रालय में उप-मंत्री (श्री मल्लिकार्जुन) : (क) से (घ) . किउल-भागलपुर खंड में 51 कि.मी. दोहरी लाइन बिछाने के कार्य को 6.80 करोड़ रुपये की लागत से 1980-81 के बजट में शामिल कर लिया गया है ।

आराह से सासाराम तक रेल-सेवा

2079. श्री रामविलास पासपान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आराह से सासाराम तक कोई सीधा रेल सेवा नहीं है;

(ख) यदि हां, तो आराह से सासाराम तक सीधी रेल-सेवा कब तक उपलब्ध करा दी जायेगी; और

(ग) यदि नहीं तो इसके क्या कारण हैं?

रेल मंत्रालय में उपमंत्री (श्री मल्लिकार्जुन) : (क) फरवरी, 1978 से, जय आरा-सासाराम लाइट रेलवे ने इसका संचालन समाप्त किया और कंपनी का एंजिन्डरिंग परिसमापन किया गया, आरा और सासाराम के बीच कोई सीधी रेल सेवा नहीं रही है ।

(ख) और (ग) . 1980-81 के बजट में 1 लाख रु. के प्रारम्भिक परिव्यय सहित 5 लाख रु. की प्रत्याशित लागत से, आरा और सासाराम के बीच एक बड़ी लाइन के लिए प्रारम्भिक इंजीनियरी एवं यातायात सर्वेक्षण को शामिल किया गया है । सर्वेक्षण कार्य संसद में रेल बजट पास हो जाने और अनुमान मंजूर हो जाने के बाद, प्रारम्भ किया जायेगा ।

Late Running of Trains

2080. SHRI SATYAGOPAL MISHRA Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the late running of trains has become a regular feature of the Indian

Railways in recent times, particularly since the present Government has come into power; and

(b) the proposals of Government to regularise the railway system of our country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The punctuality performance of Mail/Express trains 'Not losing time' which was about 84.0 per cent by end of 1979, had improved to around 90.0 per cent during the month of March, 1980. Punctuality of trains during April and May, 1980 has been slightly affected due to increased incidences of alarm chain pulling, miscreant activities, public demonstrations, accidents, excessive summer heat and water shortage in many parts of the country aggravated by the power shortage. In addition, there are detentions also caused by reasons which are within the control of the Railways, such as, engine failure, signal failure/defects, and other operating failures.

(b) The Railways have been asked to pay special attention to the punctual running of trains and arrange for day-to-day monitoring of important Mail/Express trains not only at the field level, but also at the Zonal Head Quarters level. Avoidable detentions are taken up immediately and remedial/punitive action taken to improve the running of trains. General Managers have also been instructed that slackness of staff in this matter should be dealt with firmly and promptly. Liaison is also being maintained with the concerned State Government to check the incidence of alarm chain pulling and dis-connection of hose-pipes by miscreants.

Visit of Foreign Dignitaries

2081. SHRI AHMED M. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of foreign dignitaries/delegations who visited India during the last 3 months; and