

32 per cent in 1978-79 to 29 per cent in 1979-80 in Broad Gauge sections of the South Eastern Railway.

(b) Does not arise.

(c) Empty haulage of wagons is inherent and unavoidable in every railway system and it depends upon where bulk of the traffic is available. Steps, are however, taken to rationalise the movement in such a manner that the empty haulage is minimum possible.

**Appeal by Indian workers working in Libya**

2281. SHRI ATAL BIHARI VAJ-PAYEE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that about 100 building construction workers in Libya had addressed an appeal dated October 25, 1979 to his Ministry stating their pathetic conditions there and requesting for their repatriation;

(b) if so, the facts and action taken for their relief;

(c) whether everyone of them has completed his term under the legal contract; and

(d) if so, why there has been delay in their repatriation inspite of their express wish for the same?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) On receipt of the complaint from the workers that the employing company had not paid their dues and was not taking action to repatriate the workers our Embassy in Tripoli had taken the matter up with the Foreign Liaison Bureau of the Government of Libya. The complaint of the workers had also been filed with the local Civil Courts. The Civil Courts gave their final decision on 3rd December, 1980 in favour of the workers. However, this decision was contested by the employing Company in the High Court who upheld the decision of the Civil Court on 25th

January, 1981 and directed the Company to make payments of the workers' dues. According to the reports the Company is making arrangements to clear the dues of the workers.

(c) Yes, Sir.

(d) The repatriation of the workers was delayed as the matter was being adjudicated by the local Courts. Now that the legal hurdles are over the workers are likely to be repatriated to India shortly.

**Manmad—Aurangabad Line**

2282. SHRI QAZI SALEEM: Will the Minister of RAILWAYS be pleased to state:

(a) how much amount has been spent till date since the inception of Manmad—Aurangabad Railway line on Central—Southern Railways and the details thereof;

(b) what are the plans, proposals and estimates of the said line;

(c) when the said line is likely to be constructed; and

(d) what steps the Railways have taken/or propose to be taken for its early completion?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MAL-LIKARAJUN): (a) to (d). A metre gauge line already exists from Manmad to Secunderabad via Purna. The conversion of a part of this section from Manmad to Parbhani and then on to Parli Vaijnath is an approved work and in the first stage it is proposed to convert the section between Manmad and Aurangabad. No target date for completion of the work has been fixed. This would depend on the needs of traffic and the availability of funds. Out of a total estimated cost of Rs. 30.92 crores, a sum of Rs. 93.93 lakhs is expected to be spent by 31st March 1981.