

THE MINISTER OF SHIPPING AND TRANSPORT (SHRI VEERENDRA PATIL): (a) Yes, Sir.

(b) Besides addition to tonnage for cargo Mogul Line Limited have a proposal under consideration to introduce Roll on Roll off vessel passenger cum cargo ship in the West Coast of India.

(c) No, Sir.

(d) Three vessels given by the Mogul Line Limited on time charter to Poompuhar Shipping Corporation Limited for transportation of coal on the coast are estimated to carry about 5 lakh tonnes of coal per year.

**Special Delhi Transport Corporation Bus Trips between R. K. Puram and Sena Bhavan**

9326. SHRI R. L. P. VERMA: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that Sector-I, R. K. Puram, New Delhi has come up as a substantially big bus terminals without proper bus bays and causing traffic bottlenecks during peak hours with chances for accidents;

(b) whether some skelton bus service on Mudrika to pass through R. K. Puram for the benefits of Government Servants numbering about a lakh including their families etc. was requested for but in vain;

(c) whether a special trip on route No. 610 from Sena Bhavan at 1730 hrs. over the only one available at 1715 hrs. which is insufficient to meet the load and special trips at 1410 and 1430 hrs. on Wednesdays and Saturdays were requested to avoid going all the way to Kendriya Terminal bus without results; and

(d) if so, whether Delhi Transport Corporation propose to relieve the commuters by starting special trips and constructing bus bays?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI BUTA SINGH):

(a) At Sector-I, R. K. Puram there is only the bus stand and not the terminal. In view of felt need for bus bays for better operation, DTC has brought to the notice of MCD and Traffic Police Authorities the need for bus bays.

(b) DTC has informed that no such request has recently been received by them.

(c) and (d). In view of adequate existing regular services of routes No. 610 and 620 supplemented by a large number of special trips for R. K. Puram provided in the afternoon from Krishi Bhavan, Udyog Bhavan, and Sena Bhavan, it has not, therefore, been considered necessary to provide further additional special trips.

**बम्बई डिबिजन में फायरमनों की पदावनति**

9327. श्री फूलचन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय ने मार्च, 1980 में पश्चिम रेलवे को इस आशय के आदेश दिये थे कि पश्चिम रेलवे के बम्बई डिबिजन में क्लीनर के पद पर पदावनत किये गये 30 फायरमनों को वाणिज्यिक लिपिक और डीजल/एसीडोसी ट्रैक्शन का प्रशिक्षण देने के बाद खपाया जाय;

(ख) यदि हाँ, तो इस बात के क्या कारण हैं कि पश्चिम रेलवे ने 30 में से 19 गैर मैट्रिक फायरमनों को डीजल/एसीडोसी ट्रैक्शन के प्रशिक्षण के लिए भेजने के लिए अब तक प्रबन्ध नहीं किए हैं और उनको डीजल एसी/डीसी गार्डियों का प्रशिक्षण कब तक दे दिया जाएगा,

(ग) क्या मंत्रालय ने 'रनिंग' श्रेणी में ट्रेनी रिजर्व के पद बनाने के लिए आदेश दिये हैं; और

(ब) यदि हां, तो पश्चिम रेलवे के प्रत्येक डिपो/जंम में रतिया स्टाफ को भिन्न-भिन्न श्रेणियों में रेत पद बनाने को वर्तमान स्थिति क्या है और पदावनत किये गये 19 फायरमैनो को रतिया श्रमका किसो अन्य श्रेणो में कब तक खनाया जाएगा ?

रेल मंत्रालय तथा संसदीय कार्य विभाग  
श्री उष मंत्री (श्री महिलाकजुन) : (क) में  
(ख) मूवा इकटो की जा रही है और  
मभा-पटन पर रख दी जायेगे ।

### Cabin A.S.M. Ajni

9328. SHRI R. P SARANGI: Will the Minister of RAILWAYS be pleased to state:

(a) what is the real reason for the Cabin ASM at 'E' Cabin (C. Railway) AJNI not granting line clear for one Kurla Special Goods to be received on up goods receiving line; was there any Cabin ASM in up goods Cabin No. 5 at AJNI from 18.05 hours to 20.30 hours on 16th December, 1980 to give slot and private number for receiving the Kurla Special;

(b) if not, who forcibly removed the cabin ASM from the cabin and closed the cabin; and what action was taken against the closure; and

(c) was there drafting of guards in Central Railway and South Eastern Railway after 1972 by means of violating Railway Board orders, if so, how many Guards are interpolated like this year-wise and Division-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALIKARJUN): (a) The real reasons are not known. However, it is understood, the reason for Cabin ASM at 'E' Cabin, Ajni in not granting line clear for Kurla Special Goods was utilization of a Guard in Goods Cabin No. 5. The Guard was competent to man the Cabin.

(b) It is not true that the Cabin ASM was forcibly removed from the cabin and the cabin was closed.

(c) No. However, competent railway personnel are re-deployed to ensure uninterrupted movements on the railways whenever staff shortages or agitations etc. adversely affect railway operations.

### Sea Law Meet

9329. SHRI R. L. BHATIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether his attention has been drawn to the news item 'Sea law meet' in 'doldrums' appearing in the Patriot, dated the 14th April, 1981; and

(b) if so, the reaction of Government thereto?

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

(b) In accordance with the decision reached at the ninth Session of the U.N. Conference on the Law of the Sea which ended on 29 August, 1980, the Government of India had expected that the tenth Session of the Conference, which was held in New York from 9 March to 16 April 1981, would be the last substantive Session for concluding negotiations on outstanding questions before the Conference and for formalising the draft convention on the Law of the Sea. But the Session, when it commenced, was confronted with the decision of the United States Government to review the draft Convention and not to allow the Conference to proceed with the formalisation of the draft Convention. The United States position was supported by some West-European countries and by Japan. Although the developing countries, some European States, the USSR and other Socialist States were keen to complete the work of the Conference, substantial progress could not be