

SHRI RATANSINH RAJDA: The reply of the hon. Minister is completely unsatisfactory and full of inconsistencies. In answer to part (a) of the question, he has stated that there was no case of damage of fertilisers, but in part (b) he has accepted that 3,383 bags of urea were damaged. The hon. Minister, I think, is aware that urea is also a fertiliser. This is how inconsistencies are there.

He has stated that no Railway staff at Miraj was responsible for the damage, but according to press reports in all the Maharashtra dailies, it was a case of negligence and dereliction of duty on the part of the Railway staff. So, I would like to know what, according to the Minister, is the cause of the damage.

SHRI MALLIKARJUN: With due respect to the hon. Member, he would notice that part (a) of the question is about Miraj. So, the information furnished is that at Miraj no damage occurred. In reply to part (b) of the question we have agreed there was damage I also know that urea is a fertiliser. The fertiliser was sent from Goa to Panvel. At Miraj there was transshipment because it was travelling by metre gauge up to Miraj and from Miraj it had to go on broad gauge. It was coming in covered wagons up to Miraj, but from Miraj no covered wagons were available. Therefore, we had to board it into box wagons. The South Central Railway has stated that up to Poona there was no lapse on the part of the Railway staff. While travelling from Poona to Panvel, it was covered by tarpaulin, but because of unfortunate rains, some damage occurred on the way to Panvel.

SHRI RATANSINH RAJDA: This is a highly objectionable reply. He says that precautions were taken by covering it with tarpaulin, and yet he says that because of rain it has been damaged. So, there are inconsistencies. I think the Minister should not try to shield the members of the staff who

are responsible for dereliction of duty. A great loss has occurred to the farmers because the Chief Minister took special interest in ordering this consignment and the fertilisers were being sent to the farmers in a particular district in Maharashtra, but because of this loss, the farmers are without urea, and that would affect agricultural production. So, in the light of what I have said, would he kindly carry out investigations and fix the responsibility of the staff?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I do appreciate the anxiety of the hon. Member. The question is that of line capacity and the availability of wagons and when this happened. As the House is aware, in the last few months, all the wagons both covered and open were diverted to thermal power plants for loading of coal. We had to supply the essential commodities to most of the drought affected areas and so we had so much of burden. Sometimes it is unfortunate that because of the situation, we have to take some calculated risks and in this something has gone wrong. Nevertheless, we have ordered an inquiry into this.

Tamluk-Digha Line

*879. **SHRI SUDHIR KUMAR GIRI:** Will the Minister of RAILWAYS be pleased to state:

(a) the progress so far made in respect of survey in connection with the construction of a rail-link between Tamluk and Digha in Midnapore, West Bengal; and

(b) the factors to be taken into account for the purpose of the construction of the said rail-link?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b). A Statement is laid on the Table of the House.

Statement

(a) Reconnaissance survey conducted in August, 1979 revealed that linking of Digha with Tamluk station via Contai (88 kms.) appears to hold more promise from traffic point of view than any other route. Exact traffic prospects can be assessed after completion of the detailed traffic survey. Nearly 72 kms. of survey work has been completed.

(b) Important factors are financial return on cost of the project, availability of funds, clearance by the Planning Commission and a cost benefit appraisal of the project.

SHRI SUDHIR KUMAR GIRI: Before putting my supplementary, I would like to submit a brief background. The area through which the proposed rail-link is to be constructed comprises of more than 22 lakhs of people. The quantity of goods carried out of the area works up to 30 lakh metric tonnes while that of the goods coming into the area works up to 10 lakh metric tonnes. Haldia complex is there. If the proposed rail-link is...

MR. SPEAKER: What are you trying to make out? Formulate your question.

SHRI SUDHIR KUMAR GIRI: I sought your kind permission to frame my question and before putting my question, I am giving the background in brief.

MR. SPEAKER: I cannot allow that. This is question hour. You have to put a straight question.

SHRI SUDHIR KUMAR GIRI: I would like to know whether the hon. Railway Minister attaches sufficient importance to the proposed rail-link and whether he considers it as an urgent matter and if so, what is the time limit within which it is likely to be completed.

SHRI MALLIKARJUN: Engineering-cum-Traffic survey has already been started for linking Digha with Tamluk. Digha is one of very impor-

tant places of holiday resort and the reconnaissance survey has shown that this will be promising. We are keen to finish the survey early. It is covering a distance of 88 kms. and a distance of 72 kms. has already been surveyed. After the completion of the survey, the evaluation will be made and it will be sent to the Planning Commission and it will be taken up immediately after that.

SHRI SUDHIR KUMAR GIRI: In reply to my earlier question, the hon. Minister had replied that there would be two rail links one between Tamluk and Digha and the other from Contai Road to Digha. I would like to know from the Minister if the rail-link between Tamluk and Digha would be constructed and in what time.

SHRI MALLIKARJUN: As I have already mentioned, it has got three alignments. One from Octoi to Digha and it is on Banspura-Haldia section. As soon as the survey is completed and after getting the clearance of the Planning Commission, it will be taken up.

SHRIMATI GEETA MUKHERJEE: Tamluk being my home-town, I would like to ask a supplementary. Is the Railway Minister aware that the already existing line between Panskura and Tamluk in fact up to Haldia can become really remunerative if it is extended up to Digha. It is also very urgent from the point of view of utilising the present rail link that is there. Considering that, may I know whether the hon. Minister will set a time-limit to complete not only the report but the project itself?

SHRI MALLIKARJUN: The hon. Member's suggestion is taken into account. It is true that Tamluk-Panskura-Haldia section is in her constituency. We appreciate the hon. Member's suggestion.

SHRI ARJUN SETHI: As the hon. Minister has stated that Digha is one of the important places in this region, may I know from the hon. Minister

whether there is a proposal to have a rail link from Jaleswar in Orissa to Digha, whether that proposal is being considered and, if so, by what time it is going to be materialised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I seek a separate notice for it.

SHRI JYOTIRMOY BOSU: Is the hon. Minister aware of the fact that the area in question is very densely populated and, therefore, the proposed railway line is bound to be more than viable and is he also aware of the fact that the Public Accounts Committee in its report had clearly stated, for developing backward areas suffering from regional imbalance, the viability formula should not apply and, because of the fact that very frequent accidents killings hundreds of bus passengers are taking place, very often, will the hon. Minister give a special priority in the matter of technical survey, commercial survey and final location survey of these two lines that have been mentioned by the hon. Minister.

SHRI MALLIKARJUN: I never mentioned that it is not viable. It is a promising line. We are taking it up with all the interest.

Posts held by Indians in UN Agencies

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*830. **SHRI BRAJIMOHAN MOHANTY:**

SHRI K. MALLANNA:

Will the Minister of **EXTERNAL AFFAIRS** be pleased to state:

(a) whether there have been any decline in the number of Indian personnel on the staff of various U.N. agencies and other inter-Governmental agencies;

(b) if so, the reasons thereof;

(c) the number of posts which were held by Indians in various UN agencies and other inter-Governmental agencies but are vacant at present; and

(d) the steps Government have taken to ensure that Indians get a fair share while filling up these vacancies?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) No, Sir.

(b) Does not arise.

(c) and (d) Under the recruitment system of the UN, particular posts are not ear-marked for particular nationalities. As and when vacancies arise, Government of India forwards names of suitable candidates. Diplomatic efforts are also made to ensure that Indians get a fair share while filling up these vacancies.

SHRI BRAJIMOHAN MOHANTY: I would like to know whether the Government have analysed that the geographical imbalance is being reflected in the staff pattern of the United Nations Organisation and whether it is a fact that only in the lower strata of posts, the employees from Asia and Latin America are filled up and that in the policy-making bodies, the posts are being filled up from particular countries. I would like to invite the attention of the Government to the U.N. Resolution No. 3009 passed by 119 nations calling upon all the countries to sponsor names of women in policy-making bodies. I want to know how many women, after the resolution has made this recommendation, have been sponsored by the Government of India.

SHRI P. V. NARASIMHA RAO: The total number of posts occupied by Indian personnel in the U.N. Secretariat in the last two years was as follows: 1978—188; 1979—202. Of these professional posts and above which are subject to geographical distribution and for which India's entitlement is in the range of 14 and 19, they were: 1978—52; 1979—54. We have one post at the Under Secretary-General level, three posts at the Assistant Secretary-General level, four posts at D-II level and 16 at