

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The proposal for introduction of a fast day time train between Delhi/New Delhi and Chandigarh has been examined but not found operationally feasible due to strained line capacity on Delhi-Ambala section and lack of terminal facilities at Delhi New Delhi and Chandigarh.

Injustice done to a Senior Railway officer during Emergency

361. SHRI KRISHNARAO
NARAYAN DHULAP: SHRI R.
D. JAGTAP AVERGOANKAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the injustice done to the former General Manager of the Northern Railway during Emergency has been brought to the notice of Government by the Federation of the Railway Officers' Association; and

(b) if so, what action Government have taken or propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) A reference has been received from the Federation of Railway Officers' Association regarding alleged injustice done to a former General Manager of the Northern Railway during last Emergency and the matter is under examination.

UN. Conference on the Laws of the Sea

362. SHRIMATI LEELA DAMO DARA MENON: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the outcome of the seven-week session of the U.N. Conference on the Law of the Sea held in New York earlier this year;

(b) what are the points of disagreement among the major maritime nations that are standing in the way of negotiating a code of sea laws; and

(c) what were the proposals made by India at the Conference in regard to the various issues under consideration?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NARSINGH YADAV): (a) A major outcome of the Sixth session of the Conference on Law of the Sea which concluded in New York on July 15, 1977 was production of an Informal Composite 'Negotiating Text' by the President of the Conference in joint collaboration with the Chairman of the 3 main Committees the Chairman of the Drafting Committee and the Rapporteur General of the Conference. The Composite Text, while in many respects reflects the provisions of the Revised Single Negotiating Text prepared at the end of Fourth session in May, 1976, also contains several formulations on various issues before the Conference, on some of which there appears to be consensus.

(b) A principal issue on which disagreement still exists and which appears to stand in the way of negotiating Convention on Law of the Sea is the system of exploitation of the resources of the international sea bed area. There is also a need for agreement on the accommodation of the interests of the landlocked and geographically disadvantaged States and the system of settlement of disputes arising out of the implementation of the Convention.

(c) India agreed with the consensus as embodied in the Composite Text on (i) a 12-mile territorial sea, (ii) a 200-mile economic zone, and (iii) a continental shelf extending upto the outer edge of the margin or upto 200 nautical miles whichever is greater and in regard to the revenue sharing with respect to the resources of the continental shelf beyond 200

nautical miles. We are also satisfied with the Composite Text formulations on matters relating to prevention and control of marine pollution and the conduct of scientific research in the economic zone and on the continental shelf. At the sixth session of the Conference with respect to the most outstanding issue on the international seabed area, India took the stand that—(a) the Law of the Sea Convention should provide for effective control of the International Seabed Authority over the exploitation of the resources, (b) the Enterprise, i.e. business organ of the International Seabed Authority, should also be in a position to exploit the resources of the International area simultaneously with the exploitation of those resources by technologically developed States and entities sponsored by them, (c) the exploitation of the international seabed area should not adversely affect the interests of developing land based producers of the same resources, and (d) the Convention may provide for an interim regime of 20 years which may be revised after that period.

Survey for new suburban terminal for the Eastern Railway in Howrah

363. SHRI KALYAN ROY: SHRI BOHLA PRASAD:

Will the Minister of RAILWAYS be pleased to refer to the answer to Starred Question 164 given in the Rajya Sabha on the 19th November, 1973 and state:

(a) whether examination of the survey report for a new suburban terminal for the Eastern Railway in Howrah has been completed;

' (b) if so, what are the results thereof;

(c) what is the progress of survey for provision of auxiliary long dis-

tance-cum-suburban terminal for the South Eastern Railway in Padma-pukur;

(d) what are the reasons for the delay in completing the survey; and

(e) what steps Government have taken to execute these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) It has been decided after detailed examination of the survey report that development of a separate suburban terminal is not immediately necessary and the present requirements of traffic can be met by effecting certain improvements in the existing terminal.

(c) The survey has been completed.

(d) Does not arise.

(e) A joint team of the officers of Eastern and South Eastern Railways has been set up to examine the long term requirements of goods, parcel and passenger facilities in Calcutta area taking into account the findings of the survey reports and to suggest phased development of these facilities

Punctuality of trains

364. SHRI F. M. KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that of late the punctuality performance of passenger trains has not been satisfactory; and

(b) if so, what fresh steps Government have taken to bring about improvement in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) Punctuality performance of passenger-carrying trains on different zonal railways has been satisfactory, except on Southern and South Central Railways during the month of October,