

Calcutta and Haldia are confronted with the problem of draught at present. However, the commercial traffic is not adversely affected.

(b) The navigational draft for the port of Calcutta is governed by Balari bar down stream of Calcutta and the draft for Haldia is governed by Auckland bar down stream of Haldia. Due to opening of a secondary channel on the west of Auckland bar opposite to Sagar Island, there has been an unprecedented siltation of the main channel over the Auckland bar.

(c) In order to arrest the deterioration and improve the drafts in the navigational channel to Haldia and Calcutta, a comprehensive scheme costing Rs. 40.50 crores was sanctioned by Government in August, 1982 and the work is in progress. The main objective of this scheme is (i) to stabilise the river channel and arrest the present deterioration over certain bars in the navigational channel, (ii) to improve the navigable depth and (iii) to make the river channel more responsive to further dredging. The scheme is scheduled to be completed during 1986-87.

In the short term intensive dredging is being done by the Port at the Auckland bar. It is also proposed to take up certain river training works in order to close the secondary channel on the west of Auckland bar, in 1985-86.

Hike in Season Ticket Fares for Suburban Commuters

4337. SHRI ANOOPCHAND SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that every year there is hike in the season ticket fares for Second Class commuters in suburban trains;

(b) if so, the details of such hike in fares during the years 1983, 1984 and 1985;

(c) whether there is any proposal to increase the number of coaches in suburban trains;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). A statement is attached.

(c) to (e). For the present, there is no proposal to increase the number of coaches on suburban trains run with electrical multiple units due to resource constraints. On other trains also, the increase in number of coaches is dependent upon the type of traction in use and availability of coaches.

Statement

(a) and (b). Season ticket fares are not increased every year. However, these have been revised upwards during the last three years as indicated in the table below:—

Second class monthly season ticket fares

Distance (Kms)	Prior to 1.4.1983	*1.4.1983	1.4.1984	15.4.1985
1	2	3	4	5
	Rs. P.	Rs. P.		Rs. P.
1— 5	6. 50	13. 00	Re. 1/- flat	17. 00
6— 10	10. 00	15. 50	increase per	21. 00

1	2	3	4	5
11— 15	13. 00	20. 00	II Class season	25. 00
16— 20	15. 00	23. 00	ticket.	30. 00
21— 25	18. 00	25. 50		33. 00
26— 30	20. 00	28. 00		35. 00
31— 35	22. 00	30. 50		39. 00
36— 40	24. 00	34. 50		43. 00
41— 45	26. 00	37. 00		45. 00
46— 50	28. 00	38. 50		47. 00
51— 60	31. 00	43. 00		52. 00
61— 70	33. 00	48. 50		59. 00
71— 80	36. 00	53. 50		64. 00
81— 90	39. 00	59. 50		70. 00
91—100	42. 00	64. 50		76. 00
101— 110	44. 50	68. 50		80. 00
111—120	46. 50	73. 50		85. 00
121—130	50. 00	76. 50		88. 00
131—140	52. 50	79. 50		93. 00
141—150	54. 50	86. 50		100. 00

*Note : There was no increase during the years 1981 and 1982.

Hydro Electric Unit at Somasila Dam

4338. SHRI P. PENCHALAI AH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is a fact that there is a proposal to construct a Hydro-electric Generation Unit at Somasila Dam in Nellore District, Andhra Pradesh;

(b) if so, what are the steps that have been taken to implement the project;

(c) whether any time-frame has been

laid down for completion of the Project; and

(d) whether in view of the urgent need for power in Andhra Pradesh, immediate steps will be taken as in case of completion of Ropar Project in Punjab ?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU) : (a) No Project proposal for construction of a hydro-electric generating unit at Somasila Dam in Nellore District, Andhra Pradesh has been received.

(b) to (d). Does not arise.