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Railway Service Commissions

1772. SHRI AMARPROSAD CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state what is the member of railway Service Commissions in the country with their headquarters?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): The number of Railway Service Commissions in the Country is 16 whose Head Quarters are at Ahmedabad, Ajmer, Chandigarh, Jammu & Srinagar, Allahabad, Muzaffarpur, Patna, Gauhati, Calcutta, Bhubaneswar, Madras, Trivandrum, Bangalore, Secunderabad, Bombay, and Bhopal.

Officers going on Foreign Tours

1773. SHRI ARABINDA GHOSH: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether it is a fact that two officers of his Department went abroad on foreign tour on Government expense taking leave officially; and

(b) if so, what was the reasons of their foreign travel?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) No, Sir.

(b) Does not arise.

Direct Train from Calcutta to Kanyakumari

1774. SHRI K. C. SEBASTIAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Minister has assured that a direct train service from Calcutta to Kanyakumari to cater to the traffic facility of the South;

(b) if so, by when the train service is likely to begin; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) No.

(b) and (c). Do not arise.

Depth of dams in West Bengal

1775. SHRI RAMKRISHNA MAJUMDAR: be pleased to state:

(a) whether it is a fact that the depth of all dams including that of D.V.C. have been decreased because of deposition of enormous amount of silt brought by the river itself;

(b) whether as a result of it, the water holding capacity of the dams have been reduced to alarming extent;

(c) whether it is a fact that the expected volume of water was not available for West Bengal for the last two years at time of drought because of silting;

(d) whether it is also likely to affect producing hydro-electric power; and

(e) if so, what steps are being taken for maintaining the depths of all dams including D.V.C. dams?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI RAM NIWAS MIRDHA): (a) and (b) Decrease in the depth of reservoir behind a dam with the passage of time is a natural process. At the project formulation stage, provision is made for the rise in the bed level of the lake during its life and the outlets in the reservoir are kept above the designed dead storage level.

The rate of silting in many of the reservoirs has been found to be higher than what was assumed at the time of their design. As a result the actual life of the reservoir will be shorter than assumed in the design. However, there has been no report of loss of potential due to the higher rate of siltation.

(c) No, Sir.

(d) No, Sir.

(e) Surveys are being carried out on a number of reservoirs to ascertain the actual rate of siltation. Higher rate of siltation is due to denudation of soil cover caused by extensive deforestation, incorrect cultivation practices etc. 31 reservoir catchments are receiving soil conservation treatment under a Centrally Sponsored Scheme of the Ministry of Agriculture. The catchment of D.V.C. is included in this programme.

Suburban dispersal line

1776. SHRIMATI KANAK MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether he has received any letter from Shri Prasanta Sur, Minister of Urban Development in West Bengal in which the latter had expressed the view that the proposed "Suburban Dispersal line" cannot be a substitute for the Circular Railway line as visualised by a number of high-powered committees since 1947; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): (a) Yes.

(b) Shri Prasanta Kumar Sur, Minister of Urban Development, West Bengal in his letter referred to above pointed out that suburban dispersal line (SDL) as presented in the RITES Report 1982 is not the Circular Railway as contemplated earlier. This SDL would be able to bring the suburban commuters only from Northern area to Central Business Districts but will not serve the passengers of Eastern Railway in the southern and eastern parts of the metropolis.

The C.M.D.A. is of the view that this circular line should take basically the alignment proposed in Ginwalla Committee and the Roy Committee reports.

He wanted the provision of the 17 stations on the Circular Railway when commissioned to be able to distribute the suburban railway passenger traffic.

Shri Sur also desired that CMDA's proposals to be kept in mind in respect of any Circular Railway.

Production of Sugar

1777. SHRI N. P. CHENGALRAYA NAIDU: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state:

(a) whether it is a fact that the sugar industry continues to be boogied down under the weight of over production;

(b) what is the total production of sugar during 1982-83;

(c) to what extent sugar production has been in surplus;

(d) what are the main reasons for not reducing the sugar prices in view of the heavy production of sugar; and

(e) what is the position of sugar during 1983?

THE DEPUTY MINISTER IN THE DEPARTMENT OF ELECTRONICS (SHRI M. S. SANJEEVI RAO): (a) to (c) There was a record sugar production of 84.38 lakh tonnes in 1981-82 season. Sugar production in the current 1982-83 season estimated at around 83 lakh tonnes. The carryover stocks of sugar with the sugar factories as on 1-10-1983 are expected to be about 47.5 lakh tonnes.

(d) By regulating the monthly releases of free sale sugar in a judicious manner, the retail prices of sugar in open market are being maintained at reasonable levels. The present retail prices of sugar in important markets are ranging from Rs. 4.60 to Rs. 5.30 per kg. as against the range of Rs. 5.40 to Rs. 6.00 per kg. as on 31-7-1982. Sugar prices have to be