

and South Andaman Group of Islands as under:

(i) Every Monday and Friday to Neil and Havelock Islands and return the same day.

(ii) Every Tuesday and Friday to Baratang and return the same day.

(iii) Every Wednesday & Saturday to Elphinstone Harbour and Rangat and return the next day.

(iv) Every Wednesday and Saturday to Long and Kadamtala Islands and return the next day.

Vessels/Motor Launches also operate to meet ferry requirements between Diglipur and Mayabunder Kalighat, Bajota and Parangar, between Kamorta and Champion and to places of Tourist interest.

(b) Tariff for fare, freight and hire charges of launches etc. are fixed by the Andaman & Nicobar Administration and there is no proposal to extend special facilities to Government servants who visit these Islands while availing of the leave travel concession.

#### **Suburban Railway Service in Metropolitan Cities**

472. PROF. SOURENDRA BHATTACHARJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of extreme irregularity of Suburban Railway service in Calcutta;

(b) if so, what steps Government have so far taken to remove the irregularity;

(c) what is the number of coaches available in Howrah and Sealdah for running daily suburban trains with the number of trips made by those coaches daily; and

(d) what is the position in this regard in Bombay and Madras?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIA-

MENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The punctuality of EMU Suburban trains in Calcutta area has been about 85—95 per cent during January to March, 1981. The punctuality was affected mainly due to miscreant activities, OHE failures, EMU trouble and bad weather as well as due to operational reasons. However, all efforts are being made to improve their running.

(c) On Sealdah and Howrah Divisions of Eastern Railway, 73 EMU rakes are being deployed for running about 725 trains daily.

(d) In Madras and Bombay, 145 EMU rakes are being deployed for running about 1940 trains daily.

#### **Circular Railway System for Calcutta**

473. PROF. SOURENDRA BHATTACHARJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the feasibility of providing a circular railway in Calcutta by joining the Eastern Railway Lines with those of Calcutta Port Commissioners to provide relief to the commuters; and

(b) if so, what are the details in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS AND IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN): (a) and (b) The proposal for provision of a Circular Railway from Dum Dum Junction to Princep Ghat on Calcutta Port Trust Railway Lines was examined by the Eastern Railway, in detail in 1979 and it was found that suburban services cannot be operated on the Calcutta Port Commissioners Railway Track between Dum Dum Junction and Princep Ghat due to the existence of about 81 level crossings; a large number of infringements to the rolling stock; the existence of a number of sharp curves; interference with the operation of the Port facilities and the danger of subsidence of the