

WRITTEN ANSWERS TO QUESTIONS**FLOOD CONTROL SCHEMES IN WEST BENGAL**

*125. SHRI PRANAB KUMAR MUKHERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the particulars of flood control schemes in the State of West Bengal which are financed either wholly or partly by the Government of India; and

(b) the amount of Central assistance in respect of each of these schemes ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) and (b) A statement is laid on the Table of the House.

STATEMENT

(a) and (b) Under the procedure evolved for the Fourth Five Year Plan, Central assistance to the State Government for their plan schemes are provided in the shape of block loans and grants and are not tied to any particular project or head of development. In view of this, there is no longer earmarked assistance for flood control schemes. As such, there is no scheme at present in West Bengal as in other States which is either wholly or partly financed by the Government of India,

However, during 1969-70, special loan assistance was given to the State Government of West Bengal outside the plan to meet the expenditure of Rs. 113 lakhs on the Kalighat and Kantakhali drainage schemes.

HUNGARIAN TRADE DELEGATION

♦128. SHRI SITARAM KESARI : Will the Minister of FOREIGN TRADE be pleased to state :

(a) whether a trade delegation from Hungary visited India recently and discussed the prospects of expanding and diversifying trade between the two countries; and

(b) if so, the outcome of the talks ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOREIGN TRADE (SHRI A. C. GEORGE) : (a) and (b) A statement is laid on the Table of the House.

STATEMENT

(a) An official Hungarian Trade Delegation visited India and held talks between the 6th and 17th of January, 1972 to finalise the Trade Plan for 1972 between India and Hungary.

(b) The Trade Plan for the exchange of goods between the two countries in 1972 was finalised and matters of mutual interest, including the expansion and diversification of trade, were discussed. The Plan envisages a total turn-over of approximately Rs. 55 crores during 1972. The principal items of India's exports will be railway wagons, mild steel tubes and fittings, medicinal and pharmaceutical products, textile machinery, Builder structurals, chemical products, tyres and tubes, cosmetics and toiletries, machine tools, automobile spares, ancillaries and accessories, wire ropes, asbestos concrete products such as tiles, pipes, etc., besides the traditional items such as deoiled cakes, jute manufactures, iron ore, tanned hides and skins, and cotton textiles. The main imports from Hungary will be steel and steel products, capital goods and machinery, aluminium billets etc., equipment for railways and rolling stock, fertilisers, drugs, pharmaceuticals and intermediates, and heavy chemicals.

POLISH COOPERATION FOR POWER DEVELOPMENT

*129. SHRI SURAJ PRASAD :
SHRI M. V. BHADRAM :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether it is fact that the 10 year perspective plan for power development was discussed with the Polish delegation which came to India recently;

(b) if so, the fields in which Government expect Polish co-operation for power development; and

(c) whether any agreement to this effect has been signed between the two countries ?

THE MINISTER OF IRRIGATION AND POWER (DR. K. L. RAO) : (a) to (c) A statement is laid on the Table of the House.

STATEMENT (a) Mr Jan

Mittra, Deputy Prime

Minister of Poland and Minister for Mining and Power and Members of the delegation met Union Minister for Irrigation and Power and Deputy Minister in the course of their visit. The electrical power development in the country including the proposed plan for the Decade 1971-81 was briefly discussed with them for acquainting them with our programmes.

(b) The Delegation stated that, if required, Poland could deliver turbo generators and boilers for generating sets up to 200 MW to India. They were also willing to share their technical developments and experience with India.

(c) No, Sir.

PRE-PAYMENT OF RAIL FREIGHT

*131. SHRI BABUBHAI M. CHINAI: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under Government's consideration to introduce pre-payment of rail freight instead of payment at destination;

(b) whether the Indian Sugar Mills' Association have represented to Government against the new procedure; and

(c) if so, the details of the new procedure and what are the objections raised against this procedure ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI : (a) Yes, Sir. There are at present 362 commodities on which pre-payment of freight is compulsory. It has been decided to extend the condition of compulsory pre-payment of freight to additional 26 low-valued commodities with effect from 1st April, 1972,

(b) Yes, Sir.

(c) A statement is placed on the Table of the House.

STATEMENT

Details of new procedure

Under the new procedure, the consignor will not have any choice to pay freight charges either at the booking point or at the destination station but payment of

freight in respect of traffic in these 26 commodities will have to be made at the time of booking consignments at the forwarding station.

Points raised by Indian Sugar Mills Association

Lime and Lime-stone is one of the commodities on which pre-payment of freight has been made compulsory. The following objections have been raised by the Indian Sugar Mills Association in their representation in respect of pre-payment of freight on lime and lime-stone, which is used by the Sugar factories in the manufacture of sugar :—

- (i) This change would create serious financial difficulties for the sugar factories in that a considerable amount of money would be blocked for a long time especially when the factories require finances to meet their regular obligations such as payment of cane price to the growers and wages to the labour; and
- (ii) the availability of wagons being uncertain, the actual movement of the wagons cannot be known.

भारत-पाक युद्ध में रेलवे द्वारा उठाई गई हानि

*133. श्री राम सहाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि भारत-पाक युद्ध के कारण 3 दिसम्बर, 1971 से 14 दिसम्बर, 1971 तक की अवधि में कितनी रेलगाड़ियां नहीं चल सकीं और इसके कारण कितनी हानि हुई ?

LOSS INCURRED BY RAILWAYS DURING INDO-PAK WAR

♦133. SHRI RAM SAHAI : Will the Minister of RAILWAYS be pleased to state the number of Railway trains which could not be run during the period from the 3rd December, 1971 to the 14th December, 1971 due to Indo-Pak

t'll English translation,