

**SHRI SASANKASEKHAR SAN-  
YAL:**

**SHRI MONORANJAN ROY:**

Will the Minister of IRRIGATION AND POWER /सिंचाई और विद्युत मंत्री be pleased to state:

(a) whether it is a fact that the floods in Howrah and Hooghly districts were due to the non-completion of the embankments below Durgapur;

(b) whether it is fact that a scheme involving an expenditure of Rs.14 crores had been prepared by the Government of West Bengal long back for the purpose;

(c) if so, the details thereof; and

(d) by what time the construction work is likely to be started?

THE MINISTER OF IRRIGATION AND POWER /सिंचाई और विद्युत मंत्री (DR. K. L. RAO): (a) to (d) A statement is placed on the Table of the House.

#### STATEMENT

(a) Parts of Howrah and Hooghly districts were affected by the spilling of the Damodar river below Durgapur due to inadequate bankful capacity in the unembanked reaches.

(b) In 1970, the Government of West Bengal had formulated a comprehensive scheme for the control of floods and drainage congestion in the Lower Damodar region to be implemented in stages. The scheme was then estimated to cost Rs. 14 crores.

(c) A comprehensive scheme broadly comprises of—

(i) re-sectioning of the Amta channel (Damodar river) and providing a sluice at its outfall for preventing tidal influx.

(ii) construction of embankments on the Mundeswari to confine the flood discharge.

(iii) dredging of the Rupnarain to improve its flood carrying capacity.

(iv) improvement of existing drainage channels and construction of new drains and allied works.

(d) Stage I of the scheme comprising the re-sectioning of the Amta channel, construction of outfall sluice and drains in the Amta basin estimated to cost Rs. 6.8 crores has been approved by the Planning Commission and work has been started during 1970-71. The State Government have informed that the detailed scheme for the balance works of the comprehensive scheme has been prepared and will be sent shortly to the Centre for scrutiny. These works are to be taken up after the scheme is approved by the Planning Commission.

EXPORT OF HANDLOOM VARIETIES OF "BLEEDING MADRAS" TO U.S.A.

\*29. **SHRI N. R. MUNISWAMY:** Will the Minister of FOREIGN TRADE /विदेश व्यापार मंत्री be pleased to state:

(a) whether it is a fact that new handloom varieties of "Bleeding Madras" are now finding encouraging response in U.S. markets, and

(b) If so, what steps have been taken by Government to export the new varieties of "Bleeding Madras"?

THE MINISTER OF FOREIGN TRADE / विदेश व्यापार मंत्री (SHRI L. N. MISHRA): (a) and (b) Exports of "Bleeding Madras" to U.S.A. have gone up during 1971. There is, however, not much basic difference in varieties previously exported and those exported now, though there are minor variations in designs, etc.

A statement showing the steps taken to promote exports is laid on the Table of the House.

#### STATEMENT

The Government have taken the following steps to promote exports of this item.

(i) Quality standards originally stipulated for this fabric, namely 84 ends and 96 picks, were too rigid. Many consignments used to get rejected at the time of inspection in India. In view of representations from the trade, the Textiles Committee is now passing shipments even if the fabric is of 84 picks.

(ii) The export procedure for "Bleeding Madras" has been simplified. Registration of all export contracts for this item with the Joint Chief Controller of Imports & Exports, Madras, has been done away with.

(iii) Steps for publicity of the item in U.S.A. and other countries have been and are being taken.

#### CHANGE IN SET-UP OF RAILWAY BOARD

\*30. SHRI T. V. ANANDAN:

SHRI SWAISINGH SISODIA:

SARDAR GURCHARAN SINGH TOHRA:

SHRI K. CHANDRASEKHARAN:

Will the Minister of RAILWAYS/रेल मंत्री be pleased to refer to the reply to Unstarred Question No. 3 given in the Rajya Sabha on the 19th July, 1971 regarding the proposed changes to be made in the set-up and functions of the Railway Board and state whether Government have since taken any final decision in this regard and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/रेल मंत्रालय में उपमंत्री (SHRI MOHD. SHAFI QURESHI): Government's final decisions on Administrative Reforms Commission's recommendations relating to the set-up and functions of the Board have not yet been taken. However, out of 5 posts of the Additional Members, recommended for abolition by the Administrative Reforms Commission, 3 posts have been kept unfilled.

#### MEMORANDUM FROM TAMIL NADU RAILWAY USERS' CHAMBER

1. SHRI THILLAI VILLALAN: Will the Minister of RAILWAYS/रेल मंत्री be pleased to state:

(a) Whether Government have received any memorandum recently from the Tamil Nadu Railway Users' Chamber; and

(b) if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS/रेल मंत्रालय में उपमंत्री (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir.

(b) A statement is attached.

#### STATEMENT

The important points given in the Memorandum are as follows:

#### 1. Projects

(a) Electrification of Madras-Arkonam Section.

(b) Proposal for closing down of Nilgiri Railways.

#### 2. Transportation

(a) New Service—

Provision of fast express service between:

(i) Coimbatore-Tiruchchirappalli,

(ii) Coimbatore-Madurai (via) Dinidugal,

(iii) Salem-Madurai (via) Erode and Tiruchchirappalli,

(iv) Tiruchchirappalli-Nagapattinam (via) Thanjavur,

(v) Madras and Pondicherry, and

(vi) Coimbatore-Palghat

(b) Timings—

(i) Retimings of the Madras-Tripati Express.

(ii) Provision of connection between the West Coast and Brindavan Expresses at Jalarpet.