

**श्री मंगल किसन:** आप यह बताइये कि यह कब तक खुलेगा?

**श्री सभापति:** प्लीज़, आप बैठ जाइए।

**श्री रुद्रनारायण पाणि:** ये जनता दल की सरकार में भी थे ...**(व्यवधान)**...

**श्री सभापति:** पाणि जी, यह ठीक नहीं है। ...**(व्यवधान)**... Please do not interrupt. ...**(Interruptions)**... Please resume your places. ...**(Interruptions)**...

SHRI SRIKANT JENA: Sir, I was saying in regard to the eight units, that the process is on. The Government has taken the view that the revenue sharing model is the right model. But the question is of the availability of gas. The availability of gas depends on how much gas is available and at what price it is available. The viability of the revenue sharing model depends on the price of gas. Till that is determined, no investor is interested in investing in this sector. Therefore, that is being discussed with the Ministry of Petroleum. The moment it is cleared, this process will be...**(Interruptions)**...

**श्री मंगल किसन:** मेरा एक सिम्पल क्वेश्चन यह है कि तालचर कब तक खुलेगा?

**श्री किशोर कुमार मोहन्ती:** तालचर कब तक खुलेगा?

MR. CHAIRMAN: I am afraid...**(Interruptions)**... आप बैठ जाइए। Please do not do this. ...**(Interruptions)**...

**श्री मंगल किसन:** तालचर के बारे में बोलिए।

SHRI SRIKANT JENA: I fully share the concern of our Members from Orissa. Let me assure one thing about the revival of Talcher unit. The Talcher unit is at an advantageous position because of the coal availability. Therefore, three public sector undertakings have come forward. They have said that they are interested in it since the gasification technology has been a proven technology in China and they have already set up 25 units. Therefore, Talcher unit's prospects are bright and I am hopeful that within a span of six to ten months, as I have said earlier, the revival process will start.

#### **Amritsar-Anandpur Sahib rail track**

\*603. SHRI AVINASH RAI KHANNA : Will the Minister of RAILWAYS be pleased to state:

(a) by when Government would complete the Amritsar-Anandpur Sahib rail track announced in the previous Railway Budget; and

(b) the present status of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) A Statement is laid on the Table of the Sabha.

#### **Statement**

(a) and (b) Amritsar and Anandpur Sahib are already connected by rail line *via* Jalandhar, Ludhiana and Sirhind. The connectivity between Amritsar and Anandpur Sahib will further get improved after completion of Chandigarh — Ludhiana new rail line. No work of Amritsar-Anandpur Sahib rail link is sanctioned. In the Budget Speech 2008-09, it was mentioned that proposal of Anandpur Sahib — Garh Shankar new line being processed for approval. The new

line proposal was processed for 'in-principle' approval of Planning Commission, but the same was not recommended by them. State Government of Punjab was requested to consider sharing 50% of the cost of the project but their response is still awaited.

**श्री अविनाश राय खन्ना:** माननीय सभापति जी, मैंने सिर्फ एक लाइन का क्वेश्चन पूछा था, उसके जवाब में जो information दी गयी है, वह सत्य से बहुत दूर है। पंजाब में अमृतसर से आनंदपुर साहिब के लिए कोई भी connectivity नहीं है। यह connectivity ऐसी बनायी गयी है, जैसे अगर किसी को जालंधर से चंडीगढ़ आना हो तो उसको कहना पड़ता है कि पहले आप दिल्ली आइए, फिर दिल्ली से चंडीगढ़ जाइए, वहाँ ट्रेन है। अमृतसर से आनंदपुर साहिब के लिए कोई भी direct connectivity नहीं है। आपने इस सदन को गुमराह किया है।... (व्यवधान)...

**श्री सभापति:** नहीं, नहीं। आप ऐसा मत कहिए।

**श्री अविनाश राय खन्ना:** मैं आपसे यह जानना चाहता हूँ कि अमृतसर से आनंदपुर साहिब के लिए connectivity आप कब तक बनाएँगे?

SHRI E. AHAMMED: Mr. Chairman, Sir, whatever answer given is a matter of fact. It is true that Anandpur Sahib, an important pilgrimage centre, is connected with Amritsar by a circuitous route of 280 kms. It is true that it is a circuitous route. But, there is another route between Anandpur Sahib to Amritsar; that would be only after the completion of the Chandigarh-Ludhiana route. Once it is complete, the distance would be reduced to 262 kms. Another proposal also is there—Anandpur Sahib to Garh Shankar, then to Ludhiana to Amritsar. That also will be taken up for which the Railways have requested the State Government of Punjab to share the project cost because it is Rs. 618 crores. The Railways do not have the resources to meet the full amount. So, the Railways have approached the Punjab Government. I have mentioned here whatever is the fact that is available. It is a circuitous way, I do admit, that is the only thing.

**श्री अविनाश राय खन्ना:** सभापति जी, आनंदपुर साहिब दुनिया में एक माना हुआ स्थान है, लेकिन बजट में की हुई अपनी कमिटमेंट को पूरा न करते हुए मंत्री जी ने जो cost sharing की शर्त लगा दी है कि स्टेट शेयर करे, मैं निवेदन करना चाहता हूँ कि यह संभव नहीं है। यह तो सेंटर का प्रोजेक्ट है, इसलिए सारी income सेंटर की ही होगी। क्या कभी ऐसा हुआ है कि स्टेट गवर्नमेंट cost share करे और उसकी income स्टेट को दी गई हो? रेलवे तो एक independent body है, इसलिए रेलवे को पूरा शेयर अपनी तरफ से bear करना चाहिए। मेरा one pointed question यह है कि रेलवे अपनी तरफ से कब तक इस प्रोजेक्ट को पूरा करेगी?

SHRI E. AHAMMED: I fully agree with the hon. Member, Anandpur Sahib is a very important place. It has to have more connectivity. But, when the Government have taken up the proposal, the Railways have approached the Planning Board. The Planning Board did not give the in principle approval on the ground, firstly that it is not economically viable and secondly that there is no money available in the Railways. Railways have included all socially important projects in its Vision 2020. For that, the Railways need at least Rs. 14 lakh crores to fulfil the most important

Vision 2020 projects, for which we are having the PPP model and wherever money is available. Only after the completion of the Anandpur Sahib to Darshangarh, costing Rs. 618 crores, for which the Punjab Government will also give us money. Then we will be in a position to go ahead. Only after taking a final decision on it I can give you the time-frame for completion of the project.

SHRI JESUDASU SEELAM: Sir, my question comes out of the answer given by the hon. Minister. The concept of 50 per cent cost sharing, 'The State Government is requested to consider sharing of 50 per cent of the cost', it has been observed in the recent trend in the Ministry of Railways to sanction and then not to allot money thereby resulting in the cost and time overruns. If you look at the projects for the last 20 years, Sir, it is a token grant given; it means that you promise and do not release enough funds and the project is not completed. On the other hand, the aspiration of the people are risen. This is not the way we should go about. When we represent this, they are saying that those who would like to have their projects completed, they should deposit their 50 per cent share. There is a catch in that. Only Karnataka and Andhra Pradesh so far have been asked to give 50 per cent whereas the other States' projects are taken up without that 50 per cent share. Sir, if they are applying this 50 per cent sharing formula, it should be applied uniformly.

Sir, I would like to ask through you whether the Ministry of Railways will take note of this point and not insist Andhra Pradesh which is working out to complete the projects on a very rapid scale. Will it see to it that it will not insist on payment of 50 per cent project cost from Andhra Pradesh and Karnataka? Andhra Pradesh and Karnataka only are discriminated against, Sir.

SHRI E. AHAMMED: Sir, this is a matter which many a time has been referred to in this august House and in the other House also. It is a fact that availability of resources is the most important thing. Even now there are on-going projects for which the Railways require more than one lakh crores of rupees. At the very same time, the Railways have only about eleven thousand crores of rupees. Whatever money is there that we will have to give for different projects. I think, the hon. Member, Mr. Seelam, knows about this thing better than me from his experience. So, we are doing whatever is possible in this situation. We approach the State Governments and whichever State Government is ready to come forward we welcome it. For example, Karnataka has sponsored five or six projects. Other State Governments are also coming forward. We cannot make it a uniform thing asking for assistance because some States are financially very poor. For example, Chhattisgarh has only promised land. At the same time, Jharkhand is giving us two-third of the entire cost while some States are giving 50 per cent. How can the Government of India insist on every State that they should take up these projects? That is why the Railways have evolved a policy of taking up socially important and beneficial schemes in different places, including the one which the hon. Member has asked, Amritsar-Anandpur Sahib route. Therefore, we have prepared a project for which fourteen lakh crores of rupees will be necessary for taking up for completion of these projects. All these need to be taken up, Sir,

because the entire economic growth will be depending on the growth of the Railways. For the growth of Railways we also have to find out the resources. Otherwise, we will not be able to go forward. Sir, we have the Dedicated Freight Corridor Project and we have many other projects, therefore, all of us should say that the Railways should have more resources to be earmarked and be made available to complete these projects.

**श्री राम नारायण साहू:** सर, मैं आपके माध्यम से बताना चाहता हूँ कि इनके साथ रेल मंत्री जब लखनऊ गए थे, तो उन्होंने कहा था कि लखनऊ स्टेशन को मॉडल स्टेशन बनाएंगे...(व्यवधान)...

**श्री सभापति:** यह सवाल लखनऊ पर नहीं है।

**श्री राम नारायण साहू:** सर, यूपीए सरकार का डेढ़ साल हो गया, आज मेरा आखिरी दिन है, अब मैं कब तक लखनऊ का इंतजार करूंगा, कब तक उत्तर प्रदेश का इंतजार करूंगा...(व्यवधान)...

**श्री सभापति:** कृपया आप सवाल पूछिए।

**श्री राम नारायण साहू:** सर, ऐसा है कि शुरुआत में जब मंत्री जी वहां गए थे, तो उन्होंने कहा था कि लखनऊ स्टेशन को मॉडल स्टेशन बनाया जाएगा, लेकिन आज डेढ़ साल गुजर जाने के बाद भी वहां कुछ नहीं हुआ है। कागज पर design भी बन गया, नक्शा भी बन गया, लेकिन वहां कुछ शुरु ही नहीं हुआ है...(व्यवधान).... मंत्री जी राजस्थान के सवाल पर कर्नाटक का नाम ले सकते हैं, तो हम क्यों नहीं पूछ सकते हैं?

**श्री सभापति:** कृपया आप बैठ जाइए।

**श्री बृजभूषण तिवारी:** सर, हम लोग भी इस सवाल के साथ हैं।

**श्री सतीश चन्द्र मिश्र:** सर, हम लोग भी इस सवाल के साथ हैं।

SHRI E. AHAMMED: Sir, I appreciate his concern. That is the only thing that I would say. But we have been here only for the last one year. He was talking about what happened 18 months ago. I have assumed office only eleven months before. You have been asking about what happened 18 months back which I will not be able to answer.

**श्री सतीश चन्द्र मिश्र:** 18 महीने पहले किसकी सरकार थी?...(व्यवधान).... He was also a Minister earlier. ...(Interruptions)... This is not the answer. ...(Interruptions)... It is not expected from the hon. Minister to say that 18 months back he was not there. ...(Interruptions)...

SHRI E. AHAMMED: I have not said anything against it. ...(Interruptions)...

**श्री सभापति:** कृपया आप बैठ जाइए...(व्यवधान)...

SHRI E. AHAMMED: The Railways have set apart ten crores of rupees. ...(Interruptions)...

**श्री सभापति:** आपने अपनी बात कह दी, अब आप बैठ जाइए...(व्यवधान)...

SHRI E. AHAMMED: We will definitely do it. ...(Interruptions)... Lucknow is an important place of the country. ...(Interruptions)... We have already given ten crores of rupees. ...(Interruptions)... But I don't know whether it will be completed within time or not.

**श्री सभापति:** आप लोग बैठ जाइए...(व्यवधान)...

**श्री राम नारायण साहू:** आज हमारा आखिरी दिन है।...(व्यवधान)...

**श्री सभापति:** आपको बाद में बोलने का मौका मिलेगा...(व्यवधान)...

MS. MABEL REBELLO: Sir, in the answer the Minister has said that on 50 per cent basis they have offered the Punjab Government to build up Railway lines. From the year 2002, Jharkhand State is contributing 60 per cent for Railway connectivity and construction. I would like to know from the hon. Minister since he has offered on 50 per cent basis to other States, whether they are trying to reduce Jharkhand's contribution from 60 per cent to 50 per cent?

SHRI E. AHAMMED: I am very happy to say that Jharkhand is the only State which has agreed to bear 67 per cent. Sir, as it has already been decided and it is an ongoing project, I hope hon. Member will also appreciate the anxiety of the Railways to make available whatever resources is possible. In this context, Sir, I do not want to make any comment. ...*(interruptions)*...

#### **Suicide by farmers**

\*604. SHRI NAND KISHORE YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government is aware that 17 farmers in Vidarbha and 2 farmers in Orissa committed suicide from April, 2010 till date;

(b) if so, the details thereof;

(c) the number of farmers who committed suicide during the last three years, till date, State-wise, including Uttar Pradesh;

(d) whether any fresh financial package will be announced to ameliorate miserable conditions of farmers in the country;

(e) if so, the details thereof; and

(f) if not, the reasons for neglecting 70 per cent of poor population of the country?

THE MINISTER OF AGRICULTURE (SHRI SHARAD PAWAR): (a) to (f) A Statement is laid on the Table of the House.

#### ***Statement***

(a) and (b) As reported by the Government of Maharashtra, in April, 2010, 6 suicides by farmers have taken place in 6 districts of Vidarbha (monitored under the Rehabilitation Package) which are due to indebtedness or economical distress or crop failure as per reasons ascertained immediately after these suicides. One person in the State of Orissa has committed suicide in April, 2010 allegedly due to burden of loan as reported by Government of Orissa.

(c) Number of suicides by farmers due to agrarian reasons, as reported by the State Governments is given in Statement-I (*See below*).

(d) to (f) In order to ameliorate the condition of farmers in areas having comparatively higher incidence of suicides by farmers due to agrarian distress, the Government of India had