

श्री सभापति: ठीक है।

श्री प्रभात झा: माननीय सभापति महोदय, मैं मंत्री जी से यह जानना चाहूंगा कि मध्य प्रदेश में पिछले छह महीने से, जब से सरकार बदली है, मनरेगा का सारा काम ठप पड़ा हुआ है ...(व्यवधान)...

श्री सभापति: आप अपने विषय पर सवाल पूछिए।

MR. CHAIRMAN: I have to take care of the entire House, please.

श्री प्रभात झा: सभापति महोदय, मेरा सवाल यह है कि वहां पर सभी लोग पलायन कर रहे हैं। क्या यहां से इस पर कोई व्यवस्था या जाँच हो सकती है? मेरा यह सवाल है कि क्या मनरेगा की monitoring हो सकती है कि यह कौन कर रहा है, लोग क्यों भाग रहे हैं और वहां पर काम क्यों नहीं हो रहा है?

श्री नरेन्द्र सिंह तोमर: माननीय सभापति जी, यदि माननीय सदस्य कोई विशेष विषय मेरे संज्ञान में लाएंगे, तो हम इस विषय पर जरूर विचार करेंगे।

डा. के. केशव राव: सभापति महोदय, जो एक statutory wage होता है, वह statutory होता है, Constitutional होता है। मैं चेयर पर था, एक बार तय करने के बाद आप उसको कम नहीं दे सकते हैं। हमारा सवाल यह था कि इस दर को एक स्टेट गवर्नमेंट कम कैसे दे रही है?

श्री सभापति: उसका जवाब already अभी दे दिया है। My suggestion is that the Minister should call the Members who are interested and discuss the matter with them.

Linking of capitals of North-Eastern States by rail network

*2. SHRI RIPUN BORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has a plan to connect all the State capitals of North-Eastern States with rail network by the year 2020;

(b) if so, the details thereof including the progress of action taken in this regard and the total amount sanctioned therefor; and

(c) by when the project would be completed and whether it would be able to meet the deadline of year 2020 set therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI ANGADI SURESH CHANNABASAPPA): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) As per Vision Document 2020, Government has planned to connect all State Capitals of North Eastern States by 2020 except Sikkim in which case, new line work has

been sanctioned up to Rangpo in first phase. The capitals of Assam, Arunachal Pradesh and Tripura States have been connected by Broad Gauge (BG) rail network.

Great emphasis has been given by Central Government during last 5 years towards quick execution of infrastructure and safety projects and funding to the infrastructure projects has increased considerably. The average annual expenditure in New Line / Gauge Conversion / Doubling infrastructure projects during 2014-19 was ₹25,894 crore per year as against ₹11,527 crore per year during 2009-14 which is around 125% more than during 2009-14. The average allotment per year for North Eastern States was ₹2,121 crore per year from 2009-14. However, it increased 161% to ₹5,531 crore per year for this region during 2014-19.

In Arunachal Pradesh, a BG railway line was commissioned in February, 2015 upto Naharlagun (suburban city of Itanagar) and first Broad Gauge (BG) train was flagged by Hon' ble Prime Minister on 20.02.2015 from Naharlagun (Itanagar) to New Delhi. Long pending and delayed work of Bogibeel Bridge on Brahmaputra river was completed in 2018 leading to further reduction of travel distance from Dibrugarh to Naharlagun (Itanagar) by 705 km (*via* Guwahati).

First BG trial train to the State of Tripura (Agartala) was received by Hon' ble Minister of State of Railways on 13.01.2016 and first BG passenger train (long distance) was introduced to Delhi on 31.07.2016.

In some States, the progress of new line projects of Capital connectivity has been affected mainly due to delay in land acquisition and law and order issues. All these Capital connectivity projects being in hilly terrain of Himalayas involve large number of tunnels and major bridges including very tall bridges in a very challenging geological environment.

Works of new BG lines have been taken up to connect the remaining Capitals of North Eastern States *i.e.* Meghalaya (Shillong), Manipur (Imphal), Nagaland (Kohima), Mizoram (Aizawl) and Sikkim (Gangtok). Details with present status of these projects are as under:

- (1) **Manipur:** The project of BG line connectivity from Jiribam to Imphal (110.62 km) in Manipur State was sanctioned in 2003-04. The latest anticipated cost of the project is ₹13,809 crore and expenditure of ₹6,969.49 crore has been incurred on the project upto 31.03.2019.

The section from Jiribam to Vangaichungpao (12 km) was commissioned in March, 2017 and works from Vangaichungpao-Tupul-Imphal (98.62 km) have been taken up throughout the length. The work of land acquisition has been completed in 102.62 km length of the

project and work of acquisition of balance land of 8 km length has been taken up. Target date for completion is 3 years after complete land is handed over to the Railways.

- (2) **Mizoram:** The project of BG line connectivity from Bhairabi to Sairang (51.38 km) (suburban city of Aizawl, the Capital city of Mizoram) in Mizoram was sanctioned in 2008-09. The latest anticipated cost of the project is ₹4,968 crore and the land could be made available in 2014-15 and work speeded up from 2015-16 & the expenditure of ₹1,958.09 crore has been incurred on the project upto 31.03.2019.

The construction work has been taken up throughout the length of project and 80% tunneling work has been completed and the work on 6 tall bridges has been taken up. For complete commissioning of the project, the work of acquisition of balance 53.90 Hectare of land has been taken up. Target date for completion for complete project is 2 years after complete land is handed over to Railways.

- (3) **Nagaland:** The project of BG line connectivity from Dimapur (Dhansiri) - Zubza (Kohima) (82.50 km) (suburban city of Kohima, the Capital city of Nagaland) in Nagaland was sanctioned in 2006-07. The latest anticipated cost of the project is ₹3,000 crore and the work speeded up from September, 2018 and the expenditure of ₹626.67 crore has been incurred on the project upto 31.03.2019.

The construction work has been taken up throughout the length of project. For complete commission of the project, the work of acquiring balance land in 6 km length has been taken up (ownership disputes). Target date for completion for complete project is 3 years after complete land is handed over to Railways.

- (4) **Meghalaya:** Two projects of BG line have been taken up for Capital connectivity of Meghalaya.

- (i) New BG line from Tetelia - Byrnihat (21.50 km) in Meghalaya was sanctioned in 2006-07. The latest anticipated cost of the project is ₹1,532 crore and the work speeded up from 2014-15, 10 km length of the project falling in Assam State from Tetelia to Kamalajari got completed in October, 2018 and expenditure of ₹515.82 crore has been incurred upto 31.03.2019. Some organizations are stating that a railway connectivity may lead to influx of outsiders and this has led to some local resistance to this project. Now, the issue has been taken up for early resolution. Target date for completion not fixed, as the same would be decided, once the complete land is physically handed over to Railways.

- (ii) New BG line from Byrnihat to Shillong (108.40 km) was sanctioned in 2010-11. The latest anticipated cost of the project is ₹6,000 crore and the expenditure of ₹252.68 crore has been incurred on the project upto 31.03.2019. Target date for completion not fixed, as the same would be decided, once the land is physically handed over to Railways.
- (5) **Sikkim:** The project of BG line connectivity from Sivok to Rangpo (44.39 km) was sanctioned in 2008-09. The latest anticipated cost of the project is ₹4,085.69 crore and the expenditure of ₹554.46 crore has been incurred on the project upto 31.03.2019.

However, the project is suffering for a long time as the Government of West Bengal has not given encumbrance free land (77.78 Hectare forest land after cutting of trees) to Railway due to which, even the timely finalization of tenders is getting affected. The issue is being consistently chased with Government of West Bengal. Target date for completion for complete project is 3 years after complete physical possession of land given to Railways.

MR. CHAIRMAN: You have to say Q. No. so and so आपको क्वेश्चन नं. so and so है, ऐसे बोलना है।

SHRI RIPUN BORA: I am thankful to the Hon' ble Railway Minister for giving a concrete reply. A detailed reply is there. Sir, as per the Vision Document, year 2020 was the target year. Now, it is June, 2019 and only one-and-a-half year is left. My question is whether the Government is committed to link all the capitals of the North-Eastern States by the target year of 2020.

SHRI ANGADI SURESH CHANNABASAPPA: Sir, you know very well that during Vajpayeeji's Government, the connectivity had started in this country. I Now, under the leadership of Hon' ble. Prime Minister, Shri Narendra Modi, during the last five years, great emphasis has been given by the NDA Government towards quick execution of infrastructure projects, and average annual budget outlay for North-East region during. ...*(Interruptions)*...

SHRI RIPUN BORA: No, Sir, this is not the reply. This is not the reply. ...*(Interruptions)*...

MR. CHAIRMAN: Just hear him. You cannot make comments like this. You will unnecessarily lose the opportunity, please. रिपुन जी, आप बैठिए। ...*(व्यवधान)*... यह record में नहीं जा रहा है। ...*(व्यवधान)*... Then I am going to the next question. If you do not want to follow the rules, I leave it to you then.

SHRI ANGADI SURESH CHANNABASAPPA: During 2014-19, new line, gauge conversion and doubling infrastructure projects...

MR. CHAIRMAN: In the remaining part of the time, you should be able to connect all the regional capitals. That is the question.

SHRIANGADI SURESH CHANNABASAPPA: Yes, Sir. The Government is having great interest to connect all the State Capitals of North-Eastern States.

MR. CHAIRMAN: Mr. Suresh, please sit down.

SHRI PIYUSH GOYAL: Sir, he is just clarifying that it is subject to the availability of land in the local State.

SHRIANGADI SURESH CHANNABASAPPA: Sir, the State Government should also cooperate.

SHRI RIPUN BORA: Sir, it has been mentioned in the third para that the works are being delayed due to the law and order situation. But only yesterday, Hon' ble President in his Address has mentioned that the law and order situation has significantly improved in Assam and the North-Eastern region. Now, this is contradictory.

MR. CHAIRMAN: Right. So what is the question?

SHRI RIPUN BORA: My question is that the work of doubling the track has not been completed, and, the track electrification work has not been completed in Assam and other States.

MR. CHAIRMAN: Mr. Minister, do you wish to say something? ...*(Interruptions)*...

SHRI RIPUN BORA: Why has not the Ministry of Railways tried to complete this work? ...*(Interruptions)*...

MR. CHAIRMAN: Mr. Bora, please sit down; no speech is allowed. Mr. Minister, you need not reply to other points.

SHRIANGADI SURESH CHANNABASAPPA: Sir, the speed is quite good. We did 261 per cent more work compared to the previous Government. ...*(Interruptions)*... During 2009 to 2014, ...*(Interruptions)*...

श्री नीरज शेखर: सर, कोई काम नहीं हो रहा है। ...*(व्यवधान)*... मैं होम कमिटी में हूँ। ...*(व्यवधान)*... कोई काम नहीं हो रहा है। ...*(व्यवधान)*...

श्री सभापति: मंत्री जी, आप अपनी बात बताइए। ...*(व्यवधान)*... Don't look at them. आप बैठिए। I have not called your name, Mr. Shekhar. ...*(Interruptions)*... Mr. Neeraj Shekhar, what is this? Every time, you stand up and start speaking. ...*(Interruptions)*... You have no right to do this. Sit down. ...*(Interruptions)*... Sit down. ...*(Interruptions)*... Sit down. ...*(Interruptions)*... Otherwise, I will have to name you. ...*(Interruptions)*... I will name you; there is no problem. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Sir, they do not have the patience to hear the progress which we have made. ...*(Interruptions)*...

MR. CHAIRMAN: Mr. Nagar, what is this? Please control your Member. ...*(Interruptions)*... Please control your Member. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Sir, it is the highest money for Railways. ...*(Interruptions)*...

MR. CHAIRMAN: If, irresponsibly, any Member is rising from his seat without permission, he should not be taken note of at all. ...*(Interruptions)*... Even if any Member desires to be named, it should not go on record. I think, the media and other people who record it should understand this. ...*(Interruptions)*... Some Members want them to be named, we don't want to give them the fame. ...*(Interruptions)*... It is unbecoming of a Member. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: During 2009 to 2014, work on only 333 kilometres was done. The break-up was 66 kilometres - new line; 257 kilometres - gauge conversion; 10 kilometres - doubling project and the work commissioned in North-eastern States was done at an average of 67 km per year during the UPA Government, whereas in our Government, it has been more than doubled. Right from 2014 to 2019, 1,223 kilometres work comprising of 231 kilometres - new line, ...*(Interruptions)*... 927 kilometres - gauge conversion, ...*(Interruptions)*... 20 kilometres - doubling project work was done. ...*(Interruptions)*...

MR. CHAIRMAN: This is not the way. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Whereas the work commissioned in North-eastern States. ...*(Interruptions)*...

MR. CHAIRMAN: I have not called your name. ...*(Interruptions)*...

SHRI ANGADI SURESH CHANNABASAPPA: Sir, 333 kilometres was done during 2009-2014. ...(*Interruptions*)...

MR. CHAIRMAN: Now, Shrimati Wansuk Syiem. ...(*Interruptions*)...

SHRI ANGADI SURESH CHANNABASAPPA: It is 370 per cent of the work done in UPA Government. ...(*Interruptions*)...

MR. CHAIRMAN: Mr. Minister, I have already said, please reply only to the question which has been asked. You are first timer. Please follow the procedure. Don't be tempted by somebody asking something from here and there. I know you have come prepared but my problem is that the time is limited.

SHRIMATI WANSUK SYIEM: Sir, my question is about Meghalaya. I have read the Minister's reply. He said, "Some organisations are stating that railway connectivity may lead to influx of outsiders and this has led to some local resistance to this project." Sir, I would like to say that this is not the fact.

MR. CHAIRMAN: What is your question?

SHRIMATI WANSUK SYIEM: My question to the Hon' ble Minister is, will the Government succumb to such pressure or compromise the development work on such unethical grounds?

SHRI PIYUSH GOYAL: Sir, Meghalaya has had a very typical situation for many years and the Hon' ble Member is very well aware of it. The local people were hesitant to allow the Railways to come into the State, and, for several years, the Governments, one after the other, did not take any significant action. Now, we have a new Government there, which has recently come to power. I am delighted to share with the Hon' ble Member that the young Chief Minister of the State of Meghalaya has started a dialogue with the local population and the organisations which were earlier opposing this work. I had an engagement with them only on the 16th of this month in which I have been told that good progress has been made and they are finding a viable solution to meet the concerns of the local people so that the Railway can progress faster.

Termination of preferential trade by USA

*3. SHRID. RAJA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that US administration has terminated its preferential trade treatment with India recently; and