

Doubling of Farmers' Income हमारी जो बनी थी, उसने 2018 में हमें सिफारिशें दे दीं और बाद में हमने एक Empowered Committee इसकी निगरानी और मॉनिटरिंग करने के लिए बनाई है। मुझे यह बताते हुए खुशी है कि doubling of farmers' income की जानकारी और इसमें क्या करना चाहिए, इसके लिए जो कमेटी बनाई थी, उसके अध्यक्ष या जो अधिकारी उसको head कर रहे थे, हमने उन्हें को इस निगरानी समिति के अध्यक्ष के रूप में चार्ज दिया है, जिससे कि उनको यह भी पता रहे कि हमने कौन सी सिफारिशें की थीं और अब हम उसकी किस तरह से मॉनिटरिंग करेंगे। हमारे सम्माननीय केबिनेट मिनिस्टर तोमर साहब यहां बैठे हुए हैं। उन्होंने लास्ट वीक में देश के सभी एग्रीकल्चर मंत्रियों के साथ टेलिविज़न पर, रूबरू वार्तालाप करके, इन तीन-चार बिंदुओं पर सभी के साथ यहां से co-ordinate करने का प्रयास किया था। देश के सभी कृषि मंत्रियों को इधर आमंत्रित करके, उनके साथ इन flagship योजनाओं के संबंध में भी वार्तालाप किया है। आपने बताया है कि जो मॉडल एक्ट वगैरह में हम सुधार करते हैं, उन सुधारों पर कुछ राज्यों ने पूरा नहीं, तो थोड़ा-बहुत अमल किया है, किसी ने कुछ किया है, किसी ने सब किया है। इस बारे में जो जानकारी है, वह विस्तृत जानकारी होगी और अगर आप जानना चाहेंगे, तो वह मैं आपको मुहैया करा दूंगा।

श्रीमती जया बच्चन: माननीय मंत्री जी ने अभी अपने जवाब में कहा है कि प्रोत्साहन दिया गया है। मैं यह जानना चाहती हूं कि वह प्रोत्साहन किस प्रकार का है? वह कहाँ-कहाँ दिया गया है? उसमें आपको कितनी सफलता मिली और कहाँ-कहाँ मिली?

श्री परशोत्तम रुपाला: मैं माननीय जया बच्चन जी को यह बताना चाहूंगा कि इसमें जो प्रोत्साहन है, वह कई योजनाओं में है। यदि आप योजना specific कहेंगे, तो मैं आपको योजना specific जानकारी भी दूंगा कि इस राज्य में इस योजना में इतना प्रोत्साहन दिया है। यह जैविक कृषि के मामले में भी ...(व्यवधान)...

श्रीमती जया बच्चन: सर, मैं जानना चाहूंगी कि किस तरह का प्रोत्साहन दिया है?

श्री परशोत्तम रुपाला: जैसे एक माननीय सांसद ने बताया था कि हम यूरिया में सब्सिडी दे रहे हैं, ऐसे ही जैविक खाद बनाने के लिए अगर कोई प्राइवेट प्लेयर्स भी प्रयोग करते हैं, तो उनको भी हम सब्सिडी देते हैं। ऐसे 61 प्रोजेक्ट्स को हमने 720 करोड़ रुपये मुहैया कराये हैं, उनकी लिस्ट भी मेरे पास है, वह भी मैं आपको दे दूंगा।

Adverse impact of increase in rates of diesel on Railways

*363. SHRI B.K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways are the largest consumer of diesel and the sudden increase in the rates of diesel in 2018 had adversely affected its financial resources; and

(b) if so, the details thereof?

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

Statement

(a) and (b) As per the latest Indian Petroleum and Natural Gas statistics published by Ministry of Petroleum and Natural Gas for 2017-18, Indian Railways is the third largest consuming sector of HSD after resellers/retailers and road sector. Consumer-wise data is not available in this publication.

Diesel fuel bill for traction has been around 20% of ordinary working expenses in the year 2013-14. It is between 14 to 15% from the year 2015-16 to 2018-19 (provisional figures) and there has been no significant variation in this period. It is expected to remain in the same zone during 2019-20 as per budgetary estimate.

SHRI B.K. HARIPRASAD: Mr. Deputy Chairman, Sir, with the fluctuating prices of petroleum products, there is a huge impact on the transport sector also. And, the recent cess on the petroleum products mentioned in the Budget Speech of the hon. Finance Minister will definitely have an effect on the all-round public transport, especially the Railways, which, as per the reply of the hon. Minister, is the third largest consumer of high-speed diesel. Sir, the hike is almost ₹10 per litre on an average. In reply to a question in the 16th Lok Sabha on 13.2.2019, the Minister had said that presently, the adjustments in the fare and freight structures in the Indian Railways are not directly linked to fluctuations in the prices of petroleum. I would like to know from the hon. Minister whether the Railways will review the impact of the fuel price, especially on the goods transport.

SHRI ANGADI SURESH CHANNABASAPPA: Sir, the Railways is the third largest diesel consuming sector as per the Ministry of Petroleum. According to the statistics, in the year 2014-15, the consumption was 29 lakh tones; in the year 2015-16, it was 29.33 lakh tones; in the year 2016-17, it was 28.59 lakh tones; in the year 2017-18, it was 28.47 lakh tones. We are reducing the consumption. Now, we are going for more electrification throughout the country, and the plan is that it should be completed by the year 2022. Sir, the Railways is not making any loss. The expenditure on diesel for traction purpose has remained the same, i.e., 10 per cent, for the last few years. Earlier, during the year 2013-14, it was 13.6 per cent. Sir, this is because of the efficiency of the officers, new

researches and other things. Sir, we are moving for electrification and hence there is not much loss in the Railways.

SHRI B.K. HARIPRASAD: Sir, he did not answer my question.

MR. DEPUTY CHAIRMAN: Please ask the second supplementary.

श्री बी.के. हरिप्रसाद: सर, अगर आप कहेंगे कि मत बोलिए, तो मैं नहीं पूछूंगा। कोई बात नहीं, मैं नहीं पूछूंगा।

श्री उपसभापति: मैंने तो कहा है कि आप सेकंड सप्लीमेंट्री क्वेश्चन पूछिए।

श्री बी.के. हरिप्रसाद: सर, जब हमारे प्रश्न का उत्तर नहीं आता है, तो मुझे प्रश्न पूछना पड़ेगा।

श्री उपसभापति: आप बता दीजिए।

श्री बी.के. हरिप्रसाद: सर, सीनियर मंत्री जी भी यहां बैठे हैं, इसीलिए लोक सभा में जो जवाब दिया है, उसका भी मैंने जिक्र किया है। He has not answered it, Sir, my second supplementary is that the GDP contribution from industrial sector is very low in the past three years. The most affected industry is the cement industry. What was the reason for the low availability of the rakes last year for transportation of cement from one place to other? Is it because of hike in the diesel prices or hike in the freight charges?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, we have not received any such complaint from the industries yet. If some specific instances are there, as the hon. Member suggested, then we will look into the matter.

SHRI MOTILAL VORA: Sir, in the reply they have said that diesel fuel bill for traction has been around 20 per cent of ordinary working expenses in the years 2013-14, 2014-15, 2015-16 to 2018-19. I would like to ask as to what will be the effect in the year 2019-20, because you have already mentioned about the effect. Sir, Railways is the biggest consumer of diesel in the country, so, I would like to know as to what is the total consumption of diesel by the Ministry of Railways. And, what impact will it have in the year 2019-20 because you have already mentioned about the effect from the year 2013-14 to the year 2018-19?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, the details of diesel consumption according to the Indian Railways Annual Statistics are as under. In the year 2014-15, the consumption was 29,81,158 kilolitre; in the year 2015-2016, it was 29,08,156 kilolitre-

in the year 2016-2017, it was 28,58,803 kilo litre; in the year 2017-2018 it was 28,46,540 kilo litre. Sir, it has regularly been going down because we are going for electrification. Now, we have 5,540 locomotives. In the year 2019-20, it is further going to be reduced because we are going for electrification in most of the areas. In some patches, where electrification has not been completed, only there we are using diesel. So, diesel usage is going down, and we are consuming less for diesel machinery.

श्री महेश पोद्दार: माननीय उपसभापति महोदय, अभी-अभी सदन में बताया गया है कि वर्ष 2022 तक रेलवे करीब-करीब डीजल रहित और पूरी तरह से इलेक्ट्रिफाईड हो जाएगी। माननीय रेल मंत्री जी अभी कुछ दिनों पहले तक *renewal energy* का मंत्रालय भी देख रहे थे। इसलिए मैं उनसे जानना चाहूंगा कि क्या रेल मंत्रालय के पास *green energy*, *renewal energy* के उपयोग की कोई योजना है?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, already, at all the railway stations where the vacant land is there, *renewal energy* और *solar energy* को रेलवे में प्रयोग करने के लिए भी काम कर रहे हैं और उसके अलावा *bio-diesel* and *ethanol*, all these other fuels are being arranged. In our country, we want to reduce the import expenditure and, by 2022, we are going to have complete electrification of the Railways. Sir we are going to achieve hundred per cent electrification of Railways.

SHRI JAIRAM RAMESH: Sir, the hon. Railway Minister often makes very grand announcements. In the context of diesel, he has made two grand announcements over the last few years. Firstly, there will be hundred per cent electrification in the country, and secondly, there will be replacement of diesel by *bio-diesel* in this country. I want to ask the Minister, the Minister who has made these grand statements, to tell us as to what is the state of implementation of both these announcements.

श्री उपसभापति: माननीय मंत्री जी आपके सिर्फ एक सवाल का उत्तर देंगे, क्योंकि आपने एक सवाल में दो सवाल पूछे हैं। ...*(व्यवधान)*...

श्री पीयूष गोयल: माननीय उपसभापति जी, मैं सभी प्रश्नों के उत्तर दे दूंगा। श्री बी.के. हरिप्रसाद जी कह रहे थे कि उनके प्रश्न का कुछ जवाब रह गया है। At present, there is no proposal to change the fares because of diesel prices because diesel prices also are low, our consumption also is going down, and the overall cost of fuel and traction is reducing. At present, there is no such proposal.

मोतीलाल वोरा जी, आप पूछ रहे थे कि वर्ष 2019-20 में कितना डीजल यूज होगा? उसका एस्टीमेट कितना है, वह लेकर हम आपको लिखित रूप में भिजवा देंगे।

My friend, Jairam Ramesh is very concerned about all the grand statements because he is also very concerned that we deliver on those grand statements that we have made. We have made a confident announcement and we are working towards a hundred per cent electrification of the broad gauge network of Indian Railways. Of course, there will be some lines in the border areas, which we may not be able to take up for electrification. Now, Mr. Jairam Ramesh has the option and he can choose to say, you did not do 100 per cent, you did 98 per cent. That is his choice and that is the thinking that he and his Party can have. We believe that unless you aspire for big goals, you cannot achieve big goals. The proof lies in the pudding, hon. Deputy Chairman, Sir. During 2013-14, electrification of approximately 650 kilometres rail track was done. In the year 2017-18 alone, we did electrification of 4,000 plus kilometres. In the year 2018-19, we further increased it to 5,200 plus kilometres of electrification during one year itself. We aspire for big targets. This year, we have kept a target which will be even better than that of last year. Unless we keep big targets, we will not have big achievements. That is the motto of the Modi Government. We are delivering on big transformational changes, and I can assure the hon. Member that we will move to electric traction in a very big way. There will still be the requirement for diesel for emergent requirements. There will be requirement of some diesel for the border areas, or, as I said, for narrow gauge or certain lines, where we are making efforts to move from diesel to bio-diesel or environment-friendly materials. I am sure, the hon. Member who has been very, very concerned about the environment, will appreciate that both these moves will be transformational in terms of impact on climate change that the Railways contribute. In fact, when I became Minister, we found more than 60 per cent of the trains coming to Delhi were run on diesel because earlier electrification was done in patches. Now we are looking at electrification of whole routes. We are working towards a plan where every train, which comes into Delhi, would come through an electric traction in the very near future. It is another grand plan and a grand effort that this Government is doing. It will take some time. It is not a normal programme. We are trying to see how we can expand solar energy, as was asked by an earlier Member also, on the unutilized land of the Railways across the country. It will serve dual purpose. One, it will save the land from encroachment. Two, solar panels by very nature can be shifted to another location if the Railways need the land for some other purpose. We are trying to expand solar installations across the country. We will feed that into the

grid. We do hope to receive States' support in that. We will use that for the Railways. The grand announcement or the grand plan that I have is that probably ten years from now we can make Indian Railways the world's first hundred per cent green railways.

Benefit of MSP to majority of farmers

*364. SHRI K. K. RAGESH: Will the Minister of AGRICULTURE AND FARMERS WELFARE be pleased to state:

- (a) whether it is a fact that the MSP is not benefiting the majority of farmers in the country;
- (b) if so, the reasons therefor;
- (c) if so, the volume and percentage of farmers who have availed MSP in each foodgrains category during the last five years;
- (d) whether any specific steps are being taken to provide the benefit of MSP to majority of farmers; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND FARMER'S WELFARE (SHRI PARSHOTTAM RUPALA): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) to (c) To provide the benefit of Minimum Support Price (MSP) to farmers, Government agencies procure the notified agricultural produce of Fair Average Quality (FAQ) at MSP directly from farmers in consultation with the concerned State Government/ Union Territory as and when market price of these produce fall below the MSP, as per prescribed guidelines. The payments to the farmers are made through Real Time Gross Settlement (RTGS)/National Electronic Fund Transfer (NEFT) and account payee cheque by the procuring agencies. However, if farmers gets better price in comparison to MSP, they are free to sell their produce in open market. The details of total number of farmers who received MSP for the notified foodgrains during the last five years are at Annexure-I and Annexure-II (*See below*). Moreover, another benefit of procurement at MSP is that some of the excess supply of the commodity is sucked out of the market through these