

†جناب نذی احمد لوائے : سر، میں منتری صاحبہ سے ایک ریکویسٹ کرنا چاہتا ہوں، آگے دیکھی گئے کہ کٹی کری گئے۔ جموں-کشمیر میں جو کشمیری وطنی ہے، اس میں چھ مہینے ہمیں بڑی پرابلم ہوئی ہے، کبھی روڈ کھسک جاتا ہے اور کبھی۔۔۔ وہاں ٹری بھی نہیں ہے۔ جو میں-کشمیر ہے، کٹی وہاں کوئی اسٹوریج کھولنے کا اس منسٹری کا کوئی پروگرام ہے یا کوئی فوڈ پروسیسنگ انڈسٹری کھولنے کا پروگرام ہے؟ ہمارے پاس فروٹس ہیں۔ کٹی گورنمنٹ چاہتی ہے یا اس کے پاس کوئی پروگرام ہے کہ کشمیر میں جوس فیکٹری بنائی جائے، تاکہ وہاں ان-ایپلائمنٹ کی جو پرابلم ہے، وہ دور ہو جائے اور ہمارے جو پڑھے لکھے لوگ ہیں، نوجوان ہیں، ان کی مدد ہو سکے؟

श्री उपसभापति: माननीया मंत्री जी अगर चाहें तो इसका जवाब दे सकती हैं, नहीं तो बाद में उनको भेज सकती हैं, क्योंकि मुख्य सवाल तेलंगाना से जुड़ा हुआ है।

श्रीमती हरसिमरत कौर बादल: महोदय, मैं इनके सवाल का जवाब दे दूँगी।

میں ماننییہ सदس کو بتانا چاہوں گی کہ جम्मू-کشمیر میں ہمارے منترالہ نے 26 پروجیکٹس سیکشن کیے ہیں، جن میں سے 6 تو کولڈ چینس ہیں، ایک مینا فوڈ پارک ہے، 18 یونٹس ہیں، ایک ایگرو پروسیسنگ کلسٹر بھی ہے، 3 backward-forward linkages بھی ہیں اور 2 food testing labs بھی ہیں۔ جیسا انہوں نے بولا کہ یہ ایک ایسا راجہ ہے، جہاں کبھی بربسات کے کارن بہت ٹائم تک بند ہوتا ہے، اس کے بعد سنیو فائل کے کارن بند ہوتا ہے، تو میں بتانا چاہوں گی کہ جو ایک مینا فوڈ پارک ہے، ویسے تو ایک مینا فوڈ پارک ڈائی-تین سال میں ہو جانا چاہیے، لیکن شاید اس والے پارک کو، just I recall کہ یہ RFK Greens نام سے ہے اور خاس کشمیر کی جربراتوں کو دیکھتے ہیں مہیے لگتا ہے کہ شاید 6 سال نیکل گئے ہیں، کیونکہ ان کا آٹھا ہی کام ہوتا ہے اور اس کو پورا سپورٹ دکر، ابھی تک ہم اس پروجیکٹ کو کلویج نہیں کر رہے ہیں، اس لیے کہ وہاں کے لوگوں کو.. اپنل کے فارمرس ہوں، وہاں جوس بھی بن سکے، پولٹری کا بھی کام ہو سکے۔ ان ساری سکیمس کے اندر یہ سارے کام ہوتے ہیں۔ اگر آپ سیکٹر وائیج بھی جاننا چاہیں، تو وہ بھی میں آپ کو بتا سکتی ہوں۔

Installation and expansion of bullet train network

*366. DR. VIKAS MAHATME: Will the Minister of RAILWAYS be pleased to state:

- the expenditure for installation and functioning of bullet trains; and
- by when Government proposes to expand bullet train network all over the country?

†Transliteration in Urdu Script.

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) Mumbai-Ahmedabad High Speed Rail (MAHSR) Project, also known as Bullet Train Project of 508 km length, has been sanctioned by the Government. This project is being executed by a special purpose vehicle namely National High Speed Rail Corporation Limited (NHSRCL), with the financial and technical assistance from Government of Japan. The total estimated cost of the project is ₹ 1,08,000 crore and the project is targeted for completion in 2023. So far, the expenditure of ₹ 3226.8 crore has been incurred on the project upto June, 2019. Bullet Train or High Speed Rail Projects are highly capital and technology intensive, and therefore, their proposals for other sections are subject to technical feasibility, financial and economic viability and availability of funding.

DR. VIKAS MAHATME: My first supplementary is that in the answer, it is stated that the project cost is more than ₹ 1 lakh crores for the bullet trains. So, I would like to ask the hon. Minister that the common man's feeling is that why this much huge investment is being done in bullet train project. It would have been better if this investment would have been done in education or for health purpose. So, what is the stand of the Minister on this?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, the hon. Member's concern is for the students and the common man. But, bullet train is for the future. What is being thought of as a luxury yesterday is necessity now. Japan made the high-speed train Shinkansen in 1964 when it was not as developed as India now is. China started it 40 years later and has now more than 20,000 kilometres high-speed network. So, the youth of India also were asking the hon. Prime Minister; our Railway Minister and us whenever we go to the rural areas that our neighbouring countries' trains are running at a speed of 400 kilometres per hour, but our trains are still running below 100 kilometres per hour. So, with technology and new ideas, we have to go for upgradation. The Mumbai-Ahmedabad high-speed Bullet train was sanctioned in 2015. By this, the economy will grow and the people will get the facility. The youth of India, the future generation will not curse us as to why our people have not done. It is because our hon. Prime Minister has seen that dream and giving this new dream to our youth. This is the reason.

श्री उपसभापति: माननीय सदस्य, कृपया बैठकर टिप्पणी न करें।...(व्यवधान)...

DR. VIKAS MAHATME: The Mumbai-Ahmedabad Bullet Train Project is there and the train track will pass nearby the seashore. The Coastal Regulation Zone is there

around and mangroves are also there. That will be destroyed and the ecology will be at stake. My question is: How will the Railways Ministry avoid the environmental attack as well as destruction of mangroves?

SHRI ANGADI SURESH CHANNABASAPPA: The project has taken into account all environmental safeguards and complies to ensuring protection of ecology in its alignment. The entire Bullet Train project is being made on an elevated track, which will minimize the impact on environment and ecology.

Further, in the Mumbai area, it ensures minimum impact on mangroves. The project is being taken up in a tunnel of about 21 kilometers, including 7 kilometer sea tunnel. To avoid the impact of mangroves cut for construction purpose, plantation of about five times of the mangroves would be done in the project. We are going to grow about five times of whatever we are cutting for that purpose.

DR. AMEE YAJNIK: Several thousand farmers have approached the Gujarat High Court because their lands are being taken away for this particular project and there is no environmental impact assessment. It has been given a go by. The answer is not correct what the Minister has said. You have diluted the law of land in Gujarat. The consent of the farmers is also given a go by.

MR. DEPUTY CHAIRMAN: Please put your question.

DR. AMEE YAJNIK: In that situation, when numerous petitions are pending in the court, how are you going to give a clarification than this short and vague answer that you have given?

SHRI ANGADI SURESH CHANNABASAPPA: In total, 297 villages are coming on this line. In Gujarat, more than 92 per cent farmers have given their consent. Only some patches of Maharashtra area are pending. It is a first ever dream project of the hon. Prime Minister. Though, there are some problems, but land acquisition is a State subject. The Gujarat Government is dealing with the subject of land. The project is 50 per cent by the Central Government, 25 per cent by the Maharashtra Government and 25 per cent by Gujarat Government. This is a dream project of the Indian youth of the coming days. The farmers of Gujarat and the Government of Gujarat are already cooperating to complete this project as early as possible. In some patches of Maharashtra, it is there. About those farmers, out of the court and by other things, we are tackling and addressing their concerns and the project will be completed as early as possible.

श्री राकेश सिन्हा: उपसभापति महोदय, जब कभी विकास होता है तो इसी प्रकार की आशंकाएं उत्पन्न होती हैं, लेकिन भारत विकास के मामले में छलांग लगा रहा है और यह प्रोजेक्ट अच्छा

है। मैं आपके माध्यम से पूछना चाहता हूँ कि इस परियोजना पर जो एक लाख करोड़ रुपए का व्यय हो रहा है, क्या मंत्रालय ने यह अनुमान लगाया है कि इतनी लागत के बदले कितना revenue रेलवे को प्राप्त होगा? इसी से जुड़ा मेरा एक सवाल यह है कि क्या इससे संबंधित दूसरे मंत्रालय - परिवहन मंत्रालय - से भी विचार-विमर्श किया गया था कि उस पर इसका क्या प्रभाव पड़ेगा?

श्री उपसभापति: आप एक ही सवाल का उत्तर जान लें। ...**(व्यवधान)**...

श्री अंगादि सुरेश चन्नाबासप्पा: माननीय सदस्य का सुझाव बहुत अच्छा है। On an average, everyday, about 36,000 people will travel by this train. Now the fare has also been identified and it is about ₹ 3,000 per person. It is viable. It is about 0.1 per cent interest on which the Government of Japan has sanctioned it through JICA. With that, it is going to be one of the best things in the coming days. Further, this will also help to improve our Railways, save time and will be convenient. As per his statement, I would also inform here that other departments will also be consulted if any problems are there. But till now, we have not received any such thing. The Government of Maharashtra, the Government of Gujarat and the Government of India, all three are working together and there is no problem.

DR. L. HANUMANTHAI AH: According to the answer given by the hon. Minister, proposals for other sections are subject to technical feasibility, financial and economic viability, and availability of funding. My question is, has any other bullet train project in the country been studied and found feasible? If so, what is the location of the project? Where is this project going to be taken up and what is the amount involved in that?

SHRI ANGADI SURESH CHANNABASAPPA: Sir, the detailed study is going on throughout the country. Once this is successful, then, Delhi-Kolkata is there; Delhi-Mumbai is there. Once we get the report of this study, we can examine that.

Development of Inland Fisheries and Aquaculture

***367. DR. BANDA PRAKASH:** Will the Minister of ANIMAL HUSBANDRY, DAIRYING AND FISHERIES be pleased to state:

(a) whether the country is endowed with vast resources in terms of ponds and tanks, rivers and canals, reservoirs, lakes and other water bodies, having immense scope for development of fisheries to strengthen the food security, generate employment opportunities and earn foreign exchange with the ultimate objective of improving the socio-economic status of fishermen and other people engaged in the sector;

(b) whether Government has identified fisheries as a key sector for growth and encouraged fishermen to adopt new techniques to increase fishery output; and