

थी। खेती का हिस्सा 50 प्रतिशत था, फिर भी देश की जनता के खाने के लिए इस देश में पूर्णतः खाद्यान्न उपलब्ध नहीं था। आज हमारा यह प्रतिशत 70 प्रतिशत है, हमारी आबादी 130 करोड़ है, फिर भी यह देश खाद्यान्न में सरप्लस है, इसलिए इसका इस प्रकार से मूल्यांकन करना चाहिए। मैं यह भी बताना चाहता हूँ कि हम आगे के लिए किसानों के अपनी जमीन पर टिके रहने की योजना बना रहे हैं।

SHRI M. SHANMUGAM: Mr. Deputy Chairman, Sir, the Government of India is fixing the rate of sugar at ₹ 32 per k.g., but, the cost of production in Tamil Nadu varies from ₹ 34 to ₹ 38. Because of this reason, most of the mills have been closed down and the production of sugarcane has come down from 160 lakh tonnes to 60 lakh tonnes. I would like to know whether the Central Government is going to subsidise the difference or not. Are there any measures to improve that?

**श्री परशोत्तम रुपाला:** सर, माननीय सदस्य की यह चिंता सही है कि sugarcane के किसानों को अपने उत्पाद का सही दाम नहीं मिलने की वजह से वे परेशानी में हैं और उनके पैसे नहीं मिल रहे हैं। भारत सरकार की ओर से MSP या FRP निर्धारित करते समय भारत सरकार फायदेमंद कीमत का निर्धारण करती है और राज्य सरकारें भी उसमें अपनी SAP लगाती हैं। इसलिए सीधी तरह से उनकी मदद करने की कोई योजना नहीं है, मगर Food Department की ओर से चीनी मिलों को जरूरत पड़ने पर ब्याज सहायता द्वारा मदद करने की भी एक योजना है, buffer stock पर उसको सहायता देने की एक योजना है, buffer stock का उत्पादन करने के लिए भी इसमें एक योजना है। ऐसी तीन-चार योजनाओं के मद्देनजर भारत सरकार की चीनी मिलों के मालिकों के जरिए गन्ना किसानों की मदद करने की कोशिश रहती है। सर, मुझे यह बताते हुए खुशी है कि इस साल किसानों का जो 92 percentage बकाया था, उसका भुगतान 2018-19 के साल में करवा दिया गया है।

**श्री उपसभापति:** माननीय सदस्यगण, माननीय चेयरमैन साहब ने बार-बार आप सबसे निवेदन किया है कि माननीय मंत्री भी जवाब संक्षेप में दें और माननीय सदस्य भी to the point question पूछें, तो हम अधिक से अधिक सवाल कर सकते हैं। अगला प्रश्न, प्रश्न संख्या 199.

#### **Completion of pending railway projects**

\*199. SHRI AHMED PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government has decided not to take up new projects until the completion of existing ones;

(b) the details of the projects in progress and their estimated completion date;

- (c) the details of projects in each State;
- (d) the reasons behind delays in project completion; and
- (e) the measures being taken by Government to ensure that all ongoing projects are successfully completed?

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 (e) No, Sir. In addition to execution of already ongoing projects, during the last three-years *i.e.* 2016-17, 2017-18, 2018-19 and current financial year, 163 new projects related to new line/gauge conversion/doubling of 10,784 km length, costing ₹1,51,857 crore, have been included in the Budget subject to requisite Government approvals.

Presently, Indian Railways have taken up 498 Railway projects of 49,069 km length, costing ₹6.75 lakh crore, which are in different stages of planning/sanction/execution, out of which, commissioning of 8,979 km length has been achieved and expenditure of ₹1.53 lakh crore incurred upto March, 2019.

Above projects include:-

188 are new line projects of 21,295 km length, costing ₹3.87 lakh crore, out of which, commissioning of 2,622 km length has been achieved and expenditure of ₹85,536 crore incurred upto March, 2019.

55 are gauge conversion projects of 7,275 km length, costing ₹ 56,135 crore, out of which, commissioning of 3,573 km length has been achieved and expenditure of ₹ 19,640 crore incurred upto March, 2019.

255 are doubling projects of 20,500 km length, costing ₹2.32 lakh crore, out of which, commissioning of 2,784 km length has been achieved and expenditure of ₹48,342 crore incurred upto March, 2019.

Railway projects are not sanctioned State-wise, but may span across various States of the country. Hence, the details are maintained project-wise and not State-wise.

The timely completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities (both underground and over ground), statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions, encountering unforeseen conditions like earthquake, flooding, excessive rains, strikes of labour, orders of Hon'ble Courts, situation and conditions of working agencies/contractors etc. All these factors vary from project to project and site to site and affect the completion time and cost of the project, which is finally worked out at the completion stage.

Based on operational requirement, thorough review of throughput enhancement projects has been carried out and with focussed approach, the projects have been prioritized into Super Critical Projects (58 nos), Critical Projects (68 nos.) and other throughput enhancement projects (130 nos.).

Presently, the balance length of Super Critical Projects is 2347 Km, 5676 Km of Critical Projects and 9703 Km for other Doubling Projects. All out sincere and focussed approach is being adopted by Railway for quick execution and early return to Railways.

In the overall interest of the nation and to ensure that projects are completed in time without cost overrun, lot of monitoring is done in Railways at various levels (field level, divisional level, zonal level and Board level) and regular meetings are held with the officials of State Government and concerned authorities to resolve the pending issues that are obstructing the progress of projects.

To ensure that projects are completed even before time, Railway has adopted the concept of incentives to the contractor in the form of bonus clause in contracts which will further enhance the pace of execution of projects.

For capacity enhancement projects, institutional financing has been done by arranging loan of ₹1.5 lakh crore, which has increased Railways' capacity for committed fund provision for essential projects.

The average annual expenditure in new line/gauge conversion/doubling projects in 2009-14 was ₹11527 crore, which has increased to ₹26,022 crore during 2014-19, which is 126% more of average of 2009-2014.

Further, allocation of Budget for 2019-2020 is ₹ 30,198 crore, which is, 162% more with respect to average annual budget outlay of 2009-14.

**श्री अहमद पटेल:** सर, मंत्री महोदय ने अपने उत्तर में बताया है कि करीब 498 रेल परियोजनाएँ शुरू की गई हैं और उनमें 49,069 किलोमीटर लंबाई की परियोजनाओं पर 6.75 लाख करोड़ रुपए की लागत आएगी या उन पर खर्च किया जाएगा। इसका मतलब यह हुआ कि अभी 40 हजार किलोमीटर की परियोजनाएँ बाकी हैं, नई लाइन में कई किलोमीटर करना बाकी होगा और उन पर करीब 5 लाख 22 हजार करोड़ रुपए की लागत आएगी। मैं मंत्री महोदय से यह जानना चाहूँगा कि 40 हजार किलोमीटर की जो परियोजनाएँ हैं, प्रोजेक्ट्स हैं, लाइंस हैं, उन पर जो लागत आने वाली है, करीब 5 लाख 22 हजार करोड़ रुपए, क्या उसका प्रावधान किया गया है? अगर उसका प्रावधान किया गया है, तो कितने समय में ये जो परियोजनाएँ हैं या प्रोजेक्ट्स हैं, वे complete किए जाएँगे?

**SHRI ANGADI SURESH CHANNABASAPPA:** Sir, he is a senior Member having a great concern about the Railways. Hon. Prime Minister, many times, stated that the Government of India is going to invest 50 lakh crore rupees in the next ten years. We have made the plan. We have arranged for the institutional loans and timely completion. The zeal is required from the States. Whenever any project is to be completed, the land is the important component today. Wherever the land is available, the project is taken up fast. As far as arrangement of finance is concerned, institutional finance has already been arranged. As far as taking up works on various fronts is concerned, wherever the land is available, the work is going on in full swing.

**SHRI AHMED PATEL:** Sir, the actual capital expenditure is falling. इसके साथ-साथ extra budgetary resources like borrowing has increased from 48.55 per cent to 54.42 per cent. ऐसे हालात में जो Government's borrowings हैं या जो loans हैं और उन पर जो interest है, आप वे पैसे कैसे pay करेंगे? जब actual capital expenditure ही घट रहा है, it is falling down, और दूसरी तरफ ये borrowings increase हो रही हैं, तो ऐसे हालात में आप कैसे interest और borrowings pay कर पाएँगे?

**SHRI ANGADI SURESH CHANNABASAPPA:** Sir, it is a very good question. The average annual expenditure in the new lines, gauge conversion, doubling, etc., in 2009-14 was ₹ 11,527 crores, which increased to ₹ 26,022 crores during 2014-19. It is 226 per cent of the average annual Budget of 2009-14. Compared to the earlier Government, our spending is more now. So, automatically, the increasing capacity, definitely, will give more revenue. We can pay the interest.

SHRI AHMED PATEL: But the figures are falling down.

SHRI ANGADI SURESH CHANNABASAPPA: Figures are more.

DR. T. SUBBARAMI REDDY: In the reply, the Minister has stated, 'For capacity enhancement projects, institutional financing has been done by arranging loan of ₹ 1.5 lakh crores.' So, I would like to know, from which route they got ₹ 1.5 lakh crores. Which is that financial institution and what are their future plans? How much are they going to raise?

SHRIANGADI SURESH CHANNABASAPPA: Whenever the projects come, there are many institutions at the Government level, banks are there, insurance companies are there.

DR. T. SUBBARAMI REDDY: Which banks are those?

SHRI ANGADI SURESH CHANNABASAPPA: At that time the project should be made viable by both the State and the Centre. Once the land is available, in many projects, 50 per cent cost sharing will be there. Then the respective JV will be made and at that time they will apply to the concerned institution. Then the loans will be made available. There is no shortage of funds for the development of the Railways.

**श्री संजय सेठ:** महोदय, मैं आपके माध्यम से माननीय मंत्री जी से पूछना चाहता हूँ कि बुलेट ट्रेन परियोजना के संबंध में कार्यान्वयन की स्थिति क्या है? Japan Overseas Infrastructure Investment Corporation ने अब तक इस परियोजना के लिए कितना धन प्रदान किया है?

SHRI ANGADI SURESH CHANNABASAPPA: This question is pertaining to all India level. The supplementary which he is putting is not pertaining to this question.

PROF. M. V. RAJEEV GOWDA: Sir, I am happy to see that there are projects moving forward in the Railways, but one super mega critical project, the Bengaluru's suburban rail, continues to be floundering for more than a decade. The Government needs to tell us. I request the Minister to persuade the Railways not to put more and more road blocks and rail blocks in this process. The kind of impact this would have on the GDP! It would be fantastic if you make the right moves. When will we have the suburban rail of Bengaluru seeing the light of the day? When can we travel on that, Mr. Minister?

SHRI ANGADI SURESH CHANNABASAPPA: I am happy that Prof. Rajeev Gowda

[Shri Angadi Suresh Channabasappa]

comes from my State only. His question relates to the previous Government. The earlier Government did not cooperate to give the land, and complete other formalities, whatever the Railways wanted. Now that project is going on and we are discussing with the State Government and the concerned JV company. The Karnataka cadre is there and the Central Government is there.

SHRI B. K. HARIPRASAD: Sir, it is wrong to say that the earlier Government did not cooperate.

MR. DEPUTY CHAIRMAN: Allow him to speak.

SHRI ANGADI SURESH CHANNABASAPPA: Let me answer the hon. Member. We are studying that and as soon as we get the details from the State Government about land and other facilities, like, investments, definitely, that will be taken up.

MR. DEPUTY CHAIRMAN: Now, Question No. 200.

#### **Shrinking of agricultural land in the country**

\*200. SHRI A. VIJAYAKUMAR: Will the Minister AGRICULTURE AND FARMERS WELFARE be pleased to state:

(a) whether Government is aware that agricultural lands are shrinking in the country in recent years;

(b) if so, the measures taken to expand agricultural land/activities to meet the needs of the growing population in the country;

(c) whether Government has any proposal to acquire agricultural land in other countries; and

(d) if so, the details thereof?

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

#### ***Statement***

(a) As per report on Land Use Statistics for 2014-15 (latest available), agricultural land/ cultivable land in the country has declined only marginally from 182.01 million