

[Shri Piyush Goyal]

management of the tea estates, the payment of wages to the workers as well as the export of tea. We have several activities that the Tea Board is doing in terms of promoting the development of the tea estates, regulating the production and extent of cultivation, assist in the control of insects and other pests. A number of activities are carried out by the Tea Board in a very well-defined fashion.

MR. CHAIRMAN: This question is specific to West Bengal. So I am going to the next question. Question No.128.

Conversion of old railway engines into twin electric engines

*128. DR. ASHOK BAJPAI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Railways have successfully converted and developed old engines into twin electric engines having capacity of 10,000 horse power;
- (b) if so, the details of the projects including the cost of conversion;
- (c) whether Government proposes to convert some more number of old diesel engines into electric engines;
- (d) if so, the number of diesel engines planned to be converted; and
- (e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (e) A Statement is laid on the Table of the House.

Statement

- (a) Yes, Sir.

(b) Till now, 6 old diesel locomotives have been converted into 3 twin electric locomotives at Diesel Locomotive Works, Varanasi which is a Production Unit of Indian Railways. These conversions being prototypes and since a lot of existing material from discarded locomotives were reused, it is not possible to ascertain the exact cost at this stage, including various overheads.

- (c) Yes, Sir.

- (d) These converted prototype locomotives are under extensive field tests and

trials. The number of diesel locomotives to be converted to electric locomotives is to be decided based upon the performance of the converted prototype locomotives.

(e) Does not arise.

MR. CHAIRMAN: Mr. Minister, like in your regime, the trains are moving faster, we are also trying to move faster.

डा. अशोक बाजपेयी: मान्यवर, मैं आपके माध्यम से मंत्री जी से जानना चाहता हूँ कि क्या इस तरह का conversion metre gauge और narrow gauge के जो इंजन हैं, उनमें भी करने पर सरकार विचार कर रही है?

श्री पीयूष गोयल: सर, साधारणतः जो metre gauge और narrow gauge हैं, उनको हम आहिस्ता-आहिस्ता बन्द कर रहे हैं। हालांकि, ऐसी बहुत कम जगहें हैं, जहाँ पर हम narrow gauge को allow करेंगे, लेकिन उसमें requirement इतनी कम है कि इस प्रकार के conversion की आवश्यकता नहीं पड़ेगी।

डा. अशोक बाजपेयी: मान्यवर, मैं मंत्री जी से यह जानना चाहता हूँ कि डीज़ल इंजन का इलेक्ट्रिक इंजन में जो conversion किया गया है, वह कितना लाभकारी है? उसकी लागत कितनी है और उससे जो नए इंजन बनते हैं, उनकी लागत कितनी है? क्या इस प्रकार से बड़े पैमाने पर ये conversions किए जा सकते हैं?

श्री सभापति: बस-बस, प्रश्न संक्षेप में भी पूछ सकते हैं।

श्री पीयूष गोयल: सभापति महोदय, यह एक नया प्रयोग पहली बार भारत में ही हुआ है और विश्व में ऐसा पहले कभी नहीं हुआ है। माननीय प्रधान मंत्री, श्री नरेन्द्र मोदी जी की खास तौर से पर्यावरण के प्रति जो प्रतिबद्धता है कि हमें इस चुनौती से जूझना चाहिए, उसको मद्देनजर रखते हुए हमने यह तय किया है कि हम पूरे रेल नेटवर्क को electrify करेंगे और भारतीय रेल को डीज़ल इंजन से मुक्त करवाएँगे। जब हम उस दिशा में चलते हैं, तो डीज़ल इंजन का प्रयोग कैसे चालू रहे, डीज़ल इंजन भी सेवा में कैसे रहें, इसके लिए भारतीय रेल ने यह नया शोध किया है। अभी इसके ट्रायल्स वगैरह चल रहे हैं। अभी तक हमने इसमें पुराने पार्ट्स को डालकर ही इसको बनाया है, इसलिए इसकी पूरी costing अभी हमारे सामने नहीं आई है। जब वह तय हो जाएगी, तब हम इसको फाइनल ऑपरेशन में लेंगे।

SHRI P. WILSON: Hon. Minister, please tell us whether there is any proposal for introduction of Bullet Trains in Tamil Nadu, connecting Chennai or from Chennai to other States; and are you in the process of closing the Integral Coach Factory at Chennai?

SHRI PIYUSH GOYAL: First of all, let me clarify that there is no question of closure of Integral Coach Factory. We are very proud of the achievements of the Integral Coach Factory. Their engineers and their workers made Vande Bharat, the first semi-high speed train in its 168-year Railway history. It is a jewel in the crown and there is every effort to grow, expand and modernize that company. As regards the Bullet Train, several projects are under consideration all across the country and at an appropriate time once the decisions are made, we will let the House know.

List of commodities for free trade under RCEP Pact

*129. SHRI S. MUTHUKARUPPAN: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) the products, including agricultural produce, included, in the list of commodities for free trade under the Regional Comprehensive Economic Partnership (RCEP) pact between the Association of Southeast Asian Nations (ASEAN) and six other countries, including India;

(b) whether it is a fact that the said pact will pave the way for cheap imports of agricultural produce, etc. to the country; and

(c) if so, the steps taken by Government to protect the Indian farmers and domestic industry?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI PIYUSH GOYAL): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) to (c) In a trade negotiation, trade liberalisation outcomes in the area of goods are generally arrived at through a process of negotiation based on wish lists and offer lists conveyed to and received from the partner countries. India's wish lists and offer lists have been based on an assessment of the export interest of its stakeholders and their sensitivities with regard to imports. Accordingly, India's offer lists and wish lists and the same received from the partner countries have included tariff lines across the range of primary, secondary and tertiary products, while ensuring that sensitive lines in any sector, including agriculture, are kept out/ dealt with appropriately in the offers.

The Government held regular stakeholders' consultations, including with the agriculture and industrial sectors for formulating India's position in the Regional Comprehensive Economic Partnership (RCEP). These stakeholder inputs and the