

SHRI A. MOHAMMEDJAN: Sir, market intervention by the Government is always required, but we should see to it that it is not harmed in any way. For example, the Government purchased 14,000 tonnes of onion recently from abroad when domestic prices skyrocketed. But the reality was that no State was willing to lift the imported onion.

MR. DEPUTY CHAIRMAN: Please be brief. Time is almost over.

SHRI A. MOHAMMEDJAN: Due to this, several tonnes of onion rotted and a lot more are lying at ports.

MR. DEPUTY CHAIRMAN: Please be brief.

SHRI A. MOHAMMEDJAN: Therefore, is the Government considering factoring in this aspect in future before ordering any item for the purpose of market intervention?

श्री रामविलास पासवान: माननीय उपसभापति जी, हमारे सामने दिक्कत यह है कि जब प्याज का दाम बढ़ने लगता है कि तो उस पर हल्ला होता है। कल दूसरे सदन में माननीय सदस्यों ने कहा कि नासिक में प्याज 4 रुपये, 5 रुपये किलो बिक रहा है। जब दाम बढ़ने लगे तो हम बहुत इम्पोर्ट करना चाहते थे, लेकिन यह संयोग से बाहर भी नहीं था तो भी हम लोगों ने इम्पोर्ट किया। बड़ी मात्रा में यहाँ प्याज पहुँच चुका है, लेकिन दिक्कत इस बात की है कि सपोज़ वह प्याज हमने 4 हजार टन निर्यात किया, इस पर स्टेट्स से जो बातचीत हुई तो स्टेट्स कुल मिलाकर 16 सौ टन प्याज लेने के लिए तैयार हुई हैं। एक तरफ डर लगता है कि प्याज नहीं है तो मार्केट में हल्ला होता है और यदि प्याज एक्स्ट्रा हो जाए तो यह कोई गेहूँ या चावल तो है नहीं कि उसे ज्यादा दिन तक स्टोर में या गोदामों में रखा जा सके, इसके सड़ने का डर भी रहता है। हमारे यहाँ प्याज की कमी नहीं है। जब समय आता है तो हम एक्सपोर्ट बैं कर देते हैं। जब किसान को दाम कम मिलने लगता है, तो फिर हम उसको वापस भी लेते हैं। इस तरह से यह हमारा विकेट और रन का मामला चलता रहता है।

SHRI A. MOHAMMEDJAN: Sir, ...(*Interruptions*)...

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## WRITTEN ANSWERS TO STARRED QUESTIONS

### Gauge conversion at Nirmali-Sarayagarh rail line

†\*71. SHRI RAM NATH THAKUR: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether it is a fact that the foundation stone for the gauge conversion of Sakri, Jhanjharpur, Laukaha and Nirmali-Sarayagarh rail line was laid in the year 2004;

(b) whether it is also a fact that the year 2012 was fixed as a time limit to complete these projects;

(c) whether it is also a fact that no train has been running on this track for about five years and crores of people have been affected by this; and

(d) if so, by when the work of gauge conversion of this railway line would be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (d) No, Sir. As per the records available with Ministry of Railways, foundation stone was laid on 06.06.2003 only for Kosi Bridge project, which includes construction of new line from Nirmali to Sarayagarh and not for Gauge Conversion work of Sakri-Jhanjharpur-Laukaha Bazar.

The project execution is dependent on various factors like land acquisition by State Government, forestry clearances by Forest Officials and availability of fund to the project from year to year.

The period-wise status of fund made available to the Gauge Conversion project is as below:-

Year	Amount
2004-14	₹ 285 Cr.
2014-20 (upto Jan, 2020)	₹563 Cr.

Thus the funds made available to the Gauge Conversion project upto 2014 were not adequate, which, adversely affected the progress of the project. However, enhanced funding and push was given to the project from 2014-15 onwards.

Due to enhanced funding and push given to project, the Gauge Conversion work of 47 Km section have been completed and commissioned as per the detail given below:-

Sl. No.	Name of the Section	Length (Km)	Train Service Started
1.	Sakri-Mandan Mishra Halt of Sakri-Nirmali section	11 km	May, 2019
2.	Mandan Mishra halt Jhanjharpur of Sakri-Nirmali section	9 Km	Dec, 2019
3.	Saharsa- Garhbaruari of Saharsa-Forbesganj section	16km	March, 2019
4.	Garhbaruari - Supaul of Saharsa-Forbesganj section	11 Km	Dec, 2019

The work of construction of Kosi Bridge including laying of new line from Nirmali to Sarayagarh has been taken up. The construction of main Kosi Bridge has been completed and track linking on Bridge and its approaches has been taken up.

For gauge conversion work various stretches of the project have been taken over from time to time as per the requirement of the project from Jan, 2012 to Dec, 2016 in Saharsa-Forbesganj section and from April, 2016 to May, 2017 in Nirmali-Sakri-Laukaha Bazar section. After completion of gauge conversion work several sections have been opened for train operation from March, 2019 to Dec, 2019.

The firm timeline for completion for the project cant not be given at this stage, as, completion of the project depends on various factor like geological and topographical conditions of area, number of working months in a year due to climatic conditions, encountering unforeseen conditions like, flooding, excessive rains, strikes of labour, situation and conditions of working agencies/contractors etc. All these factors affect the completion time and cost of the project, which is finally worked out at the completion stage. As per Railway records, these two projects were never targeted for completion by 2012.

#### **Making Gram Panchayats self-reliant**

†\*73. SHRI R. K. SINHA: Will the Minister of PANCHAYATI RAJ be pleased to state:

(a) the time-bound plan of Government to make each Gram Panchayat self-reliant at its own level to present the migration of rural population to cities;

†Original notice of the question was received in Hindi.