

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:850

ANSWERED ON:27.11.2014

BULLET TRAINS

Birla Shri Om;Kharge Shri Mallikarjun ;Maganti Shri Murali Mohan;Mahendran Shri C.;Reddy Shri Ponguleti Srinivasa;Shewale Shri Rahul Ramesh;Vichare Shri Rajan Baburao

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the present status of progress made in introduction of high speed trains/bullet trains/semi-high speed trains in the country particularly in the light of recent visit of Prime Minister to Japan and China;
- (b) the details of the sectors/routes identified for the purpose;
- (c) the present status of technical/ financial feasibility studies conducted for the purpose;
- (d) the expenditure estimated to be incurred on the various sectors / routes and the sources from where the financing of these trains is to be made; and
- (e) the time frame fixed for completion of the said projects?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA)

(a) to (e) : A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 850 BY SHRI M. MURALI MOHAN, SHRI C. MAHENDRAN, SHRI RAHUL SHEWALE, SHRI MALLIKARJUN KHARGE, SHRI RAJAN VICHARE, , SHRI PONGULETI SRINIVASA REDDY & SHRI OM BIRLA TO BE ANSWERED IN LOK SABHA ON 27.11.2014 REGARDING BULLET TRAINS

(a) to (c) The first sector identified for introduction of High Speed trains/bullet trains in the country is Mumbai- Ahmedabad; For this sector, two studies, one a Joint feasibility study, co-financed by India and Japan and another a business development study by French Railways (SNCF) have been undertaken. JICA has submitted first interim report in July 2014 and Second interim report is expected by November 2014. SNCF has submitted the report in September, 2014. Government is undertaking a feasibility study for Diamond Quadrilateral Network of High Speed trains comprising of four sides i.e. (i) Delhi-Mumbai, (ii) Mumbai-Chennai, (iii) Chennai-Kolkata, (iv) Kolkata-Delhi and both diagonals i.e. (v) Delhi-Chennai and (vi) Mumbai-Kolkata. The total length of network will be approx. 10,000 km. Delhi-Chennai section has been identified for feasibility study in cooperation with Govt. of China.

Status of other High Speed pre-feasibility studies are as below:-

Delhi-Agra-Lucknow-Varanasi -Patna – 991 km – Prefeasibility study has been completed. The Consultant has submitted the Final Report, and same is under acceptance of Board. Howrah-Haldia – 135 km – Prefeasibility study has been completed. The Consultant has submitted the Final Report, and same is under acceptance of Board. Hyderabad-Dornakal-Vijaywada -Chennai – 664 km –The study is in progress. The consultant has submitted Inception Report, Interim Report I & II and Draft Final Report.

Chennai-Bangalore-Coimbatore-Ernakulam-Thiruvananthapuram – 850 km - The study is in progress. The Consultant has submitted Inception Report and Interim Report No.I and II and Draft Final Report.

Delhi-Chandigarh-Amritsar- 450 km – The study is in progress. The consultant has submitted Inception Report.

Delhi-Jaipur-Ajmer-Jodhpur - 591 km – No consultant has been finalized.

As regards Semi High Speed trains (160-200kmph), the sections identified are Delhi-Agra; Delhi-Chandigarh; Delhi- Kanpur; Nagpur-Bilaspur; Mysore-Bengaluru-Chennai; Mumbai-Goa; Mumbai-Ahmedabad; Chennai-Hyderabad and Nagpur-Secunderabad.

Feasibility study for semi-high speed between Mumbai – Delhi and Mumbai-Ahmedabad was conducted by Japan International Cooperation Agency (JICA) and report submitted in March 2014.

Delhi –Agra corridor is in advance stage for raising of speed, as required technical inputs have been completed. Application has been processed for the sanction of Commissioner of Railway Safety.

Technical / Financial feasibility study for Chennai- Bangalore – Mysore, is assigned to China Railway Eryuan Engineering Group at their cost, as part of cooperation with Chinese Railway in terms of an Memorandum of Understanding (MoU) on technical cooperation in the Rail Sector.

(d) Expenditure estimated on Mumbai-Ahmedabd High Speed Corridor is approximately Rs. 63,000 crore as per the pre-feasibility

study.

For other High Speed routes, feasibility studies are still in progress and approximate costs are not available. The High Speed Rail project will have to be taken up through an appropriate mix of Government support, multilateral / bilateral funding and by alternative means of resource mobilization, including Public-Private-Partnership (PPP).

(e) At present, as there is no sanctioned project for High Speed trains, no time frame can be fixed.