High-speed train between New Delhi and Chennai

758. DR. R. LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government has proposed to introduce a high-speed train between New Delhi and Chennai;

(b) if so, the steps taken by Government so far in this regard;

(c) whether Government has fixed any time-frame to complete this project; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) High Speed train project between New Delhi and Chennai is not a sanctioned project. However, it has been decided to undertake a feasibility study between Delhi-Nagpur as part of New Delhi- Chennai corridor through Government to Government co-operation with China.

(c) No time can be fixed at present.

(d) Does not arise.

Bullet train between Ahmedabad and Mumbai

759. SHRI SALIM ANSARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is spending huge amount of money on Bullet train between Ahmedabad and Mumbai;

(b) if so, the details of the cost of the project and the present status of the project; and

(c) what would be the detailed terms and conditions with Japan for their financial and technical assistance for this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) The Mumbai-Ahmedabad high speed rail project has been sanctioned at total completion cost of ₹ 97,636 crore as per details below (in ₹):

•	Construction cost (Track/Station/Depot/Electric/ Signalling & Telecom)	:	44,621 crore
•	Rolling Stock	:	5,255 crore

•	Land	:	9,863 crore
•	Miscellaneous (Management/Contingency/ Escalation/Consultancy/Import Duty etc.)	:	27,533 crore
•	Interest during construction	:	10,359 crore

The feasibility study of the project has been completed and implementing agency (National High Speed Rail Corporation Limited) has been formed in February, 2016.

(c) The project will be implemented through financial and technical assistance from Government of Japan. The assistance involves provision of Japanese Yen loan for approximately 81% of total project cost at 0.1% per annum interest for 50 years with 15 years moratorium and transfer of technologies of construction.

Incidents of chain-pulling of trains

760. SHRI MANSUKH L. MANDAVIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of incidents of chain-pulling of trains registered during the last five years, year-wise and zone-wise;

(b) whether Government is considering to amend the existing lenient provisions of the concerned law to make it tougher and deterrent and ensure smooth running of trains as also to prevent unnecessary harassment of passengers; and

(c) whether Railways are going to issue strict advisory to its zones to act swiftly during such incidents to catch and punish the guilty persons so as to curb this activity?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) The number of incidents of chain-pulling in trains registered during the last five years, year-wise and zone-wise is given in the Statement (*See* below).

(b) At present, no proposal is under consideration to amend the penal provisions contained in section 141 of the Railways Act.

(c) Necessary instructions are issued periodically to zones to take prompt action against offenders involved in unwarranted chain-pulling under the relevant provisions of the Railways Act, 1989.