

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) and (b) Following changes have been made in recent past, in Tatkal Scheme and waiting list system in general reservation:

- (i) With effect from 15.06.2015, timings of booking of Tatkal accommodation in Air-conditioned and non-Air-conditioned classes were staggered to 1000 hours and 1100 hours respectively on the previous day of journey from train originating station.
- (ii) With effect from 25.12.2015, minimum and maximum Tatkal charges were revised.
- (iii) Instructions have been issued to Zonal Railways to fix Tatkal quota upto a maximum of 30% of capacity of coach depending on the utilization of this quota during the last six month period. Instructions have also been issued to review this quota preferably twice a year.
- (iv) With effect from 07.10.2015, the ratio of updation of Tatkal waiting list against cancellation of confirmed general accommodation, which was earlier 1:1, has been revised to 1 (General): 2 (Tatkal).
- (v) For waiting list limit in general reservation, although no change has been made in current waiting list limit, instructions have been issued to zonal Railways to define adequate waiting list limit so that no inconvenience is caused to the passengers in obtaining waiting list tickets against Pooled quota and remote quota.

#### **Bullet trains**

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

- (a) whether it is a fact that Government is committed to strengthen Railways;
- (b) whether it is also a fact that a plan for operating Bullet trains has been formulated in the country;
- (c) the time by when the Bullet train is likely to be operated in the country and the number of trains that have been decided to be operated in the first phase; and
- (d) whether a Bullet train passing through Patna, Bihar has been provisioned, if so, the details thereof and the time-frame for its operation?

---

† Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a): Yes, Sir.

(b) It has been decided to implement Mumbai-Ahmedabad High Speed Rail Project with financial and technical assistance from Government of Japan.

(c) As per Japan International Cooperation Agency (JICA) report, high speed services are scheduled to commence in 2023-24 with 35 trains per day each way in the first phase.

(d) As of now, except for Mumbai-Ahmedabad high speed project, no other high speed project has been sanctioned for implementation.

**Pathankot-Jogindernagar railway line**

670. SHRIMATI VIPLOVE THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government proposes to convert Pathankot-Jogindernagar railway line into broad gauge railway line;

(b) if so, by when the said work is likely to be started;

(c) whether Government proposes to lay a new railway track from Pathankot to Jogindernagar; and

(d) if so, the budget allocated for the purpose and by when the work for laying this new railway track is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): (a) to (c) The survey for gauge conversion of Pathankot-Jogindernagar Section was completed in 2010-11. As per the survey report, the cost of construction of this 181 km. long project was assessed as ₹ 3280 crore (with electric traction)/ ₹ 2888 crore (with diesel traction) (2011 price level) with negative rate of return of 7.35% (with electric traction) and 6.09% (with diesel traction). The project could not be taken forward due to its unremunerative nature, large throwforward of ongoing projects and limited resources of Railways.

However, to re-assess its viability, a Preliminary Engineering and Traffic Survey for gauge conversion of Pathankot-Jogindernagar Section (181 km.) has been sanctioned at a cost of ₹ 70.59 Lakhs in the Railway Budget 2016-17.

(d) Since the project is not sanctioned, the question of laying track and allocation of budget does not arise.