

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.