

Government and Central Ministries like acquisition of land, statutory clearances like forestry and wild life clearances, shifting of utilities etc. leading to time overrun and cost overrun.

(e) For timely completion of the projects, Railway is holding regular meetings with State Government and concerned Central Government officials on various issues involving alignment, land acquisition, forestry and wild life clearances, law and order problems, shifting of utilities etc.

For important projects, capacity enhancement projects, last mile connectivity etc., institutional financing has been done by arranging loan from M/s Life Insurance Corporation of India Limited for ₹1.5 lakh crore, which has increased Railways' capacity for committed fund provision for essential projects.

Train from Samastipur to New Delhi

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

(a) whether it is a fact that Government had decided to run several new trains for providing travel facility to public;

(b) if so, the details thereof;

(c) the reasons for not providing any train from Samastipur to New Delhi despite Samastipur junction being the largest railway station of North Bihar from where all the trains pass;

(d) whether Government has made any plan to run any train from Samastipur to New Delhi; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Yes, Sir. During 2017-18, Indian Railways introduced 169 train services to cater to the travelling needs of the passengers. This includes the service of 15705/15706 Katihar-Delhi Champaran Humsafar Express serving the Samastipur-Delhi sector.

(d) and (e) At present, Samastipur is connected to Delhi area by 14 pairs of train services which are adequately catering to the needs of passengers of Samastipur-Delhi

†Original notice of the question was received in Hindi.

sector and presently there is no proposal to introduce additional train on this sector owing to operational and resource constraints including lack of spare maintenance facilities at either end and line capacity constraints on sections enroute. However, introduction of new train services is an ongoing process over Indian Railways subject to operational feasibility and resource availability.

Bullet Train project

432. SHRIMATI SAROJINI HEMBRAM: Will the Minister of RAILWAYS be pleased to state:

- (a) the progress of the work of Bullet train which was declared by Government from Ahmedabad to Mumbai;
- (b) whether the work to run a Bullet train has started and whether any time-frame has been fixed for completion of this project;
- (c) if so, the details thereof and the funds earmarked for this project; and
- (d) if not, the reasons for the delay of work of this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) Government has sanctioned the High Speed Rail project between Mumbai and Ahmedabad with technical and financial assistance of Government of Japan. A Special Purpose Vehicle (SPV), namely, National High Speed Rail Corporation Limited (NHSRCL) has been formed to implement the Project. Ground-breaking ceremony marking the commencement of the project, has been held at Ahmedabad on 14th September, 2017 in the presence of Hon'ble Prime Ministers of India and Japan. Land acquisition process for the project has started. Out of total 25 tender packages for execution of project including the High Speed training institute, 6 tender packages have been floated and 4 of them have been awarded.

- (b) Yes, Sir. The project is envisaged for completion in the year 2022/23.
- (c) The cost of the project has been estimated to be approximately 1,08,000 crore, 81% of which will be provided by Government of Japan as loan at 0.1% interest rate at 50 years repayment period with 15 years grace period.
- (d) Does not arise.