

*inter-alia*, to advice on the terms and conditions for private passenger train operators to operate trains with world class technology over Indian Railways network. The GoS has, so far, held four meetings and routes and modalities in this regard have not been finalized.

**Bullet trains between metros less than 500 kms apart**

2196. DR. PRABHAKAR KORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government proposes to run bullet trains between metros which are less than 500 km apart to reduce the travel time and vehicular traffic between the cities; and

(b) if so, the details of the proposal and the cities identified for bullet train connectivity, State-wise?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) and (b) At present, Mumbai-Ahmedabad Rail corridor is the only High Speed Rail Project sanctioned by the Government of India.

**Status of superfast train service between Delhi and Alwar**

†2197. SHRI REWATI RAMAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that considerable progress has been made on the superfast train service running from Delhi to Alwar(Rajasthan) so far;

(b) whether it is also a fact that no land acquisition for the said superfast train service has not been done as yet; and

(c) by when Government proposes to complete this much awaited superfast train service?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) At present, 23 pairs of Mail/Express trains, including Train 22985/86 Delhi S. Rohilla-Udaipur Rajasthan Humsafar Express via Alwar and Train 19337/38 Delhi S. Rohilla-Indore Express via Alwar, introduced w.e.f. 24.02.2018 and 18.01.2019 respectively, serve Delhi-Alwar sector. Further, Delhi-Alwar Regional Rapid Transit System (RRTS) corridor under the purview

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†Original notice of the question was received in Hindi.

of Ministry of Housing and Urban Affairs, is planned for implementation in first phase along with Delhi-Ghaziabad- Meerut and Delhi-Panipat RRTS corridors. The Delhi-Alwar RRTS corridor has not been approved by the Government of India. As such, timeline for its completion cannot be fixed. RRTS is a highly capital intensive project which requires extensive inter-ministerial consultation and approval depends on feasibility of the project and availability of the resources.

### **Multi-tracking project**

2198. SHRI D. KUPENDRA REDDY:

SHRIMATI VANDANA CHAVAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Ministry has proposed 'multi-tracking' project in the 34,000 km. stretch of highly busy/important/utilised rail network;
- (b) if so, the details thereof including the proposed targets and phases of the project;
- (c) the estimated cost of the project; and
- (d) the proposed time-frame within which the project is to be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Yes, Sir. Out of 34,000 km, highly utilized network, multi-tracking exists on about 16,000 km. Works for about 14,000 km are on-going. Multi-tracking works for remaining about 4,000 km are under planning for sanction.

Presently, Indian Railways have taken up multi tracking projects costing ₹2.32 lakh crore, which are in different stages of planning/sanction/ execution, out of which commissioning of 2,784 km has been achieved and expenditure of ₹48,342 crore incurred up to March, 2019.

Based on operational requirement, thorough review of throughput enhancement projects has been carried out and with focussed approach, the projects have been prioritized into Super Critical Projects (58 nos), Critical Projects (68 nos.) and other throughput enhancement projects (130 nos.).

All out sincere and focussed approach is being adopted by Railway for quick execution and early return to Railways.