

2019, a Total of 139422 and 114170 male passengers respectively have been prosecuted for unauthorized entry/travel in compartments reserved for women passengers.

8. Ladies Special trains running in Metropolitan cities are being escorted by lady RPF personnel. In other trains, where escorts are provided, the train escorting parties have been briefed to keep extra vigil on the lady passengers travelling alone, ladies coaches en-route and at halting stations.
9. Emergency Talk Back System and Closed Circuit Television Surveillance Cameras have been provided in ladies compartments/coaches of all newly manufactured Electrical Multiple Unit (EMU) and Air-conditioned rakes of Kolkata Metro. This system has also been provided in all newly manufactured Air-conditioned EMU rakes. With a view to further fortify the security system, in addition to CCTV Cameras and Emergency Talk Back System, Flasher lights have also been provided in ladies coaches in EMU rakes in South Eastern Railway. When the alarm chain of the coach will be pulled, these lights will start blinking and buzzer will start sounding till resetting of alarm chain.
10. In order to increase representation of women in RPF to the level of 10%, 4517 out of 9739 vacancies notified in the year 2018 were notified for women. In this recruitment, 4376 women RPF personnel have been empanelled.

#### **HSC and SHSC to ease track congestion**

2369. SHRI M. SHANMUGAM:

DR. T. SUBBARAMI REDDY:

SHRI B. LINGAIAH YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways have planned High-Speed Corridors (HSC) and Semi-High Speed Corridors (SHSC) to ease up congestion on the tracks;
- (b) if so, the details thereof;
- (c) whether the detailed project report is prepared and if so, by when it would be ready;
- (d) the funding pattern for building of these high-speed corridors; and

- (e) by when the corridors would be ready for operation?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (e) At present, Mumbai-Ahmedabad High Speed Rail Corridor is the only sanctioned High Speed Rail Project, which is under execution with technical and financial assistance from Government of Japan. The Total estimated cost of project is ₹1,08,000 crore. A Special Purpose Vehicle (SPV), namely, National High Speed Rail Corporation Limited (NHSRCL) has been formed with equity capital of ₹20,000 Crore with 50 percent share of Government of India and 25 percent each of Government of Gujarat and Government of Maharashtra respectively for the execution of the project. Approximately 81 percent of the cost of project is to be funded through a soft loan agreed by Government of Japan. This project is targeted for completion by the year 2023. However, the completion of railway project is dependent on many factors such as pace of land acquisition by State Government, shifting of infringing utilities, law and order situation, statutory clearances, encountering unforeseen circumstances, litigation in courts, climatic conditions etc. Further, Ministry of Railways has decided to undertake Detailed Project Report (DPR) for the following six High Speed Rail (HSR) corridors:

- (i) Delhi - Varanasi
- (ii) Delhi - Ahmedabad
- (iii) Mumbai- Nagpur
- (iv) Mumbai - Hyderabad
- (v) Chennai - Mysore
- (vi) Delhi - Amritsar

The work of DPR preparation has been entrusted to National High Speed Rail Corporation Ltd. (NHSRCL) which may take two years for preparation.

Currently, no work of greenfield Semi High Speed Corridor (SHSC) is sanctioned. Upgradation works for raising of sectional speed upto 160 kmph on existing New Delhi-Mumbai route (including Vadodara-Ahmedabad) and New Delhi-Howrah route (including Kanpur-Lucknow) have been sanctioned costing ₹6,806 crore and ₹6,685 crore respectively.

At present, no other High Speed Corridor project except Mumbai-Ahmedabad, is sanctioned and as such there is no issue of their funding and timeline.