

**ORAL ANSWERS TO STARRED QUESTIONS AND
SUPPLEMENTARY QUESTIONS AND ANSWERS
THEREON**

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
STARRED QUESTION NO. 106
ANSWERED ON 10.03.2025**

FUNDS FOR METRO RAIL PROJECTS IN TAMIL NADU

***106. SHRI VAIKO:**

Will the Minister of Housing and Urban Affairs be pleased to state:

- (a) the details of funds committed by the Central Government for Chennai Metro Rail Project and the funds sanctioned and released during the last three years, year-wise;
- (b) the reason for not releasing the sanctioned funds for Chennai Metro Rail Project despite several requests from the State Government;
- (c) the status of approval of Detailed Project Report (DPR) of Madurai Metro Rail Project, which is pending for more than one year, details thereof;
- (d) the status of approval of Coimbatore Metro Rail Project, including sanction of funds as the share of the Central Government, details thereof; and
- (e) by when the total funds for the projects will be released?

ANSWER

**THE MINISTER OF PETROLEUM AND NATURAL GAS
(SHRI HARDEEP SINGH PURI)**

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF THE RAJYA SABHA STARRED QUESTION NO. 106 FOR ANSWER ON 10th MARCH 2025 REGARDING FUNDS FOR METRO RAIL PROJECTS IN TAMIL NADU ASKED BY SHRI VAIKO

(a) & (b) Urban Development is a State Subject, and the Central Government supports the efforts of states to promote urbanization in a sustainable manner. Urban transportation Infrastructure including Metro Rail Systems enhance sustainability of urbanization. In the past Central Government has given financial support for 54 km of metro network under Chennai Phase-I and Phase-I Extension metro projects, which are operational since February 2019 and March 2022 respectively. Government of Tamil Nadu has initially chosen to implement 118.9 km additional metro network under Chennai metro phase-2 project as a State sector project. Subsequently, on the request of Government of Tamil Nadu and after following due process of approval, Central Government has approved Chennai Metro Phase-II project as 50:50 Joint Venture project at the cost of Rs 63,246.4 crore in October 2024. As per sanction order, total contribution from Government of India for Chennai Metro Rail Phase-2 project is ₹ 7,424.9 Cr towards Equity and Subordinate Debt. In addition, Central Government is also providing pass through assistance against the external loan as per sanction order. Funds for Chennai Metro project are released based on the fund requirement posed by Special Purpose Vehicle i.e. Chennai Metro Rail Limited, which is dependent upon the progress of project. Central Government has released fund to the tune of Rs 5,004.59 crore for Chennai Metro phase-2 project since its sanction in the month of October 2024.

(c) to (e) Government of Tamil Nadu has submitted Detailed Project Report for Coimbatore and Madurai Metro Rail Projects of Tamil Nadu in February, 2024. without Comprehensive Mobility Plan and Alternative Analysis Report. Government of Tamil Nadu has submitted comprehensive mobility plan and alternative analysis report for Coimbatore and Madurai Metro Rail Projects of Tamil Nadu only in December 2024, which is essential for project appraisal. Metro Rail Projects being cost intensive undergoes extensive appraisal process as per laid down procedure and intensive scrutiny at different level in Central Government. Financial assistance for such projects in cities or urban agglomerates is considered by Central Government, based on feasibility of the proposal and availability of resources.

भारत सरकार
आवासन और शहरी कार्य मंत्रालय
राज्य सभा

तारांकित प्रश्न सं. 106*

10 मार्च, 2025 को उत्तर दिए जाने के लिए

तमिलनाडु की मेट्रो रेल परियोजनाओं के लिए धनराशि

106 श्री वाइको:

क्या आवासन और शहरी कार्य मंत्री यह बताने की कृपा करेंगे कि:

(क) केन्द्र सरकार द्वारा चेन्नई मेट्रो रेल परियोजना के लिए कितनी धनराशि देने का वादा किया गया था तथा विगत तीन वर्षों के दौरान स्वीकृत और जारी की गई धनराशि का वर्ष-वार ब्यौरा क्या है;

(ख) राज्य सरकार द्वारा कई बार अनुरोध किए जाने के बावजूद चेन्नई मेट्रो रेल परियोजना के लिए स्वीकृत राशि जारी नहीं किए जाने के क्या कारण हैं;

(ग) मद्रुरै मेट्रो रेल परियोजना की विस्तृत परियोजना रिपोर्ट (डीपीआर), जो एक वर्ष से अधिक समय से लंबित है, के अनुमोदन की स्थिति क्या है, तत्संबंधी ब्यौरा क्या है;

(घ) केन्द्र सरकार के अंश के रूप में धनराशि की स्वीकृति सहित, कोयम्बटूर मेट्रो रेल परियोजना के अनुमोदन की स्थिति क्या है, तत्संबंधी ब्यौरा क्या है; और

(ङ) उक्त परियोजनाओं के लिए समस्त धनराशि कब तक जारी कर दी जाएगी?

उत्तर

पेट्रोलियम और प्राकृतिक गैस मंत्री
(श्री हरदीप सिंह पुरी)

(क) से (ङ): विवरण सभा पटल पर रख दिया गया है।

विवरण

तमिलनाडु की मेट्रो रेल परियोजनाओं के लिए धनराशि के संबंध में श्री वाइको द्वारा पूछे गए 10 मार्च 2025 को उत्तर दिए जाने वाले राज्य सभा तारांकित प्रश्न संख्या 106* (स्थिति 1) के भाग (क) से (ड) के उत्तर में उल्लिखित विवरण

(क) और (ख): शहरी विकास राज्य का विषय है, और केंद्र सरकार स्थायी तरीके से शहरीकरण को बढ़ावा देने के राज्यों के प्रयासों में सहायता करती है। मेट्रो रेल प्रणाली सहित शहरी परिवहन इन्फ्रास्ट्रक्चर शहरीकरण की स्थिरता को बढ़ाता है। अतीत में केंद्र सरकार ने चेन्नई चरण- 1 और चरण- 1 विस्तार मेट्रो परियोजनाओं के तहत 54 किलोमीटर मेट्रो नेटवर्क के लिए वित्तीय सहायता दी है, जो क्रमशः फरवरी 2019 और मार्च 2022 से चालू हैं। तमिलनाडु सरकार ने शुरू में राज्य क्षेत्र की परियोजना के रूप में चेन्नई मेट्रो चरण-2 परियोजना के तहत 118.9 किलोमीटर अतिरिक्त मेट्रो नेटवर्क को चालू करने का विकल्प चुना है। इसके बाद, तमिलनाडु सरकार के अनुरोध पर और अनुमोदन की उचित प्रक्रिया का पालन करने के बाद, केंद्र सरकार ने अक्टूबर 2024 में 63,246.4 करोड़ रुपये की लागत से 50:50 संयुक्त उद्यम परियोजना के रूप में चेन्नई मेट्रो चरण- ॥ परियोजना को मंजूरी दे दी है। स्वीकृति आदेश के अनुसार, इक्विटी और अधीनस्थ ऋण के रूप में चेन्नई मेट्रो रेल चरण-2 परियोजना के लिए भारत सरकार की ओर से कुल योगदान 7,424.9 करोड़ रुपए है। इसके अलावा, केंद्र सरकार स्वीकृति आदेश के अनुसार बाहरी ऋण के अलावा पास-थ्रू सहायता भी प्रदान कर रही है। चेन्नई मेट्रो परियोजना के लिए निधि विशेष प्रयोजन तंत्र यानी चेन्नई मेट्रो रेल लिमिटेड द्वारा प्रस्तुत निधि आवश्यकता के आधार पर जारी की जाती है, जो परियोजना की प्रगति पर निर्भर करती है। केंद्र सरकार ने अक्टूबर 2024 के महीने में अपनी स्वीकृति देने के बाद से चेन्नई मेट्रो चरण-2 परियोजना के लिए 5,004.59 करोड़ रुपये की निधि जारी की है।

(ग) से (ड): तमिलनाडु सरकार ने व्यापक गतिशीलता योजना और वैकल्पिक विश्लेषण रिपोर्ट के बिना, फरवरी, 2024 में तमिलनाडु की कोयंबटूर और मदुरै मेट्रो रेल परियोजनाओं के लिए विस्तृत परियोजना रिपोर्ट प्रस्तुत की है। तमिलनाडु सरकार ने तमिलनाडु के कोयंबटूर और मदुरै मेट्रो रेल परियोजनाओं के लिए व्यापक गतिशीलता योजना और वैकल्पिक विश्लेषण रिपोर्ट दिसंबर 2024 में ही प्रस्तुत की है, जो परियोजना मूल्यांकन के लिए आवश्यक है। मेट्रो रेल परियोजनाओं की लागत बहुत अधिक होने के कारण, इन्हें निर्धारित प्रक्रिया के अनुसार व्यापक मूल्यांकन प्रक्रिया से गुजरना पड़ता है तथा केंद्र सरकार के विभिन्न स्तरों पर इनकी गहन जांच की जाती है। शहरों या शहरी समूहों में ऐसी परियोजनाओं के लिए वित्तीय सहायता पर केंद्र सरकार द्वारा प्रस्ताव की व्यवहार्यता तथा संसाधनों की उपलब्धता के आधार पर विचार किया जाता है।

SHRI VAIKO: Mr. Deputy Chairman, Sir, the Union Cabinet, chaired by the hon. Prime Minister, Shri Narendra Modi, on 3rd October, accorded its approval to the Rs. 63,246 crore Chennai Metro Rail Project — Phase II, which comprises three corridors and 128 stations. The first stage of 8.35 kilometres is expected to be commissioned by December, 2025, on the Poonamallee-Porur sector. I would like to know from the hon. Minister whether he has received any letter from the hon. Chief Minister of Tamil Nadu for expeditious release of funds for the Chennai Metro Rail Project-Phase II. If so, how much funds have been released as the Central share and by what time the balance amount is expected to be transferred for the Project?

SHRI HARDEEP SINGH PURI: Sir, I am very happy to be responding to this question on behalf of my senior colleague, Shri Manohar Lal, and I am very happy that this question is being asked by Shri Vaiko, who is an old friend of mine. Sir, the Chennai Metro has a long history. The proposal was originally sent to us in 2017 and then the proposal was for a 107 kilometres of metro at a cost of about Rs. 85,000 crore. The proposal of 2017 was returned to the Government of Tamil Nadu in 2017 itself because it was not accompanied by all the details that are required to examine a proposal of this magnitude. Now, Sir, in 2018, the Government of Tamil Nadu decided to go ahead with this project on its own by treating it as a State sector project as against a Centre-State collaboration with external funding. Thereafter, several developments took place and, in January, 2019, it was re-submitted to the Centre for 118.9 kilometres with a reduced cost. It had come down from Rs. 85,000 crore to Rs. 69,180 crore. By that time, the benchmarking cost has been issued by Ministry of Housing and Urban Affairs and we asked for certain revision in the cost. The Government of Tamil Nadu finally submitted a proposal for a length of 118.9 kilometres at a sanctioned cost of Rs. 63,246 crore as per a 50:50 joint venture equity project. This is what my friend, hon. Member, Shri Vaiko, is referring to. Sir, this project was approved, as per the information I have, in October, 2024, as he mentioned. It has been approved for the amount mentioned, that is, Rs. 63,246 crore, out of which the Government of India's contribution for equity and subordinate debt is Rs. 7,424 crore. As far as I am aware, Sir, no demand has been received from the hon. Chief Minister for release of funds. As I said, out of the Rs. 7,000 crore that we owe, we have already released Rs. 5,000 crore. Over and above that, I am not aware of any other letter having been received on this account. Today, we are in the situation that the Government of India has released funds to the tune of Rs. 5,004.59 crore to Chennai Metro Rail Limited, as a 50:50 joint venture of Government of India and Government of

Tamil Nadu. The break-up of funds released is, equity — Rs. 3,231.63 crore, subordinate debt — Rs. 322.84 crore and PTA about Rs.1,450.12 crore.

Now, further fund release, according to my understanding, would be based on the execution of the project and the stage at which it has been executed. Therefore, the external funding is, I think, about 50 per cent out of this Rs.63,000 crore, and four external agencies are involved - JICA (Rs.20,196 crore), ADB (Rs.5,597 crore), NDB (Rs.2,235 crore) and AIIB (Rs.5,566 crore). So, the total external funding is Rs.33,593 crore. As the Government of India has said Rs.7,000 crore, the rest is the share of the Government of Tamil Nadu. As and when that execution and implementation stage is reached where further demand can be made on the Centre, it will be examined as per the normal norms.

MR. DEPUTY CHAIRMAN: Second supplementary, Shri Vaiko.

SHRI VAIKO: Detailed Project Reports for Madurai and Coimbatore Metro Rail Projects were submitted by the Chennai Metro Rail Limited to the State Government and, in turn, to the Union Government for approval and sanction. The total cost of Rs.11,360 crore for Madurai Metro Rail Project and Rs.10,740 crore for Coimbatore Metro Rail Project is estimated. In this connection, our hon. Chief Minister also requested the hon. Housing Minister, Shri Manohar Lal Khattar, for project funding for Madurai and Coimbatore Metro Projects. I would like to know from the hon. Minister the status of these projects and whether the hon. Minister would accord approval at the earliest to these two projects.

SHRI HARDEEP SINGH PURI: As the body of the answer, which has been placed on the Table of the House, indicates that this proposal was received in December 2024, and all these projects for metro and other similar infrastructure projects are capital-intensive projects, they require a very detailed scrutiny, both in terms of examination of costs and other factors involved. As I had the occasion to mention, thanks to you for allowing me, that the original proposal from the Tamil Nadu Government, which was received, was for Rs.85,000 crore. It was finally approved for Rs.63,000 crore and the kilometrage also, in the process, had gone up. So, all I can say, through you, Sir, is that this proposal has been received in December 2024. It is being examined and once the detailed scrutiny and examination is done and if there are any queries to be raised, I am sure that the Central Government, the concerned Ministry, will raise those with the Tamil Nadu Government. December 2024 was just three

months back when it was received, and I am sure it will be processed as per the norms.

MR. DEPUTY CHAIRMAN: Now, third supplementary - Dr. M. Thambidurai.

DR. M. THAMBIDURAI: Sir, the Minister has replied regarding these two projects, namely, Coimbatore and Madurai Metro Rail Projects. These are long-pending projects. Even our former Chief Minister, Edappadi K. Palaniswami, also promised and took up this project. Except Chennai, there is no other Metro project in Tamil Nadu, whereas other States have metro services in more than one cities. Especially Coimbatore and Madurai are big cities where a lot of traffic and congestion is there. Therefore, it is the demand of Tamil Nadu people...

MR. DEPUTY CHAIRMAN: Please put the question.

DR. M. THAMBIDURAI: Not only Mr. Vaiko has raised this question, but our party, AIADMK, has also raised this. But, the reply of the hon. Minister is very vague. He says that money is not available.

MR. DEPUTY CHAIRMAN: Please put the question.

DR. M. THAMBIDURAI: He said that based on feasibility, it will be done. I want an assurance on this. He has to say that they are considering and helping the State.

SHRI HARDEEP SINGH PURI: Sir, I am indeed grateful to my friend, Thambiduraji, for asking this question. At no stage during the response to Shri Vaiko did I mention about money or feasibility. I have just stated the facts. These are capital-intensive projects, but I should have added, and I am glad that he has given me the opportunity, and I am adding upfront that land is a State subject; urban transport is a State subject. It is the State Government which has to provide these facilities. You come to the Central Government only because there is a deficit in your funding. Then you come to us and, for that reason, we help you with external agencies, etc. Now, the most important thing is: where did we start? At the time of hon. Vajpayeeji, we had started these metro projects in the year 2002. Today, we have 1,011 kilometres of metro projects operating in 23 cities.

In addition to 1,011 kilometers, we have under construction another 979 kilometers. So, metro is either under operation or under construction in 29 cities. The

God's honest truth is that between the year 2002 and today, India has the third-largest operating metro system in the world after China and the United States. Today, when we are at 1,011 kilometers, the United States is at about 1,400 kilometers. When I had the privilege of serving in the Ministry of Housing and Urban Affairs, I used to keep asking my colleagues when we will overtake the United States, and, I was always told that it is a matter of time before the remaining lines come up. Sir, for becoming the second-largest network of urban transport, which we will be very shortly, we need cooperation of the State Governments. All the State Governments are cooperating with us, some more effectively than others, and, I find that when the proposals are sent to us in a very comprehensive way, the chances of the proposal getting approved is higher. My response to Thambidurai ji is that I did not give an assurance. It is not my job, as a Cabinet Minister, to give assurances on the floor of Parliament without a proposal having been examined and all the implications having been examined. I told you about the Government of Tamil Nadu. I am glad to see bipartisan support for Mr. Vaiko and your party etc. I am willing to support that at a political level, but the fact of the matter is even the Chennai proposal, originally it was 107 kilometers at a cost of around Rs. 85,000 crore. Instead of 107 kilometers, it has been finally approved for 118.9 kilometers, which is longer distance, for Rs. 63,000 crores, which is Rs. 22,000 crore less. So, all capital intensive projects will go through detailed scrutiny. They will be examined line by line. I cannot get up in Parliament and just say that because you are my friend, I am going to approve it and give you an assurance to that effect. One of my friends, Dr. John Brittas, asked about the proposal with regard to Kerala. By and large, Sir, my understanding after having served seven years plus in that Ministry, is that each project is evaluated in terms of its own viability. Especially, in areas which have large population, where there is a domestic urban congestion, a metro system helps to ease and decongest. For instance, in the city of Delhi, and today we have the NCR region; in around 400 kilometers, at any given day, we have more than 70 lakh people using the metro system. This is what sensible metro planning is. It is not because one State Government tells me to do this, and you are a friend of mine that we will do that. This has to be done in a proper manner. You need external funding. The external agency will also evaluate the project accordingly. Thank you very much, Sir.

SHRI JOHN BRITTAS: Mr. Deputy Chairman, Sir... ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Mr. John Brittas, the Chair has not given the floor to you. Nothing will go on record. ...*(Interruptions)*... माननीय स्वाति मालिवाल जी, यह सवाल Metro Rail Projects in Tamil Nadu से संबंधित है। I Hope, आपका प्रश्न इससे related होगा!

सुश्री स्वाति मालिवाल: सर, दिल्ली से संबंधित है।

MR. DEPUTY CHAIRMAN: I think, in that case, it is up to the hon. Minister, if he wishes to reply or not. But, as per rules, it should be related to the main question. ...*(Interruptions)*...

SHRI HARDEEP SINGH PURI: Sir, I do not know how much the hon. Member is familiar with the Metro Rail in Tamil Nadu, but I am very familiar with the Delhi Metro.

MR. DEPUTY CHAIRMAN: As it is related to Tamil Nadu, hon. Member, Shri G.K. Vasani wishes to put his supplementary.

श्री मनोज कुमार झा: सर, सवाल Chennai स्टेट का है, तो यह परम्परा है कि स्टेट के लोगों को मौका दिया जाए। सर, नई परम्पराएं न डाली जाएं।

सुश्री स्वाति मालिवाल: सर, मुझे प्रश्न पूछने दीजिए।

MR. DEPUTY CHAIRMAN: Swati ji, I will call you after him. His question is on Tamil Nadu. Now, Shri G.K. Vasani. आप बोलिए।

SHRI G.K. VASANI: Sir, Tamil Nadu is one of the fastest-growing States in airways, railways, waterways and, of course, seaways. I am thankful to the Central Government for the help extended for many of the projects. There is no doubt that, at times, sufficient financial contribution has been given by the Central Government. At the same time, as a Member of Parliament, I would request the hon. Minister to kindly ensure that Metro comes up at appropriate time in both the cities in Tamil Nadu, because it will be then more useful for the people of Tamil Nadu. I request the State Government also to send proper proposals to the hon. Minister as per their requirements. Thank you.

श्री उपसभापति: माननीय मंत्री जी आप कुछ कहना चाहेंगे।

श्री हरदीप सिंह पुरी: उपसभापति महोदय, मैं वासन जी का धन्यवाद करना चाहूंगा कि इन्होंने यह प्रश्न उठाया। वासन जी ने सही कहा कि किसी भी मेट्रो प्रोजेक्ट को आगे प्रोग्रेस करने के लिए केन्द्र सरकार को राज्य सरकार की ओर से एक प्रोजेक्ट आना चाहिए। In the excitement of answering the earlier parts, मैं यह कहना भूल गया, मुझे उसमें जोड़ना चाहिए था कि कोयम्बटूर और मदुरै का जो डीपीआर आया था, उसमें Comprehensive Mobility Plan and Alternative Analysis Report उस समय नहीं थी। जब हमने उस पर प्रश्न पूछा, तो in December 2024, we received the Comprehensive Mobility Plan and Alternative Analysis Report for Madurai and Coimbatore. Based on that, examination of the project for Metro Rail connectivity in these two cities, Madurai and Coimbatore, can be facilitated. I am using my words very carefully. Now that we have received those, I may utilize this observation/question that my friend Vasan ji has made. When State Governments forward these proposals, these should be accompanied by the requisite documentation, particularly by the Composite Mobility Plan. That makes it easier. It has to be examined by the Ministry of Housing and Urban Affairs. It will also go to the Finance Ministry, the PIB and then it will go for higher-level approvals. Once all the documentation is in place, it becomes easier to process those proposals. I thank you, Sir.

श्री उपसभापति: माननीय मनोज जी, चूंकि सवाल तमिलनाडु से रिलेटेड था और वासन जी प्रश्न पूछना चाहते थे, इसलिए उन्हें प्राथमिकता दी गई। माननीय मंत्री जी उत्तर देने के लिए सहमत हैं, तो मैं स्वाति मालिवाल जी को प्रश्न पूछने के लिए आमंत्रित करना चाहता हूं। Please put your question.

सुश्री स्वाति मालिवाल: सर, दिल्ली से हर दिन बहुत लोग नौकरी के लिए गुरुग्राम जाते हैं, एनसीआर जाते हैं, लेकिन मेट्रो कनेक्टिविटी लिमिटेड है और मेट्रो ट्रेन्स में बहुत ज्यादा भीड़ है, जिसके चलते लाखों नौजवानों की आधी जिंदगी दिल्ली-गुरुग्राम ट्रैफिक में फंसकर बीती जा रही है। सर, मैं माननीय मंत्री जी से जानना चाहती हूं कि क्या दिल्ली सरकार ने पिछले दस सालों में मेट्रो कनेक्टिविटी को दिल्ली में बढ़ाने के लिए, एनसीआर में बढ़ाने के लिए, ट्रेन्स बढ़ाने के लिए कोई प्रोजेक्ट दिया है और उसके ऊपर कुछ काम हुआ या नहीं? अगर कोई प्रोजेक्ट नहीं दिया है, तो क्या केन्द्र सरकार मेट्रो कनेक्टिविटी को बढ़ाने की कोशिश कर रही है?

SHRI HARDEEP SINGH PURI: Sir, I shall remain eternally grateful to the hon. Member for having sent this question to me. I have been on record for seven years as a long-suffering Minister for Housing and Urban Affairs saying that whatever we wanted to do for mobility in Delhi, specifically the Delhi Metro, we requested for the cooperation of the Delhi State Government and, on more than one occasion, it was derailed. It was not forthcoming. Funding was not forthcoming. She makes a very important point

considering Delhi's size and population density. If I am correct, in 1947, the population of Delhi was eight lakh. When my previous generation came in as refugees after the *vibhajan*, it became 22 lakh. अब जब भी सेंसस होगा, तो मुझे लगता है कि दिल्ली की जनसंख्या दो करोड़ के आस-पास होगी। She makes a very important point. We need more urban transport and more connectivity. I think the point she makes is more about the RRTS. Also for the RRTS, we were able to get it done. But the Delhi State Government, at that point in time, -- I am not making a political point -- they were not forthcoming with the finances. In fact, the Supreme Court had to intervene and the Supreme Court had to direct the Delhi Government to make the funds available for the RRTS instead of spending it on advertisements. Insofar as the Central Government is concerned, -- I say that this happens when a State Government becomes helpful -- the Central Government has approved 28.5 km for metro system in Gurugram. The NCRTC Corridor connecting Gurugram was kept on hold by the AAP Government for three years. Now with the change in Government in Delhi, I am sure we will be able to get this done as well. But coming to a larger point, we could not have moved from zero in 2002 to 1,011 km in the ten years-plus of Modi ji's Government unless the State Government had also cooperated. You will find that where a State Government cooperated, the Metro System has gone forward. I am very happy for this question. I shall remain eternally grateful to the hon. Member.

I think, in the coming times, we will have more possibility to work on increasing the connectivity both in terms of frequency of trains and other things for the National Capital Region of Delhi, now that we have a more receptive Government here. Thank you.

MR. DEPUTY CHAIRMAN: Q.No.107.