

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2064
ANSWERED ON 23.12.2022

LAND ACQUISITION FOR HIGH SPEED RAIL PROJECTS

2064 SHRI IRANNA KADADI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of land acquisition for High-Speed Rail projects in India;
- (b) how many new High Speed Rail Corridors and rail projects are under proposal and consideration by Railways in the State of Karnataka;
- (c) the expected cost that could be saved by the use of High Speed Rail while transporting cargo compared to traditional railway lines in India; and
- (d) whether Railways plan to improve the factory to port connectivity in the country, whether there are any ongoing projects in Karnataka, the details thereof?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a): The total land required for the Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is 1392.6 Ha. and out of which approximately 1374.2 Ha (98.68%) land has been acquired so far. The State-wise details of land acquired for the MAHSR project is as under:-

- (i) Gujarat-943.53 Ha out of 954.3 Ha (98.87%)
- (ii) Dadra and Nagar Haveli UT-7.90 Ha out of 7.90 Ha (100%)
- (iii) Maharashtra-422.77 Ha out of 430.45 Ha (98.22%).

(b) to (d): At present, Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is the only sanctioned High Speed Rail project in the country which is being implemented with technical and financial assistance from Government of Japan. The MAHSR Project is meant only for passenger services. Further, the Survey and preparation of Detailed Project Report (DPR) for the following seven (7) High Speed Rail (HSR) corridors has been undertaken :-

- (i) Delhi - Varanasi
- (ii) Delhi –Ahmedabad

- (iii) Mumbai-Nagpur
- (iv) Mumbai –Hyderabad
- (v) Chennai - Bangalore - Mysore
- (vi) Delhi - Chandigarh - Amritsar
- (vii) Varanasi - Howrah

However, being highly capital intensive, the sanction of any High Speed Rail Project depends on several factors such as technical feasibility, financial viability and availability of financing options etc.

Railway projects are sanctioned and taken up Zonal Railway-wise and not State-wise/Division-wise as the Railway's project(s) may span across State boundaries. Railway projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

However, As on 01.04.2022, 32 projects (21 new lines and 11 doubling) including port connectivity projects of total length 4,330 Km, costing ₹ 49,087 crore, falling fully/partly in the State of Karnataka are in different stages of planning/sanctioning/execution, out of which 1,305 Km length has been commissioned and an expenditure of ₹ 16,258 crore has been incurred upto March, 2022. These include:-

- 21 new line projects of total length 2,583 Km, costing ₹ 32,900 crore, out of which 319 Km length has been commissioned and an expenditure of ₹ 3,162 crore has been incurred upto March, 2022.
- 11 doubling projects of total length 1,747 Km, costing ₹ 16,187 crore, out of which 986 Km length has been commissioned and an expenditure of ₹ 11,096 crore has been incurred upto March, 2022.

The following 03 projects regarding rail connectivity which may relate to ports are sanctioned in Karnataka:-

- (i) Doubling of Tinaighat-Vasco section which in turn connects Mormugao Port Trust/Vasco, Goa.
- (ii) Doubling of Hassan-Mangalore Section, which in turn connects Mangalore Port, Karnataka.
- (iii) New Line between Hubli-Ankola, which in turn connects various smaller ports of Karnataka.