5672.  WILL THE MINISTER OF RAILWAYS BE PLEASED TO STATE:
(a) the details of new trains that are likely to be introduced by the Government in the next two years;
(b) whether the new trains started by the Government during the last three years are operational, if so, the details thereof and if not, the reasons therefor;
(c) the total revenue earned by the new trains started by the Government during the last three years;
(d) whether it is true that revenue earned by the new trains started during the last three years is more than the earlier ones and if so, the details thereof;
(e) the status of bullet train proposed from Ahmedabad to Mumbai; and
(f) whether the Government proposes to provide train connectivity to some untouched/uncovered parts of the country in the next three years and if so, the details thereof, area-wise?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

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(a) to (f) To prevent the spread of Covid-19 pandemic, Indian Railways discontinued all regular passenger carrying trains w.e.f. 23rd March, 2020 and only special trains with limited stoppages were being operated. Further, operation of Mail/Express trains with regular number and as per rationalized time table have commenced from the month of November-2021. Besides, passenger train services are being restored in a phased manner. Furthermore, introduction of train services to provide rail connectivity is an ongoing process over Indian Railways, subject to operational feasibility, traffic justification, competing demands etc.

Train-wise revenue generated is not captured. However, the total Passenger revenue and other Coaching revenue generated during the last three years and current year upto February, 2022 is as under:

<table>
<thead>
<tr>
<th>Year</th>
<th>Passenger Revenue ( ₹ in crore) (a)</th>
<th>Other Coaching Revenue ( ₹ in crore) (b)</th>
<th>Total ( ₹ in crore) (a+b)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018-19</td>
<td>₹ 51066.65</td>
<td>₹ 4474.46</td>
<td>₹ 55541.11</td>
</tr>
<tr>
<td>2019-20</td>
<td>₹ 50669.09</td>
<td>₹ 4640.79</td>
<td>₹ 55309.88</td>
</tr>
<tr>
<td>2020-21</td>
<td>₹ 15248.49</td>
<td>₹ 2096.74</td>
<td>₹ 17345.23</td>
</tr>
<tr>
<td>2021-22(upto February, 2022)</td>
<td>₹ 34186.32</td>
<td>₹ 4207.09</td>
<td>₹ 38393.41</td>
</tr>
</tbody>
</table>

The current status of Mumbai-Ahmedabad High Speed Rail (MAHSR) project is as under:-
• All Statutory Clearances relating to wildlife, Coastal Regulation Zone (CRZ) and Forest clearance have been obtained.

• Out of total land requirement of approx. 1396 hectares, about 1248 hectares land has been acquired so far.

• The entire project has been divided into 27 Contract packages including Training Institute at Vadodara. At present, 13 packages have been awarded, 3 are under evaluation and Notice inviting Tender (NIT) has been invited for 2 packages.

• Out of total 352 Km length of project located in Gujarat and Dadra & Nagar Haveli (DNH), Civil works in 352 Km length have started in different phases from December, 2020 onwards.

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