

**O.I.H**

**GOVERNMENT OF INDIA  
MINISTRY OF HOUSING AND URBAN AFFAIRS  
LOK SABHA  
UNSTARRED QUESTION NO. 2998  
TO BE ANSWERED ON AUGUST 07, 2025**

**STATUS OF DELHI-PANIPAT RRTS CORRIDOR**

**NO.2998. SHRI SATPAL BRAHAMCHARI:**

**Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:**

- (a) whether the Government has carried out a consolidated assessment of the stalling/construction status of the Delhi-Panipat Regional Rapid Transit System (RRTS) corridor passing through the Sonipat Lok Sabha Constituency;**
- (b) if so, the current status of the project with respect to length (approximately 103 km), total number of stations (17) and estimated cost (Rupees 21,627 crore) thereof;**
- (c) whether the trains on this corridor would run at a maximum speed of 180 Km/hr and average speed of 100 Km/hr and the journey from Delhi to Panipat is likely to be completed in 60-90 minutes;**
- (d) whether the Delhi Government has released its financial share (Rupees 50 crore) for this RRTS corridor and whether Memorandum of Understandings (MoUs) has been signed for the project so far and if so, the details thereof;**
- (e) whether any independent review or third-party audit has been conducted to monitor the transparency, land acquisition status and timelines of the project; and**
- (f) if so, the major outcomes thereof and if not, the time by which such an assessment is likely to be proposed?**

**ANSWER  
THE MINISTER OF STATE IN THE  
MINISTRY OF HOUSING AND URBAN AFFAIRS  
(SHRI TOKHAN SAHU)**

- (a) to (f): 'Urban planning' is a State subject. Therefore, the respective State Governments/UT Administrations are responsible for planning, initiating and developing urban transport infrastructure including Regional Rapid Transit System (RRTS). National Capital Region Transport Corporation (NCRTC), which is the implementing agency for RRTS corridors in National**

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**Capital Region (NCR), has submitted the proposal for Delhi-Karnal Namo Bharat RRTS corridor. Such proposals are cost intensive; therefore, these undergo intensive examination at different levels in Central Government. After such extensive examination, Central Government considers financial assistance to RRTS projects, based on feasibility of the proposal and availability of resources. The Regional Rapid Transit Systems have design speed and operational speed potential of 180 Kmph and 160 Kmph, respectively. The average speed is dependent upon the spacing between the stations, which determines the journey time.**

**The Government of National Capital Territory of Delhi (GNCTD) has released an amount of Rs. 50 crore for pre-construction activities of the Delhi-Panipat-Karnal Namo Bharat RRTS corridor. A High-Powered Committee (HPC) is envisaged in Memorandum of Understanding (MoU) entered into between Central Government, concerned State Government and the SPV (Special Purpose Vehicle), for the sanctioned RRTS projects, for regular monitoring of transparency, land acquisition status and timelines thereof. The Delhi-Panipat-Karnal RRTS corridor is presently not a sanctioned project of Government of India.**

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