

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2065**  
**ANSWERED ON 17.03.2023**

**ALLOCATION OF FUNDS FOR CHENNAI – EGMORE LINE**

2065 DR. KANIMOZHI NVN SOMU:  
SHRI R. GIRIRAJAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government has allocated funds for the development of 4.3 Km Chennai Egmore – Beach fourth line, if so, the details thereof;
- (b) total funds earmarked for this project and the amount disbursed and spent so far;
- (c) current status of progress of work in the Chennai Egnore – Beach fourth line; and
- (d) the approximate time of completion of the project?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2065 BY DR. KANIMOZHI NVN SOMU AND SHRI R. GIRIRAJAN ANSWERED IN RAJYA SABHA ON 17.03.2023 REGARDING ALLOCATION OF FUNDS FOR CHENNAI – EGMORE LINE**

(a) to (d) : Chennai Beach-Chennai Egmore 4<sup>th</sup> line (4.3 Km) has been sanctioned at a cost of ₹280 crore. So far, ₹2.71 crore has been spent on the project. Total outlay of ₹96.70 crore has been proposed for the project for Financial Year 2023-24. Land acquisition for 1.51 Ha land has been taken up and work has been taken up in available land.

Project falls in Southern Railway Zone of Indian Railway. Cost, expenditure and outlay of project is made available in public domain on Indian Railways website, i.e., [www.indianrailways.gov.in](http://www.indianrailways.gov.in) > Ministry of Railways > Railway Board > About Indian Railways > Railway Board Directorates > Finance (Budget) > Rail Budget/Pink Book (Year) > Railway wise Works Machinery and Rolling Stock Programme.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project. With above constraints, every effort is being made to execute the project(s) expeditiously.

Since 2014, there has been substantial increase in fund allocation for New Line, Gauge Conversion and Doubling Projects and commensurate commissioning of Projects in Indian Railways. The Average Annual Budget allocation for these works during 2014-19 increased to ₹1,979 crore per year from ₹879 crore per year during 2009 – 14 (125% more than average annual budget allocation during 2009-14). The Annual Budget allocation for these projects increased to ₹2,410 crore in Financial Year 2019-20 (174% more than average annual budget allocation during 2009-14), ₹2,812 crore in Financial Year 2020-21 (220% more than the Average Annual Budget allocation during 2009-14), ₹3,730 crore in Financial year 2021-22 (324% more than average annual budget allocation during 2009-14) and ₹3,865 for Financial Year 2022-23 (340% more than average annual budget allocation during 2009-14). For financial year 2023-24, highest ever budget outlay of ₹6,080 crore has been proposed for these works, which is 592% more than average annual budget outlay of 2009-14.

During 2014-22, 1,066 Km sections (18 Km of New line, 404 Km Gauge conversion and 644 Km Doubling) falling fully/partly in the State of Tamil Nadu has been commissioned at an average rate of 133.25 Km per year.