

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2193**  
**ANSWERED ON 09.08.2024**

**DOUBLING OF TRACK BETWEEN VILLUPURAM-THANJAVUR**

2193 SHRI M. SHANMUGAM:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether demands and representations have been made for carrying out track-doubling project in the Villupuram – Thanjavur mainline section via Mayiladuthurai and Kumbakonam;
- (b) if so, the response of Government;
- (c) whether Government would give priority to this project and allot adequate funds for the early completion of the project as the survey has already been completed and the mainline has good occupancy and passes through popular tourist destinations; and
- (d) if so, the details thereof?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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. 2193 BY SHRI M. SHANMUGAM ANSWERED IN RAJYA SABHA ON 09.08.2024 REGARDING DOUBLING OF TRACK BETWEEN VILLUPURAM - THANJAVUR**

(a) to (d): Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Multitracking projects are taken up on the basis of line capacity utilization, remunerativeness, passenger and freight traffic growth, operational bottleneck, techno-economic feasibility, terrain, obligatory points, socio-economic considerations etc. depending upon throw forward of ongoing projects and overall availability of funds. Feasibility for doubling of Villupuram - Mayiladuthurai - Thanjavur (193 Km) has been taken up.

As on 01.04.2024, 22 Railways infrastructures projects (10 new line, 03 Gauge conversion and 09 doubling) of total length 2,587 Km, costing ₹ 33,467 crore, falling fully/partly in the State of Tamil Nadu are in different stages of planning/sanctioning/ execution, out of which 665 Km length has been commissioned and an expenditure of ₹ 7,153 crore has been incurred upto March, 2024. These include:-

- 10 New Line Projects of total length 872 Km, costing ₹ 14,669 crore, out of which 24 Km length has been commissioned and an expenditure of ₹ 1,223 crore has been incurred upto March, 2024.
- 03 Gauge Conversion Projects of total length 748 Km, costing ₹ 5,417 crore, out of which 604 Km length has been commissioned and an expenditure of ₹ 3,267 crore has been incurred upto March, 2024.
- 09 Doubling Projects of total length 967 Km, costing ₹ 13,381 crore, out of which 37 Km length has been commissioned and an expenditure of ₹ 2,664 crore has been incurred upto March, 2024.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forestry 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 and commensurate commissioning of projects in State of Tamil Nadu as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹879 crore/year	-
2023-24	₹6,080 crore	more than 6 times
2024-25	₹6,362 crore	more than 7 times

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition.

Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu is held up due to delay in land acquisition and only about 807 Ha land has been acquired out of total requirement of about 2749 Ha.

Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects.

Support of the Government of Tamil Nadu is needed to expedite the land acquisition.

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