

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 607
ANSWERED ON 29.11.2024

LAYING OF RAILWAY LINE BETWEEN TINDIVANAM AND PUDUCHERRY

607 SHRI S. SELVAGANABATHY:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government is aware of the fact that there is a long pending demand for a railway line between Puducherry and Tindivanam for connecting Chennai directly;
- (b) if so, the present status of the project and the step to be taken to implement the project;
- (c) whether Government would initiate action for laying a new line between Puducherry and Tindivanam instead of spending a huge amount on ECR line as the distance is only 36 kilometers and laying a new line would enable passengers to reach all religious places in Tamil Nadu; and
- (d) the status of new railway line between Puducherry and Cuddalore?

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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 607 BY SHRI S. SELVAGANABATHY ANSWERED IN RAJYA SABHA ON 29.11.2024 REGARDING LAYING OF RAILWAY LINE BETWEEN TINDIVANAM AND PUDUCHERRY

(a) to (c): Railway projects/surveys are not sanctioned State-wise/District-wise/Region-wise/Constituency-wise, but sanctioned Zone wise as Indian Railways' projects may span across State boundaries/Parliamentary Constituencies. Railway projects are taken up Zonal Railway-wise on the basis of remunerativeness, traffic projections, 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.

Railway Infrastructure Projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways. Zone-wise details of Railway projects including cost, expenditure and outlay are made available in public domain.

As on 01.04.2024, 22 projects (10 new lines, 03 Gauge conversions and 09 Doubling) of total length of 2,587 Km, costing ₹33,467 crore, falling fully/partly in the State of Tamil Nadu are in planning/approval/construction stage, out of which 665 Km length has been commissioned and an expenditure of ₹7,153 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New line	10	872	24	1,223
Gauge Conversion	03	748	604	3,267
Doubling/ Multitracking	09	967	37	2,664
Total	22	2,587	665	7,153

Budget allocation for Infrastructure projects and safety works, falling fully/partly in Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2024-25	₹6,362 crore (more than 7 times)

The details of commissioning/laying of new track falling fully/partly in the State of Tamil Nadu is given below:

Period	Total Track Commissioned
2009-14	923 Km
2014-24	1,302 Km (about 1.5 times)

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc. and all these factors affect the completion time and cost of the project(s).

Railway acquires the land through State Government and the completion of a railway projects is dependent of land acquisition. However, Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu are held up due to delay in land acquisition. Status of land acquisition in Tamil Nadu is as under:

Total Land required for Projects in Tamil Nadu	3389 Ha
Land Acquired	866 Ha (26%)
Balance Land to be acquired	2523 Ha (74%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.

Survey of new line between Tindivanam and Puducherry (44 Km) was conducted in 2015-16 alongwith Tindivanam – Nagari (179 Km). The project between Tindivanam and Puducherry could not be taken forward due to low traffic projections. Moreover, Tindivanam-Nagari (179 Km) new line project has been sanctioned at a cost of ₹ 3631 crore. Out of total 179 Km length, 6 km length from Walajah Road to Ranipet has been completed. An expenditure of ₹ 764 crore has been incurred upto March, 2024. 39 Ha land has been acquired in State of Andhra Pradesh . Out of total 688 Ha land, only 582 Ha land has been handed over by State Govt. of Tamil Nadu and balance 106 Ha land is to be acquired.

(d): Chennai - Cuddalore via Mamallapuram, MaraKanam, Puducherry (179 Km) new line project was included in Budget 2008-09. Government of Puducherry had requested for change in alignment towards Northern and Southern side of Villupuram - Puducherry existing line as well as doubling of track between Puducherry and Cuddalore. As aforesaid revision in alignment was based on the request of the Government of Puducherry, State Government was requested to bear additional Cost due to above revision in alignment and doubling of tracks. However, the State Govt. has shown their inability to bear additional cost of the project.
