

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO.873
ANSWERED ON 08/12/2025**

**THE METRO-RAIL PROPOSALS SUBMITTED BY THE GOVERNMENT OF
TAMIL NADU**

873. DR. KANIMOZHI NVN SOMU:

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

- (a) whether Government has officially rejected/declined to take forward the Metro-Rail proposals submitted by Government of Tamil Nadu for Madurai and Coimbatore, and if so, the reason for such rejection;
- (b) whether any technical, financial, or population-threshold criteria were applied in arriving at this decision, and the details thereof;
- (c) whether Government proposes to reconsider these proposals in view of the growing urban population, congestion, and mobility needs of Madurai and Coimbatore; and
- (d) the present status of communication between the Central Government and the State Government regarding approval, further submissions, or funding modalities for these projects?

ANSWER

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

(a) to (d): Metro projects are cost intensive and undergoes extensive examination / appraisal in terms of extant policy in Central Government for ensuring its long term sustainability. Central Government considers financial assistance for such project in cities or urban agglomerates, based on feasibility of the proposal and availability of the resources as and when posed by State Government.

GoTN submitted Detailed Project Report (DPR) and Comprehensive Mobility Plan (CMP) for Metro Projects of the Coimbatore and Madurai. The proposals have been examined and returned to Government of Tamil Nadu due to following main reasons:

Coimbatore

- Low average trip lengths and the existing average speeds on road, the modal shift to metro system is not expected due to negligible time savings.
- In addition to Coimbatore Municipal Corporation (CMC) Area, population of Local Planning Area (LPA), has been taken to be served by Metro system. It is difficult for people living in LPA, which is 5 times bigger than CMC area to use proposed metro system.
- The projected ridership figure of 5.9 lakh per day for proposed network of 34 km of Coimbatore metro is higher as compared to actual ridership figure of 4 lakh per day on 55 km operational network of Chennai Metro phase-1, which is serving larger population. Therefore projected ridership figures in DPR are not realistic.
- At several locations it is not feasible to construct station due to non availability of enough Right of Way (RoW).

Madurai

- In the Comprehensive Mobility Plan (CMP) submitted by GoTN, it has been clearly stipulated that the current ridership is justifiable for Bus Rapid Transit System (BRTS) which is better cost effective system to serve Madurai.

There is no further response from Government of Tamil Nadu in this matter.
