

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3951**  
**ANSWERED ON 27.03.2026**

**FOURTH RAILWAY LINE BETWEEN TAMBARAM AND CHENGALPATTU**

3951 DR. KANIMOZHI NVN SOMU:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status and objectives of the sanctioned fourth railway line between Tambaram and Chengalpattu (31 km), along with the approved timeline;
- (b) whether Government has examined the feasibility of extending the fourth line from Chengalpattu to Madurantagam in view of projected commuter and freight demand;
- (c) whether any preliminary surveys or feasibility studies have been undertaken, if not, whether such studies are proposed; and
- (d) the expected impact on suburban frequency, punctuality and corridor capacity upon completion?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (d): Tambaram - Chengalpattu 4th line (30 Km) has been sanctioned recently and work taken up.

Final Location Survey for Chengalpattu – Madurantakam -Melmaruvattur 3rd & 4th line (35 Km) has been sanctioned for preparation of Detailed Project Report (DPR).

After preparation of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives
- Railway's own operational requirements

- Socio-economic considerations
- Overall availability of funds

**Tamil Nadu:-**

**Railway Budget:-**

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	₹879 crore/year
<b>2025-26</b>	₹ 6,626 crore (more than 7.5 times)

**Projects sanctioned:-**

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

<b>Category</b>	<b>No. of sanctioned projects</b>	<b>Total Length (in km)</b>	<b>Length Commissioned upto Mar'25 (in km)</b>	<b>Expenditure upto Mar' 25 (₹ in Cr.)</b>
<b>New Line</b>	9	812	24	1,337
<b>Gauge Conversion</b>	3	748	604	3,471
<b>Doubling /Multitracking</b>	3	140	37	2,783
<b>Total</b>	<b>15</b>	<b>1,700</b>	<b>665</b>	<b>7,591</b>

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

**Recently Completed Projects:-**

Details of some of the recently completed projects falling fully/partly in Tamil Nadu are as under :

S.N	Project	Cost (₹ in Crores)
1	Dindigul-Palani-Pollachi gauge conversion (121 km)	610
2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai-Thiruvavur-Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Chennai Central-Basin Bridge doubling (2 km)	31
10	Thanjavur-Ponmalai doubling (48 km)	370
11	Villupuram-Dindigul doubling (273 km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 km)	168
13	Chennai Beach-Attipattu 4th line (22 km)	293
14	Omalur-Metturdam Patch doubling (29 km)	327
15	Chengalpattu-Villupuram and Tambaram-Chengalpattu-3rd line (133 km)	1,122
16	Salem-Magnesite Junction-Omalur doubling (11 km)	115
17	Madurai- Maniyachi-Tuticorin doubling (160 km)	1,891
18	Maniyachi-Nagercoil doubling (102 km)	1,752
19	Chennai Beach-Chennai Egmore doubling (4 km)	272
20	Karaikal-Peralam new line (23 km)	373
21	Northern End Port connectivity to Karaikal Port (1 km)	18

### Ongoing Projects:-

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359
3	Nagapattinam-Tiruturaipundi new line (43 km)	742
4	Trivandrum-Kanyakumari doubling (87 km)	3,785
5	Arakkonam yard 3rd & 4th line (6 km)	98
6	Perambur - Ambattur 5th & 6th lines (6 Km)	178
7	Irugur-Podanur doubling (11 Km)	277
8	Tambaram-Chengalpattu 4th Line (30 km)	757
9	Attipattu-Gummidipundi 3rd & 4th line (23 km)	375
10	Tirupati-Pakala-Katpadi doubling (105 km)	1,332
11	Tindivanam-Gingee-Tiruvannamalai New Line (71 Km)	1,400
12	Atipattu – Puttur New Line (88 Km)	1,700
13	Chennai – Cuddalore via Mahabalipuram New Line (179 Km)	2,670

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	4,326 ha
Land Acquired	1,052 ha (24%)
Balance Land to be acquired	3,274 ha (76%)

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

Details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (in ha)	Land acquired (in ha)	Balance Land to be acquired (in ha)
1.	Tindivanam - Tiruvannamalai new line (71 km)	276	33	243
2.	Attiputtu-Puttur new line (88 km)	189	0	189
3.	Morappur-Dharmapuri new line (36 km)	92	45	47
4.	Mannargudi-Pattukkottai new line (41 km)	196	0	196
5.	Thanjavur-Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition by State Government
- Forest clearance
- 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 etc.

All these factors affect the completion time and cost of the project/s.

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