

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3487
TO BE ANSWERED ON 17.03.2021**

RAILWAY PROJECTS IN TAMIL NADU

3487. SHRI S. VENKATESAN:

DR. KALANIDHI VEERASWAMY:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details and status of the pending works related to new railway lines, doublings, conversion of railway lines as well as electrification in Tamil Nadu including Madurai during the last five years;**
- (b) the details of funds allocated/sanctioned/spent on the above projects so far in Tamil Nadu including Madurai, during the last five years;**
- (c) whether the Government has sanctioned any new routes within Tamil Nadu including Madurai and beyond and introduction of bullet train; and**
- (d) if so, whether the Government has fixed any targets for completion of the above projects?**

ANSWER

**MINISTER OF RAILWAYS, COMMERCE & INDUSTRY AND
CONSUMER AFFAIRS, FOOD & PUBLIC DISTRIBUTION**

(SHRI PIYUSH GOYAL)

(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. 3487 BY SHRI S. VENKATESAN AND DR. KALANIDHI VEERASWAMY TO BE ANSWERED IN LOK SABHA ON 17.03.2021 REGARDING RAILWAY PROJECTS IN TAMIL NADU

(a) and (b): Railway projects are sanctioned Zonal Railway-wise, not State-wise/District-wise, as Indian Railways' network spans across various State boundaries. However, as on 01.04.2020, total 27 projects of total length 3,128 Km, costing ₹30,961 crore, falling fully/partly in the State of Tamil Nadu including Madurai are in different stages of planning/sanctioning/execution. These include:-

- 09 new line projects of total length 871 Km, costing ₹11,988 crore. An expenditure of ₹509 crore has been incurred upto March, 2020.**
- 04 gauge conversion projects of total length 839 Km, costing ₹4,799 crore, out of which 583 Km length has been commissioned and an expenditure of ₹2,714 crore has been incurred upto March, 2020.**
- 14 doubling projects of total length 1,418 Km, costing ₹14,174 crore, out of which 123 Km length has been commissioned and an expenditure of ₹2,686 crore has been incurred upto March, 2020.**

Besides, 09 Electrification projects covering a length of 1,405 Km falling fully/partly in the State of Tamil Nadu, including Madurai, have also been included in the Budget during last five years. An expenditure of ₹22,184 crore has been incurred during last 5 years.

Average annual Budget Allocation for Infrastructure projects & safety works, falling fully/partly in State of Tamil Nadu, during 2014-19 has been increased to ₹1,979 crore/year from ₹879 crore/year during 2009-14, which is 125% more than the average annual Budget outlay of 2009-14. An outlay of ₹2,972 crore has been proposed for Financial Year 2021-22 for these projects. This is highest ever outlay for these projects and is 238% more than average annual Budget outlay of 2009-14.

The project-wise details of projects including cost, expenditure and outlay are made available in public domain on Indian Railways website i.e. www.indianrailways.gov.in >Ministry of Railways >Railway Board >About Indian Railways >Railway Board Directorates >Finance (Budget)>Pink Book (year)>Railway-wise Works Machinery & Rolling Stock Programme.

(c): Presently, Mumbai-Ahmedabad High Speed Rail (MAHSR) Project is the only sanctioned High Speed Rail (HSR) project in the country with technical and financial assistance of Government of Japan. However, the work for the preparation of Detailed Project Report (DPR) for the following 07 new High Speed Rail (HSR) corridors has been entrusted to National High Speed Rail Corporation Limited (NHSRCL) :

- (i) Delhi-Noida-Agra-Kanpur-Lucknow-Varanasi**
- (ii) Delhi-Jaipur-Udaipur-Ahmedabad**
- (iii) Mumbai-Nasik-Nagpur**

(iv) Mumbai-Pune-Hyderabad

(v) Chennai-Bangalore-Mysore

(vi) Delhi-Chandigarh-Ludhiana-Jalandhar Amritsar

(vii) Varanasi-Patna-Howrah

(d): The completion of any Railway projects 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 projects. As such confirmed time frame for completion of these projects cannot be ascertained at this stage.

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