

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1541
TO BE ANSWERED ON 31.07.2024**

DPR OF RAILWAY LINE THENI TO KUMILY

1541 ADV DEAN KURIAKOSE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has any Detailed Project Report (DPR) of the railway line from Theni towards Kumily in Idukki district;**
- (b) if so, the details thereof;**
- (c) whether the Government has done any feasibility studies with respect to the above mentioned railway line; 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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1541 BY ADV DEAN KURIAKOSE TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING DPR OF RAILWAY LINE THENI TO KUMILY

(a) to (d): Railway projects are sanctioned and taken up Zonal Railway-wise and not State-wise/District -wise as the Indian Railways' projects may span across various State/District boundaries.

Feasibility study for new rail lines between Dindigul and Kumuli via Theni (123 Km) as well as via Theni and Bodinayakkanur (134 Km) were carried out.

Presently, 10 Nos. of Surveys (02 New Line and 08 Doubling) falling fully/partly in the State of Kerala having a total length of 1074 Km have been taken up. The survey as well as feasibility study of New Line, Gauge Conversion and Doubling of existing rail network are taken up under PM Gati Shakti National Master Plan (NMP) for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods and services, connectivity to industrial clusters, ports, mines, power plants, agricultural zones including tourist and cultural places.

Railway projects are taken up on the basis of remunerativeness, Railway's own operational and commercial requirement, techno-economic feasibility, terrain, obligatory points, demands raised by State Governments, Central Ministries, Members of Parliament, other

public representatives, socio-economic considerations etc. depending upon throw forward of ongoing projects and overall availability of funds which is a continuous and ongoing process.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Kerala as under:-

| Period | Average Outlay | Increase w.r.t. average allocation of 2009-14 |
|----------------|------------------------|--|
| 2009-14 | ₹372 crore/year | - |
| 2023-24 | ₹2,033 crore | 5.5 times |
| 2024-25 | ₹3,011 crore | 8.1 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 Kerala is held up due to delay in land acquisition and only about 62.83 Ha land has been acquired out of total requirement of about 459.54 Ha. Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects though Railway has paid ₹2125.61 Crore to Government of Kerala for land acquisition. Support of the Government of Kerala is needed to expedite the land acquisition.

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 | 6.92 times |
| 2024-25 | ₹6,362 crore | 7.23 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.
