

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2616  
TO BE ANSWERED ON 07.08.2024**

**NO DEVELOPMENT IN PALAKKAD DIVISION**

**2616. SHRI V K SREEKANDAN:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether it is a fact that the area of jurisdiction of Palakkad division has come down drastically compared to its size during formulation;**
- (b) if so, the details thereof;**
- (c) whether it is a fact that the developmental works are not being carried out under Palakkad division in proportionate to its earnings from both passenger and goods segments; and**
- (d) if so, the reasons therefor?**

**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.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.2616 BY SHRI V K SREEKANDAN TO BE ANSWERED IN LOK SABHA ON 07.08.2024 REGARDING NO DEVELOPMENT IN PALAKKAD DIVISION**

**(a) to (d): The jurisdiction of zones/divisions in Indian Railways depends upon operational requirements, addition of new line/doubling, workload etc..**

**During the formation of Salem Division in 2007, part jurisdiction of Palakkad Division was transferred to Salem Division. Since 2007, there is no change in the jurisdiction of Palakkad Division.**

**Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.**

**Further, the Railway projects are sanctioned Zonal Railway-wise and not State-wise/Division-wise as the Railway projects may span across State boundaries. Most of the territorial jurisdiction of Palakkad division falls in Kerala. As on 01.04.2024, 08 projects (02 new lines and 06 Doubling) of 419 Km length, costing ₹12,350 crore falling fully/partly in the State of Kerala, are in planning/approval/construction stage. An expenditure of ₹ 3,046 crore has been incurred upto March 2024.**

**Since 2014, there has been substantial increase in fund allocation in State of Kerala as under:-**

<b>Period</b>	<b>Average Outlay</b>	<b>Increase with respect to average allocation of 2009-14</b>
<b>2009-14</b>	<b>₹ 372 crore/year</b>	<b>-</b>
<b>2023-24</b>	<b>₹ 2,033 crore</b>	<b>more than 5 times</b>
<b>2024-25</b>	<b>₹ 3,011 crore</b>	<b>more than 8 times</b>

**Contd..2/-**

**Also commissioning of infrastructure projects falling fully/partly in the State of Kerala is as under:**

<b>Period</b>	<b>Total Track Commissioned</b>	<b>Average Track Commissioned</b>	<b>Increase with respect to average commissioning during 2009-14</b>
<b>2009-14</b>	<b>53 Km</b>	<b>10.6 Km/year</b>	<b>-</b>
<b>2014-24</b>	<b>125 Km</b>	<b>12.5 Km/year</b>	<b>1.18 times</b>

**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.**

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