

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
STARRED QUESTION NO.137  
TO BE ANSWERED ON 04.12.2024**

**REDUCED FUND ALLOCATION FOR NEW RAILWAY LINES IN TAMIL NADU**

**\*137. DR. KALANIDHI VEERASWAMY:**

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

- (a) whether the Government has slashed fund allocation for new railway lines in Tamil Nadu for the financial year 2024-25 by 70% compared to the amount announced in Interim Budget for the same year;**
- (b) if so, the reasons for this drastic reduction in funds, despite the vital need for expanded railway infrastructure in the said State to support its growing population and economy;**
- (c) the manner in which the Government intends to make up for this shortfall in funding and the impact this will have on the completion and progress of ongoing and proposed railway projects in the said State;**
- (d) whether the Government is aware that this cut in funding could negatively affect regional development, job creation, and overall connectivity of Tamil Nadu with rest of the country and if so, the details thereof; and**
- (e) whether the Government proposes to reconsider this cut and restore funds, especially in light of the importance of the said State as major economic and industrial hub in country and if so, the details thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (e): A Statement is laid on the Table of the House.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO. 137 BY DR. KALANIDHI VEERASWAMY TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING REDUCED FUND ALLOCATION FOR NEW RAILWAY LINES IN TAMIL NADU**

**(a) to (e): Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.**

**Railway infrastructure projects falling fully/partly in the State of Tamil Nadu are covered under Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zones of Indian Railways. Zonal Railway wise details of Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.**

**As on 01.04.2024, 22 Railways projects (10 New Line, 03 Gauge Conversion and 09 Doubling) of total length 2,587 Km, costing ₹33,467 crore, falling fully/partly in the State of Tamil Nadu, are at various stages of planning and implementation, out of which 665 Km length has been commissioned and an expenditure of ₹7,153 crore has been incurred upto March' 2024. The**

summary is as under:-

<b>Plan Head</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned (in Km)</b>	<b>Expenditure upto March 2024 (₹in Cr.)</b>
<b>New Line</b>	<b>10</b>	<b>872</b>	<b>24</b>	<b>1223</b>
<b>Gauge Conversion</b>	<b>3</b>	<b>748</b>	<b>604</b>	<b>3267</b>
<b>Doubling /Multitracking</b>	<b>9</b>	<b>967</b>	<b>37</b>	<b>2664</b>
<b>Total</b>	<b>22</b>	<b>2587</b>	<b>665</b>	<b>7153</b>

**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>	<b>₹879 crore/year</b>
<b>2024-25</b>	<b>₹6,362 crore (more than 7 times)</b>

**The details of commissioning/laying of new track falling fully/partly in the State of Tamil Nadu during 2009-14 and 2014-24 is as under:**

<b>Period</b>	<b>Total Track Commissioned</b>
<b>2009-14</b>	<b>923 Km</b>
<b>2014-24</b>	<b>1,302 Km</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 and the completion of a railway projects is dependent of land acquisition. However, 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 the State of Tamil Nadu is as under:

<b>Total Land required for Projects in Tamil Nadu</b>	<b>3389 Ha</b>
<b>Land Acquired</b>	<b>866 Ha (26%)</b>
<b>Balance Land to be acquired</b>	<b>2523 Ha (74%)</b>

Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu. For instance, details of some major projects which are delayed due to land acquisition are as under:-

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (in Ha)</b>	<b>Land acquired (in Ha)</b>	<b>Balance Land to be acquired (in Ha)</b>
<b>1.</b>	<b>Tindivanam –Tiruvannamalai new line (71 Km)</b>	<b>273</b>	<b>33</b>	<b>240</b>
<b>2.</b>	<b>Attiputtu – Puttur New Line (88 Km)</b>	<b>189</b>	<b>0</b>	<b>189</b>
<b>3.</b>	<b>Morappur – Dharmapuri (36 Km)</b>	<b>93</b>	<b>0</b>	<b>93</b>
<b>4.</b>	<b>Mannargudi – Pattukkottai (41 Km)</b>	<b>152</b>	<b>0</b>	<b>152</b>
<b>5.</b>	<b>Thanjavur – Pattukkottai (52 Km)</b>	<b>196</b>	<b>0</b>	<b>196</b>

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical

**conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climate conditions etc.**

**Various steps taken by the Government for speedy approval and implementation of rail projects include (i) setting of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects, (iv) delegation of powers at field level, (v) close monitoring of progress of project at various levels (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.**

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