

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 227
TO BE ANSWERED ON 11.12.2024**

HIGH CAPACITY RAIL LINE BETWEEN MANGALORE AND BANGALORE

***227. SHRI CAPTAIN BRIJESH CHOWTA:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has any plans to establish a dedicated high capacity rail line between Mangalore and Bangalore to improve passenger and freight connectivity;**
- (b) if so, the details of the proposed project including feasibility studies, timelines and budgetary allocations;**
- (c) whether the Government has identified the challenges in the existing railway route between the two cities including the speed and capacity limitations and if so, the steps being taken to address them; and**
- (d) the benefits of the said railway line for trade, tourism and regional development?**

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 LOK SABHA STARRED QUESTION NO. 227 TO BE ANSWERED ON 11.12.2024.

(a) to (d): 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 including trade and tourism etc. depending upon throwforward of ongoing projects and overall availability of funds.

Railway infrastructure projects falling fully/partly in the State of Karnataka are covered by South Western Railway (SWR), Central Railway (CR), Southern Railway (SR) and South Central Railway (SCR) 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.

Mangaluru is already connected with Bengaluru via Sharavanbelagola and also via Arsikere and Hassan. The Broad gauge single line section between Hassan – Mangaluru (183 Km) which is a part of Mangaluru to Bengaluru was commissioned in 2006 by converting earlier Meter Gauge into Broad Gauge section through a SPV with major share of Government of Karnataka. This section crosses western ghats and has sharp curves and gradients. This line is a vital link and connects Mangalore port to the

hinterland of Karnataka. Due to poor financial health of SPV, Ministry of Railways has proposed to takeover this line so that capacity augmentation works such as doubling, electrification etc can be taken up.

Accordingly, a Final Location Survey (FLS) of doubling between Bengaluru and Mangaluru has been sanctioned in two parts viz. (i) Mangaluru – Hassan (247 Km) and (ii) Hassan – Chickbanavara (Bengaluru) via Kunigal (166 Km). Further, a survey for 3rd & 4th line between Bengaluru – Tumakuru (30 Km) has also been sanctioned.

Survey of total 56 projects (19 new line and 37 doubling) of total length 6159 Km falling fully/partly in the State of Karnataka have been sanctioned during last three years (2021-22, 2022-23, 2023-24 and current financial year 2024-25).

As on 01.04.2024, 31 projects (21 new lines, and 10 Doubling) of total length of 3,840 Km, costing ₹47,016 crore, falling fully/partly in the State of Karnataka, are at various stages of planning and implementation, out of which 1,302 Km length has been commissioned and an expenditure of ₹17,383 crore has been incurred upto March, 2024. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹ in Cr.)
New Line	21	2556	395	7592
Doubling/ Multitracking	10	1284	907	9791
Total	31	3840	1302	17383

Budget allocation for Infrastructure projects and safety works, falling fully/partly in Karnataka is as under:

Period	Outlay
2009-14	₹835 crore/year
2024-25	₹7,559 crore (more than 9 times)

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

Period	Total Track Commissioned	Average Track Commissioned
2009-14	565 Km	113 Km/Year
2014-24	1,633 Km	163 Km/Year

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.

Benefits of Railway projects in the State of Karnataka include faster movement of the essential goods and agriculture products, increase in employment opportunities for the people of this region, Socio-economic development of the area, development of tourism industry and increase in industrial activities in the region.