

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1609
TO BE ANSWERED ON 04.12.2024**

**ONGOING PROJECTS FOR EXTENSION OF RAILWAY NETWORK IN
TAMIL NADU**

1609. SHRI NAVASKANI K:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the ongoing projects for the extension of the Railways network in Tamil Nadu;**
- (b) new railway lines sanctioned/constructed in Tamil Nadu during the last five years;**
- (c) whether the Government plans to introduce new railway lines to connect underserved/remote regions in Tamil Nadu, if so, the details thereof;**
- (d) whether the Government consider proposals for connecting industrial and agricultural hubs in Tamil Nadu to improve freight and passenger transport;**
- (e) whether any public-private partnership (PPP) initiatives to fund railway network expansion projects in the said State, if so, the details thereof;**
- (f) whether specific projects to extend railway connectivity to rural and backward areas in the said State; and**
- (g) the steps are being taken by the Government to ensure better accessibility for the people in remote districts of the said State?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO. 1609 BY SHRI NAVASKANI K TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING ONGOING PROJECTS FOR EXTENSION OF RAILWAY NETWORK IN TAMIL NADU

(a) to (g): 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, industrial hubs, 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, agriculture hubs 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 status of work is summarized as under:-

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

Survey of total 26 projects (4 New Line and 22 Doubling) of total length 2252 Km falling fully/partly in the State of Tamil Nadu have been sanctioned during last five year i.e. 2019-20, 2020-21, 2021-22, 2022-23, 2023-24 and current financial year 2024-25.

During last five years i.e. FY 2019-20, FY 2020-21, FY 2021-2022, FY 2022-23, FY 2023-24 and current Financial Year 2024-25, total 04 projects (01 New Line and 03 Doubling) of a total length of 75 Km, costing ₹932 crore falling fully/partly in the State of Tamil Nadu have been sanctioned. Presently, no project for extension of Railway section has been sanctioned under Public –Private Partnership (PPP).

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Tamil Nadu is as under:

Period	Outlay
2009-14	₹879 crore/year
2024-25	₹6,362 crore (more than 7 times)

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:

Period	Total Track Commissioned
2009-14	923 Km
2014-24	1,302 Km

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:

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

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:-

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Tindivanam -Tiruvannamalai new line (71 km)	273	33	240

2.	Attiputtu – Puttur New Line (88 km)	189	0	189
3.	Morappur – Dharmapuri (36 km)	93	0	93
4.	Mannargudi – Pattukkottai (41 km)	152	0	152
5.	Thanjavur – Pattukottai (52 Km)	196	0	196

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.
