

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3743
TO BE ANSWERED ON 18.12.2024**

**DELAYS IN COMPLETION OF RAILWAY PROJECTS IN KANNIYAKUMARI
AND VIRUDHUNAGAR**

**3743. SHRI VIJAYAKUMAR ALIAS VIJAY VASANTH:
SHRI MANICKAM TAGORE B:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of steps taken by the Government to address the concerns of local communities in Kanniyakumari and Virudhunagar, who are affected by the delay in completion of the railway projects in the region;**
- (b) the reasons behind the drastic reduction in funds allocated for the doubling works of the Katpadi-Villupuram, Salem-Karur-Dindigul and Erode-Karur lines, from Rs. 1.5 billion to just Rs. 1,000 each;**
- (c) the manner in which the benefits of the railway projects in the said region are shared equitably among local communities, particularly in terms of employment opportunities and access to services;**
- (d) the measures proposed to be taken to prevent cost overruns and delays in the completion of the said projects in the region particularly in light of recent reports of delays and cost escalations in other rail projects; and**
- (e) the details of the progress made in the implementation of the Vanchi Maniyachchi Nagercoil section of the Madurai – Tirunelveli – Nagercoil – Kanniyakumari line doubling-cum-electrification project?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Railway projects are surveyed/ sanctioned/executed Zonal Railway

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wise and not State-wise/District-wise as the Railway projects may span across state/district 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 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

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)

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. 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.

Final Location Survey (FLS) for doubling of Katpadi – Villupuram (160 Km), doubling of Salem – Karur – Dindigul (160 Km) and doubling of Erode – Karur (65 Km) have been sanctioned. The projects are still at planning stage and yet to be sanctioned.

Maniyachi – Nagarcoil (102 Km) doubling project has been completed. It has improved the line capacity of the section.

Benefits of Railway projects in the respective regions 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.

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.
