GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

LOK SABHA
STARRED QUESTION NO. 187
TO BE ANSWERED ON 12.03.2025

REDEVELOPMENT OF TIRUNELVELI STATION

***187. SHRI ROBERT BRUCE C:**

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the plans of the Government for the redevelopment of Tirunelveli Railway Station;

(b) the total amount of funds allocated for the redevelopment of the said railway station;

(c) the current status of the redevelopment of this railway station; and

(d) the expected date of completion of the project ?

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 STARRED QUESTION NO. 187 TO BE ANSWERED IN LOK SABHA ON 12.03.2025

(a) to (d): The project for redevelopment of Tirunelveli Railway Station falling in the state of Tamil Nadu, has been sanctioned for a total cost of ₹99.84 crore under Amrit Bharat Station Scheme.

The Master plan of Tirunelveli station envisage East and West terminal buildings, spacious foot over bridge, upgradation of platforms, parcel office, RMS office, circulating area and surface parking etc. Tiruvelveli station has an average daily footfall of approximately 35,000 passengers.

Upgradation/Modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, inter-se priority, availability of funds etc.

In recent years, construction of platform shelter work, provision of pay & use toilet, cycle & scooter parking work, provision of prefabricated toilets at circulating area, provision of recycling plant, improvement to platform & concourse surface works, provision of monumental flag and quick watering system for coaches at platform work, have been executed at Tirunelveli railway station.

This Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through

schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, etc. as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far, 1337 Nos. of Stations have been identified under this scheme, out of which 77 stations including Tirunelveli station are located in the state of Tamil Nadu. Out of these 77 stations, the development works have been taken up on 71 stations.

The details of allocation of funds for development and maintenance of stations are maintained Zonal Railway-wise and not Work-wise or Station-wise. Passenger amenities are generally funded under Plan Head-53 'Customer Amenities'. Tirunelveli railway station in Tamil Nadu falls under Southern Railway Zone and the fund allocation to Southern Railway for development and maintenance of stations under Plan Head-53 'Customer Amenities', for the year (RE 2024-25) is ₹1097.90 Cr.

Further, development/re-development/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines,

power/signal cables etc.) infringements, encroachments, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

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