

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 2811  
TO BE ANSWERED ON 06.08.2025**

**MISSION RAFTAAR FOR TAMIL NADU AND SOUTHERN RAILWAY ZONE**

**2811. DR. KALANIDHI VEERASWAMY:**

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

- (a) the details of routes selected under the mission Raftaar across the country particularly in Tamil Nadu and the Southern Railway zone; State and zone-wise;**
- (b) whether Tamil Nadu has received proportionate allocation and focus under the said Mission as compared to Northern and Western zones, if so, the details thereof;**
- (c) if not, the reasons for this regional imbalance; and**
- (d) whether the Government proposes to extend the said Mission to key congested routes in Tamil Nadu such as Chennai-Madurai, Chennai-Coimbatore and Tiruchirappalli-Rameswaram and if so, the details thereof including the timeline for its implementation?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (d) Mission Raftaar was announced in the Railway Budget 2016-17 with the target of increasing the average speed of freight and superfast mail/express trains. Speeding up of trains is a constant endeavor and a continuous process which is dependent upon upgradation of tracks, signaling system, OHE, high powered locos, modern coaches etc.**

The medium-term and long-term plans to achieve the Mission include infrastructure improvement i.e. construction of 3<sup>rd</sup> line/4<sup>th</sup> line, providing bypasses, rail flyovers, right-powering of trains, replacement of conventional loco hauled trains by MEMUs, time-tabling changes, modification of 1x25 KV traction system to 2x25 KV traction system, etc.

Upgradation and improvement of railway tracks on Indian Railways to increase the speed potential have been carried out in a big way during last 10 years. The measures for track upgradation include use of 60 kg rails, wider base concrete sleepers, thick web switches, longer rail panels, H Beam sleepers, modern track renewal and maintenance machines, etc.

As a result of the above measures, there has been a significant increase in the speed potential of the tracks. The details of speed potential of railway tracks during 2014 vis-à-vis 2025 are as under:

Sectional Speed (kmph)	2014		2025	
	Track Km	%	Track Km	%
< 110	47,897	60.4	22,862	21.6
110-130	26,409	33.3	59,800	56.6
130 & above	5,036	6.3	23,010	21.8
Total	79,342	100	1,05,672	100

The above includes upgradation of speed upto 110kmph/130kmph for following section:

- (i) Chennai-Madurai
- (ii) Chennai-Coimbatore
- (iii) Tiruchirappalli-Rameswaram

**Railway projects in Tamil Nadu are covered by Southern Railway (SR), South Central Railway (SCR) and South Western Railway (SWR) zone of Indian Railways. Zonal Railway wise details of Railway projects are made available in public domain of Indian Railway's website.**

**To improve the connectivity in Tamil Nadu, as on 01.04.2025, 15 projects (09 New Line, 03 Gauge Conversion and 03 doubling) of total length 1,700 Km, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned, out of which 665 Km length has been commissioned and an expenditure of ₹7,591 Crore has been incurred upto March' 2025. 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>09</b>	<b>812</b>	<b>24</b>	<b>1,337</b>
<b>Gauge Conversion</b>	<b>03</b>	<b>748</b>	<b>604</b>	<b>3471</b>
<b>Doubling/ Multi tracking</b>	<b>03</b>	<b>140</b>	<b>37</b>	<b>2783</b>
<b>Total</b>	<b>15</b>	<b>1,700</b>	<b>665</b>	<b>7,591</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>2025-26</b>	<b>₹6626 crore (more than 7.5 times)</b>

**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 Tamil Nadu is as under:**

<b>Total Land required for Projects in Tamil Nadu</b>	<b>4,315 Ha</b>
<b>Land Acquired</b>	<b>1038 Ha (24%)</b>
<b>Balance Land to be acquired</b>	<b>3277 Ha (76%)</b>

**Support of the Government of Tamil Nadu is needed to expedite the land acquisition.**

**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>42</b>	<b>51</b>
<b>4.</b>	<b>Mannargudi-Pattukottai(41 km)</b>	<b>196</b>	<b>0</b>	<b>196</b>
<b>5.</b>	<b>Thanjavur-Pattukottai (52 km)</b>	<b>152</b>	<b>0</b>	<b>152</b>

**Government of India is geared up to execute projects, however success depends upon the support of Government of Tamil Nadu.**

**Completion of Railway project/s depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, 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 etc. All these factors affect the completion time and cost of the project/s.**

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