

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 3027
TO BE ANSWERED ON 11.03.2026**

CHENGALPATTU-MAMALLAPURAM RAILWAY PROJECT

3027. SHRI VE VAITHILINGAM:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Union Government has consulted with the Governments of Tamil Nadu and Puducherry regarding alignment requirements, land acquisition assistance and cost-sharing aspects of the Chengalpattu-Mamallapuram railway project;**
- (b) if so, the details of coordination meetings, institutional mechanisms and follow-up actions initiated by the Government; and**
- (c) the details of the collaborative steps proposed to be taken by the Government to ensure smooth execution of this project?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): Chengalpattu is an existing station on Chennai-Villupuram route. Mamallapuram is about 27 km away from Chengalpattu Jn. which serves as the transportation hub for the town & nearby region.

A survey of Chengalpattu - Mamallapuram New line was carried out in 2014. According to the survey the project has low traffic projections.

The sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

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Tamil Nadu:

Budget allocation in the recent years has increased significantly. 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
2025-26	₹ 6,626 crore (more than 7.5 times)

As on 01.04.2025, 15 projects (09 new line, 03 gauge conversion and 03 doubling) of 1,700 km length, costing ₹22,808 Crore, falling fully/partly in the State of Tamil Nadu, are sanctioned. The summary is as under:-

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned upto Mar'25 (in km)	Expenditure upto Mar' 25 (₹ in Cr.)
New Line	9	812	24	1,337
Gauge Conversion	3	748	604	3,471
Doubling /Multitracking	3	140	37	2,783
Total	15	1,700	665	7,591

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Details of some of the recently completed projects falling fully/partly in Tamil Nadu are as under :

S.N.	Project	Cost (₹in Crores)
1	Dindigul-Palani-Pollachi gauge conversion (121 km)	610

2	Pollachi-Palghat gauge conversion (56 km)	350
3	Pollachi-Podhanur gauge conversion (40 km)	400
4	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
5	Mayiladuturai-Thiruvarur-Karaikkudi gauge conversion (187 km)	1,338
6	Madurai-Bodiyakannur gauge conversion (90 km)	593
7	Chengalpattu-Villupuram doubling (102 km)	670
8	Tiruvallur-Arakkonam 4th line (27 km)	83
9	Chennai Central-Basin Bridge doubling (2 km)	31
10	Thanjavur-Ponmalai doubling (48 km)	370
11	Villupuram-Dindigul doubling (273 km)	2,000
12	Chennai Beach-Korukkupet 3rd line (5 km)	168
13	Chennai Beach-Attipattu 4th line (22 km)	293
14	Omalur-Metturdam Patch doubling (29 km)	327
15	Chengalpattu - Villupuram and Tambaram-Chengalpattu - 3rd line (133 km)	1,122
16	Salem-Magnesite Junction-Omalur doubling (11 km)	115
17	Madurai- Maniyachi-Tuticorin doubling (160 km)	1,891
18	Maniyachi-Nagercoil doubling (102 km)	1,752
19	Chennai Beach-Chennai Egmore doubling (4 km)	272
20	Karaikal-Peralam new line (23 km)	373
21	Northern End Port connectivity to Karaikal Port (1 km)	18

Some of the projects falling fully/partly in the State of Tamil Nadu which have been taken up are as under :

S.N	Project	Cost (₹ in Crores)
1	Tindivanam-Nagari new line (184 km)	3,631
2	Morappur-Dharmapuri new line (36 km)	359

3	Nagapattinam - Tiruturaipundi new line (43 km)	742
4	Trivandrum-Kanyakumari doubling (87 km)	3,785
5	Arakkonam yard 3rd & 4th line (6 km)	98
6	Perambur - Ambattur 5th & 6th lines (6 Km)	178
7	Irugur-Podanur doubling (11 Km)	277
8	Tambaram-Chengalpattu 4th Line (30 km)	757
9	Attipattu-Gummidipundi 3rd & 4th line (23 km)	375
10	Tirupati-Pakala-Katpadi doubling (105 km)	1332
11	Tindivanam-Gingee-Tiruvannamalai New Line (71 Km)	1400
12	Atipattu – Puttur New Line (88 Km)	1700
13	Chennai – Cuddalore via Mahabalipuram New Line (179 Km)	2670

In last three years i.e. 2022-23, 2023-24, 2024-25 and current financial year 2025-26, 29 surveys (06 new line and 23 doubling) covering a total length of 2,478 km has been sanctioned falling fully/partly in the State of Tamil Nadu.

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:

Total Land required for Projects in Tamil Nadu	4,326 ha
Land Acquired	1,052 ha (24%)
Balance Land to be acquired	3,274 ha (76%)

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:-

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)	276	33	243
2.	Attiputtu - Puttur new line (88 km)	189	0	189
3.	Morappur - Dharmapuri new line (36 km)	92	45	47
4.	Mannargudi - Pattukkottai new line (41 km)	196	0	196
5.	Thanjavur - Pattukottai new line (52 km)	152	0	152

Further, Rameshwaram – Dhanushkodi new line (18 km) was sanctioned at a cost of ₹734 Cr. The Foundation Stone of the project was laid on 01.03.2019. However, the project could not be started because the land acquisition has not been undertaken by the State Govt. of Tamil Nadu.

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route**

- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives**
- **Railway's own operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project 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.
