

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
LOK SABHA  
UNSTARRED QUESTION NO. 694  
TO BE ANSWERED ON 04.02.2026**

**NEW RAILWAY LINE BETWEEN ERODE- NAMAKKAL**

**694. SHRI K E PRAKASH:**

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

- (a) whether the Government has considered or proposes to undertake a new railway line project connecting Erode and Namakkal in view of the potential to improve connectivity for Kumarapalayam (which falls under the Erode Parliamentary Constituency) and nearby regions and if so, the details thereof; and**
- (b) whether the Government is aware that the existing Erode–Chennai rail route is highly congested and if so, whether an alternative Erode–Namakkal–Chennai corridor has been examined to ease traffic and improve passenger convenience?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) and (b): Kumarapalayam is about 15 km away from the Erode Jn which serves as the transportation hub for the nearby regions. Erode and Namakkal are already connected through existing railway network via Karur Jn and also via Salem Jn. To improve connectivity on existing Erode-Chennai route following doubling/multitracking surveys have been taken up:**

<b>S. N.</b>	<b>Project</b>	<b>Length (in Kms)</b>
<b>1</b>	<b>Karur – Salem doubling (part of Dindigul-Karur-Salem doubling)</b>	<b>85</b>

<b>2</b>	<b>Erode-Karur doubling</b>	<b>67</b>
<b>3</b>	<b>Erode –Jollarpettai 3<sup>rd</sup> &amp; 4<sup>th</sup> line</b>	<b>120</b>
<b>4</b>	<b>Jollarpettai-Katpadi-Arakkonam 3<sup>rd</sup> &amp; 4<sup>th</sup> line</b>	<b>145</b>

### **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:**

<b>Period</b>	<b>Outlay</b>
<b>2009-14</b>	<b>₹879 crore/year</b>
<b>2025-26</b>	<b>₹ 6,626 crore (more than 7.5 times)</b>

**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:-**

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

**Details of some of the recently completed projects falling fully/partly in Tamil**

**Nadu are as under :**

<b>S. N.</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1</b>	<b>Dindigal-Palani-Pollachi gauge conversion (121 km)</b>	<b>610</b>
<b>2</b>	<b>Pollachi-Palghat gauge conversion (56 km)</b>	<b>350</b>
<b>3</b>	<b>Pollachi-Podhanur gauge conversion (40 km)</b>	<b>400</b>
<b>4</b>	<b>Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)</b>	<b>1,122</b>
<b>5</b>	<b>Mayiladuturai - Thiruvarur - Karaikkudi gauge conversion (187 km)</b>	<b>1,338</b>
<b>6</b>	<b>Madurai-Bodiyakannur gauge conversion (90 km)</b>	<b>593</b>
<b>7</b>	<b>Chengalpattu-Villupuram doubling (102 km)</b>	<b>670</b>
<b>8</b>	<b>Tiruvallur-Arakkonam 4th line (27 km)</b>	<b>83</b>
<b>9</b>	<b>Chennai Central-Basin Bridge doubling (2 km)</b>	<b>31</b>
<b>10</b>	<b>Thanjavur-Ponmalai doubling (48 km)</b>	<b>370</b>
<b>11</b>	<b>Villupuram-Dindigul doubling (273 km)</b>	<b>2,000</b>
<b>12</b>	<b>Chennai Beach-Korukkupet 3rd line (5 km)</b>	<b>168</b>
<b>13</b>	<b>Chennai Beach-Attipattu 4th line (22 km)</b>	<b>293</b>
<b>14</b>	<b>Omalur-Metturdam Patch doubling (29 km)</b>	<b>327</b>
<b>15</b>	<b>Chengalpattu - Villupuram and Tambaram - Chengalpattu-3rd line (133 km)</b>	<b>1,122</b>
<b>16</b>	<b>Salem-Magnesite Junction-Omalur doubling (11 km)</b>	<b>115</b>
<b>17</b>	<b>Madurai- Maniyachi-Tuticorin doubling (160 km)</b>	<b>1,891</b>
<b>18</b>	<b>Maniyachi-Nagercoil doubling (102 km)</b>	<b>1,752</b>
<b>19</b>	<b>Chennai Beach-Chennai Egmore doubling (4 km)</b>	<b>272</b>
<b>20</b>	<b>Karaikal-Peralam new line (23 km)</b>	<b>373</b>
<b>21</b>	<b>Northern End Port connectivity to Karaikal Port (1 km)</b>	<b>18</b>

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

<b>S.N</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1</b>	<b>Tindivanam-Nagari new line (184 km)</b>	<b>3,631</b>

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 and Ambattur stations 5th & 6th lines project (6 Km)	178

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 2,501 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-Pattukkottai 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 depend 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.**

**\* \* \* \* \***