

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 832
TO BE ANSWERED ON 04.02.2026**

**RAILWAY INFRASTRUCTURE PROJECTS IN MAYILADUTHURAI LOK SABHA
CONSTITUENCY**

832. KM. SUDHA R:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of ongoing railway projects in the Mayiladuthurai Lok Sabha Constituency of Tamil Nadu, including the plans for revival of the defunct Mayiladuthurai-Tharangambadi rail link with extension to Karaikal to create a circular rail network in the Cauvery delta along with their current status, timelines and outcome of feasibility studies if any conducted;**
- (b) the progress of station redevelopment works under the Amrit Bharat Station Scheme at Mayiladuthurai Junction and Kumbakonam stations including funds allocated, features planned and expected completion dates;**
- (c) whether the Government plans to allocate Vande Bharat Sleeper trains on routes passing through Mayiladuthurai or Thanjavur to enhance connectivity for spiritual tourism in the region and if so, the details thereof; and**
- (d) the details of budget allocations and funds utilized for railway infrastructure in the Mayiladuthurai constituency during the last three years (2023-2026)?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): Mayiladuthurai and Karaikal are already connected through existing railway network via Peralam. Survey for Mayiladuthurai -

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Tharangambadi – Karaikal new line (47 Km) was carried out. The project could not be taken forward due to low traffic projections. Further, to strengthen the railway network passing through Mayiladuthurai, following projects have been taken up:

S. N.	Project	Length (in Kms)	Status
1	Mayiladuturai – Tiruvarur - Karaikudi gauge conversion	187	Commissioned
2	Tiruturaipundi-Agastiyampalli gauge conversion	37	Commissioned
3	Needamangalam – Mannargudi new line	13	Commissioned
4	Mannargudi –Pattukottai new line	41	Work taken up
5	Thanjavur –Pattukottai new line	52	Work taken up

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	Dindigal-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

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-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 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.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under this scheme, out of which 77 stations including Mayiladuthurai and

Kumbakonam railway stations of Mayiladuturai Parliamentary Constituency, are located in Tamil Nadu. The names of stations identified for development under Amrit Bharat Station Scheme in Tamil Nadu are as following:

State	No. Of Stations	Name of Stations
Tamil Nadu	77	Ambasamudram, Ambattur, Arakkonam Jn, Ariyalur, Avadi, Bommidi, Chengalpattu Jn, Chennai Beach, Chennai Egmore, Chennai Park, Chidambaram, Chinna Salem, Chrompet, Coimbatore Jn, Coimbatore North, Coonoor, Dharmapuri, Dindigul, Erode Jn., Guduvancheri, Guindy, Gummidipundi, Hosur, Jolarpettai Jn, Kanniyakumari Terminus, Karaikkudi Jn, Karur Jn, Katpadi Jn, Kovilpatti, Kulitturai, Kumbakonam, Lalgudi, Madurai Jn, Mambalam, Manaparai, Mannargudi, Mayiladuturai Jn, Mettupalayam, Morappur, Nagercoil Jn, Namakkal, Palani, Paramakkudi, Perambur, Podanur Jn., Pollachi Jn, Polur, Pudukkottai, Puratchi Thalaivar Dr. M.G. Ramachandran Central, Rajapalayam, Ramanathapuram, Rameswaram, Salem, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Tambaram, Tenkasi, Thanjavur Jn, Thiruvarur Jn., Tiruchendur, Tirunelveli Jn, Tirupadripulyur, Tirupattur, Tiruppur, Tirusulam, Tiruttani, Tiruvallur, Tiruvannamalai, Tuticorin, Udagamandalam, Vellore Cantt., Villupuram Jn., Virudhunagar, Vriddhachalam Jn.

Development works at railway stations under Amrit Bharat Station Scheme in Tamil Nadu have been taken up at a good pace. Till now, works of 19 stations (Bommidi, Chennai Park, Chidambaram, Chinna Salem, Karaikkudi Jn, Kulitturai, Manaparai, Mannargudi, Morappur, Pollachi Jn, Polur, Samalpatti, Sholavandan, Srirangam, Srivilliputtur, St.Thomas Mount, Thiruvarur Jn., Tiruvannamalai, Vriddhachalam Jn.) in Tamil Nadu have been completed under this scheme. The works at other stations have also been taken up at good pace and progress of Mayiladuthurai and Kumbakonam stations is as given below:

- **Mayiladuthurai station: The works of new toilet block, signages, platform shelter, parking shelter, entrance arch, exit arch, terminal building extension with portico, extended concourse, AC waiting hall, improvements to platform surface and Divyangjan facilities like ramp, low height ticket counter, help booth, toilets, tactile pathway etc. have been completed. The works of circulating area improvement, landscaping, water cubicles, 6m Foot Over Bridge, lifts and escalators have been taken up.**
- **Kumbakonam station: The work for soil investigation for main station building has been completed. The work for demolition of infringing building, site clearing, extension of platform no. 4 and earth filling in circulating area have been taken up.**

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment /

upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

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 brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Further, development / upgradation / modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. The state of Tamil Nadu is covered under the jurisdiction of two railway zones, namely, Southern Railway and South Western Railway. For these zones, an allocation of ₹ 1,697 crore has been made for the financial year 2025-26, out of which an expenditure (up to December, 2025) of ₹ 1,360 crore has been incurred so far.

Vande Bharat Trains:

As on 30.01.2026, 02 Vande Bharat Sleeper Express, 164 Vande Bharat Express (Chair Car) and 54 Amrit Bharat Express are being operated on the Indian Railways network. Of these, on originating/terminating basis, following 16 Vande Bharat services (Chair Car) are catering to the needs of various stations located in the State of Tamil Nadu.

SN	Train No. and Name of Vande Bharat service
1	20671/20672 Madurai - Bengaluru Cantt. Vande Bharat Express
2	20627/20628 Chennai Egmore - Nagercoil Vande Bharat Express
3	20663/20664 Mysuru - MGR Chennai Central Vande Bharat Express
4	20642/20641 Coimbatore - Bengaluru Cantt. Vande Bharat Express
5	20665/20666 Chennai Egmore - Tirunelveli Vande Bharat Express
6	20677/20678 MGR Chennai Central - Narasapur Vande Bharat Express
7	20643/20644 MGR Chennai Central - Coimbatore Vande Bharat Express
8	20607/20608 MGR Chennai Central - Mysuru Vande Bharat Express

Mayiladuturai and Thanjavur stations are presently being served by 68 and 65 trains services respectively.

Besides, introduction of new trains including Vande Bharat train services and its variants on any route/section depends on various factors which include:

- **Capacity of that section**
- **Availability of path**
- **Availability of required rolling stock**
- **Availability of matching infrastructure for rolling stock**
- **Maintenance requirement of railway tracks and other assets.**
