

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2720
TO BE ANSWERED ON 07.08.2024**

**COMPLETION OF ONGOING PROJECTS AND ADDITIONAL
CONNECTIVITY IN KALLAKURICHI**

2720 SHRI MALAIYARASAN D:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the construction of new railway line from Chinnasalem to kallakurichi with financial contribution from State and Union Governments has been growing on slow pace since 2016;**
- (b) if so, the details thereof and the reasons therefor along with the steps taken/to be taken to complete the work at the earliest;**
- (c) the action plan of the Government to allocate funds for extension of railway line from Kallakurichi to Mugaiyur railway station for 60km via Thiyagadurugam, Thirukoilure Diromg this year which will benefit lakhs of commuters; and**
- (d) the further plan of the Government to grant a new railway line to connect Salem and Thiruvanamalai via Kallakurichi and Kallakurichi with Ulunderpet?**

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.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 2720 BY SHRI MALAIYARASAN D TO BE ANSWERED IN LOK SABHA ON 07.08.2024 REGARDING COMPLETION OF ONGOING PROJECTS AND ADDITIONAL CONNECTIVITY IN KALLAKURICHI

(a) to (d): Railway projects are sanctioned and taken up Zonal Railway-wise and not State-wise as the Indian Railways' projects may span across various State boundaries. However, as on 01.04.2024, 22 Railways infrastructures projects (10 new line, 03 Gauge conversion and 09 doubling) of total length 2,587 Km, costing ₹33,467 crore, falling fully/partly in the State of Tamil Nadu are in different stages of planning/sanctioning/ execution, out of which 665 Km length has been commissioned and an expenditure of ₹7,153 crore has been incurred upto March, 2024. These include:-

- 10 New Line Projects of total length 872 Km, costing ₹14,669 crore, out of which 24 Km length has been commissioned and an expenditure of ₹1,223 crore has been incurred upto March, 2024.**
- 03 Gauge Conversion Projects of total length 748 Km, costing ₹5,417 crore, out of which 604 Km length has been commissioned and an expenditure of ₹3,267 crore has been incurred upto March, 2024.**
- 09 Doubling Projects of total length 967 Km, costing ₹13,381 crore, out of which 37 Km length has been commissioned and an expenditure of ₹2,664 crore has been incurred upto March, 2024.**

Chinnasalem - Kallakurichi(16 Km) new line has been sanctioned on 50:50 cost sharing basis between Railway and State Government of Tamil Nadu. An outlay of ₹99 crore has been provided for Financial Year 2024-25. Work has been taken up in available land.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forestry 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 site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project. With above constraints, every effort is being made to execute the project(s) expeditiously.

The connectivity between Kallakurichi and Mugaiyur has been envisaged via Vriddhachalam on completion of Chinnasalem - Kallakurichi New Line Project. Moreover, Tirukkivilur is an existing station on Indian Railway Network. New Rail line of Kallakurichi – Mugaiyur via Thiyaadurugam is not under consideration at present.

Salem is already connected with Tiruvannamalai and Ulundurpet via Villupuram and Vriddhachalam. The connectivity between Salem and Tiruvannamalai has been envisaged on completion of Chinnasalem - Kallakurichi New Line Project. Moreover, a survey between Kallakurichi and Tiruvannamalai (69 Km) has been sanctioned for preparation of Detailed Project Report(DPR).

Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Tamil Nadu as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹879 crore/year	-
2023-24	₹6,080 crore	more than 6 times
2024-25	₹6,362crore	more than 7 times

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition.

Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority.

Execution of important infrastructure projects falling fully/partly in the State of Tamil Nadu is held up due to delay in land acquisition and only about 807 Ha land has been acquired out of total requirement of about 2749 Ha.

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Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects.

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