

remunerative returns, last mile connectivity, missing links, alternate routes, augmentation of congested/saturated lines, socio-economic considerations, throw forward of ongoing projects, overall availability of funds and competing demands of different areas etc.

Electrification and doubling of Chennai Egmore-Kanyakumari route

923. SHRIMATI SASIKALA PUSHPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware of the fact that electrification and doubling between Chennai Egmore–Kanyakumari route is pending for a long period;

(b) if so, the status of the electrification and doubling between Chennai Egmore – Kanyakumari project as on 31 January, 2018; and

(c) the tentative date by which this project will be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAJEN GOHAIN): (a) to (c) Yes, Sir. The status of electrification and doubling between Chennai Egmore-Kanniyakumari route is as under:—

(i) Chennai Egmore-Villupuram-Tiruchchirappalli-Madurai route.

Entire route has been commissioned on electric traction with double line except Kalpattichatram-Tamaraipad (25 Route Kilometer) section.

Single line section of Kalpattichatram-Tamaraipad is already commissioned on electric traction. Doubling with electrification between Kalpattichatram-Tamaraipad section is in advance stage.

(ii) Madurai-Vanchi Maniyachchi-Tuticorin and Vanchi Maniyachchi-Tirunelveli-Nagercoil-Kanniyakumari routes.

The entire route is already electrified with single line.

Doubling with electrification for Madurai-Vanchi Maniyachchi-Tuticorin (160 Km), Vanchi Maniyachchi-Nagercoil (102 Km) and Trivandrum-Nagercoil-Kanniyakumari (86.56 Km) lines have also been approved and detailed estimates of the projects have been sanctioned.

Completion of projects depends on a number of factors such as acquisition of land, forestry and wildlife clearances, shifting of various services, construction of Road Over Bridges/Road Under Bridges by road maintenance departments, apart from availability of adequate funds. Since many of these factors are beyond the control of the Ministry of Railways, it is not feasible to give time lines for completion of these projects.