

PRESS RELEASE

Text of the D.O. Letter dated 6.2.2015 addressed by Thiru O. Panneerselvam, Hon'ble Chief Minister of Tamil Nadu to Shri Suresh Prabhakar Prabhu, Hon'ble Union Minister for Railways is reproduced below:

"The Railway Budget for 2015-16 is to be presented shortly. This will be the **first full budget** to be presented by the new Government and there are considerable expectations from it. As a large and fast growing State with rising aspirations, Tamil Nadu has certain specific proposals and suggestions for the Railway Budget which I am sure you would be able to consider positively.

Recognizing that world class infrastructure is a pre-requisite for rapid growth and development, my revered leader Puratchi Thalaivi Amma had launched the Tamil Nadu Vision 2023 Document aimed at identifying and implementing infrastructure projects in a number of sectors, including railways, at a total cost of Rs.15 lakh crores. Out of the 217 identified projects in the Vision Document, ten are crucial Railway Projects costing Rs.1,88,400 crores approximately. My revered Leader Puratchi Thalaivi Amma had specifically mentioned these 10 railway projects in the Memorandum presented to the Prime Minister on 03.06.2014:-

Sl.No.	Project Name
1.	Complete doubling for Chennai – Kanniyakumari line
2.	Sriperumbudur - Guindy freight line
3.	Chennai – Thoothukudi freight corridor
4.	High speed passenger rail link – Chennai – Madurai – Kanniyakumari
5.	High speed passenger rail link – Madurai to Coimbatore
6.	High speed passenger rail link – Coimbatore to Chennai
7.	Chennai – Bengaluru high speed rail link
8.	Chennai – Bengaluru freight corridor
9.	Avadi – Guduvancheri rail link
10.	Avadi / Tiruvallur – Ennore port link

It is learnt from the Southern Railway officials that some of these projects – most notably the doubling of the Chennai-Kanniyakumari broad gauge line and the Avadi-Guduvancheri and the Avadi/Tiruvallur-Ennore port link are being taken up for implementation. We request you to kindly ensure that adequate funds are allocated in the railway budget 2015-16 for the early completion of these projects.

I expect that the Chennai-Bengaluru freight corridor and the Chennai-Bengaluru high speed passenger link would be high priority projects under the Chennai-Bengaluru Industrial Corridor promoted by the Department of Industrial Policy and Promotion, Government of India.

In your letter No 2014/W-I/Genl./SPV/Odisha dated January, 2015, you had requested States to come forward to partner with the Indian Railways to form Special Purpose Vehicles for raising funds for the development of the rail network in the State. Tamil Nadu is a progressive State which is at the forefront of attempting innovative means of raising funds for infrastructure development. Recently, based on a clearance by the Tamil Nadu Infrastructure Development Board in a meeting chaired by my revered Leader Puratchi Thalaivi Amma, the development of the Madurai Thoothukudi Industrial Corridor as an integrated project was approved. This Corridor includes two sets of projects – industrial node development and trunk infrastructure projects. Three of the trunk infrastructure projects proposed under the Corridor are railway projects – the Chennai-Thoothukudi freight corridor, Chennai-Madurai-Kanniyakumari high speed passenger link and Coimbatore-Madurai high speed passenger link. In the Vision 2023 document, we had already proposed implementing these projects in the Public Private Partnership mode through an SPV of Indian Railways and Government of Tamil Nadu. Hence, the Government of Tamil Nadu would be willing in principle to enter into an MOU to set up an SPV to promote these three railway projects proposed in the Madurai Thoothukudi Industrial Corridor.

In this context, given the previous experience of the State Government in promoting railway projects with Central Government agencies including the Ministry of Railways and part financing some railway projects, I would like to make the following specific suggestions:

- Since the land is typically provided by the State Government, this should be treated as part of the State Government's equity contribution to the SPV at market value.
- Matching equity contributions from Ministry of Railways could be in cash or in the form of land owned by the Railways or other Central Government departments.
- In the case of equity contributions in cash, there should be assurances that these contributions by both sides would be made in time to ensure that projects do not suffer delays due to lack of adequate funding.
- The governance structure should be well-balanced, with adequate participation by the State Government.

I would also like to re-iterate a request made by my revered Leader Puratchi Thalaivi Amma in the Memorandum presented to the Prime Minister. This is the integration of the Chennai Mass Rapid Transit System, a project implemented by the Railways with substantial contribution from Government of Tamil Nadu both in terms of funds and land, with the Chennai Metro Rail. Such integration would enable effective synergies between various modes of public transport in Chennai. The issue has been under consideration of the Railway Board for quite some time now. I believe this is a request which can be easily accepted as it would involve no financial outlay at all for the Railways.

Your predecessors had announced a number of projects in the past few years in successive Railway Budgets. A list of these projects announced for Tamil Nadu is annexed for your kind reference. These announcements had raised public expectation considerably, but the work on these projects has been very slow. Hence, I request you to kindly allocate sufficient funds in the budget to expedite the completion of these projects.

On behalf of the Government of Tamil Nadu and my revered leader Puratchi Thalaivi Amma, I would be grateful if these proposals and suggestions are favourably considered in the Railway Budget 2015-2016."

ANNEXURE

Railway Projects Announced in successive Railway Budgets and work yet to commence

Sl.No.	Name of the Project
1	New line from Morappur – Dharmapuri
2	(a) 5 th and 6 th line on Chennai to Villivakkam and (b) New line for Villivakkam and Katpadi Sections
3	New line from Chidambaram to Attur via Ariyalur
4	Doubling from Trivandrum to Kanniyakumari
5	Doubling Jolarpettai – Katpadi – Arakkonam
6	From Bodinayakanur to Kottayam
7	Doubling from Renigunta to Arakkonam
8	3 rd & 4 th lines from Attippattu – Gummidipoondi

9	New line from Jolarpettai to Hosur via Krishnagiri
10	New line between Mayiladuthurai – Tirukadaiyur - Tharangambadi - Tirunallar – Karaikal
11	New line from Ramanathapuram – Kanniyakumari via Thoothukudi – Tiruchendur
12	New line between Karaikudi – Thoothukudi via Ramanathapuram
13	New line from Karaikal to Sirkazhi
14	New line from Salem (Namakkal) – Karaikal via Perambalur, Ariyalur
15	Doubling from Irugur – Podanur
16	Doubling from Thiruvananthapuram to Kanniyakumari via Nagercoil
17	New BG line between Madurai (Bodinayakanur) and Ernakulam (Cochin)
18	New line between Dindigul to Kumuli via Bodi and Theni
19	Doubling and Electrification of Madurai – Kanniyakumari via Tirunelveli including Nagercoil Junction Terminal facilities.
20	New BG line between Chennai and Sriperumbudur via Saidapet
21	New line between Thanjavur and Ariyalur
22	New line from Madurai – Karaikudi via Melur

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Issued by : DIPR, Secretariat, Chennai – 9.

Dated : 6.2.2015