

**Dr. T. Sumathy (a)**  
**Thamizhachi Thangapandian**

M.A., M.Phil., Ph.D.

**Member of Parliament (Lok Sabha)**  
**South Chennai Constituency - Tamil Nadu**

**MEMBER :**

- Standing Committee on Information Technology
- Consultative Committee - Social Justice & Empowerment
- Board of Governors, NIFT



**Residence :**

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Phone : 044 - 24401858

21.03.2023

To,  
Thiru Ashwini Vaishnaw,  
Hon'ble Minister for Railways,  
Rail Bhawan, New Delhi- 110001

Respected Sir,  
Vanakkam!

**Subject: Regarding the ECR Railway Line Project starting from Chengalpet/ Tambaram and not Perugundi and its impact on ECR and OMR residents.**

The ECR Railway line project is a life line dream project for the ECR/OMR residential community and has been in popular demand for twenty plus years. I am sure you will be able to appreciate the fact that many of the Puducherry, Cuddalore, Chidambaram, Sirkazhi, Nagai and Karaikal residents who migrate to Chennai choose ECR/OMR as their choice of residence.

The line was intended to be built from Perungudi along an embankment between OMR and ECR to reach Mamallapuram, then down the coast to Puducherry and Cuddalore and was approved 16 years ago itself. It is considered to be of paramount importance not only for the residents living in the 40 kilometres stretch of ECR/OMR but to Adyar, Besant Nagar and the entire South Chennai residents as well. The project will also help avoid congestion and traffic on ECR during weekends and hence, can be considered a green project.

Given the vital nature of importance the project holds for ECR and OMR residents, it is shocking to know access to trains will now be from Chengalpet or Tambaram, and not Perungudi; deserting 40 kilometres of residents living in

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ECR road up to Mamallapuram. When the railway line commences from Chengalpet, ECR/OMR residents will have to take MRTS trains and reach St Thomas Mount to board MEMU trains to reach Puducherry.

According to the railways, the line along ECR/ OMR is no longer feasible because of rapid real estate development and land acquisition cost on the stretch. The project cost has already escalated to 1,200 crore. This year, the ministry has allocated 50 crore for the project. However, the escalation of costs over the years cannot hold importance over the welfare and comfort of people.

The rail route can be privatised and can be on elevated track to enjoy the beauty of the beach while travelling. It has a huge potential to attract tourists. The ECR/OMR stretch is ideal to lay the line along the coast. As per a representation made to me by the ECR Neelankarai Welfare Association, ECR Residents can still come to a compromise by extending the ECR line at least up to Sholinganallur instead of Perungudi, avoiding the costly stretch between Sholinganallur to Perungudi.

I humbly request you to consider the adoption of the original proposal for the ECR Railway Line made 16 years ago for the benefit and welfare of Chennai constituents.

Looking forward to a positive response.

Thanking you.

Yours sincerely,

Dr. T. Sumathy (a) Thamizhachi Thangapandian

Enclosed:

1. Representation mail received from Constituents

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