

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 594
TO BE ANSWERED ON 03.12.2025**

SEMI-HIGH SPEED RAIL PROJECT IN KERALA

594. ADV. ADOOR PRAKASH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Board has suggested/planned any alternative to the proposal submitted by the State Government of Kerala for semi-high speed rail project (Silver Line) in the State

(b) if so, the details thereof; and

(c) whether the Government has received any communication from the State Government for reconsideration of this project and if so, the details thereof and the action taken thereon?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): SilverLine from Thiruvananthapuram to Kasaragod in Kerala was proposed for construction by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Government of Kerala (51%) and Ministry of Railways (49%) for development. After survey, KRDCL has submitted Detailed Project Report (DPR) of the Project. The proposed alignment was running parallel to and in close proximity to Indian Railway (IR) lines. There were many deficiencies in the DPR. Therefore, KRDCL has been advised by Southern Railway to address those deficiencies and prepare revised DPR as per the latest

advised technical standards such as integration with existing IR network at suitable points, adoption of broad gauge for integration with IR network, flatter ruling gradient, provision of Kavach, electrification with 2x25 kV, proper drainage scheme for yards and sections, addressing environmental concerns during construction and operation etc. The proposed changes are aimed at improving line capacity utilization, integration with the existing rail network etc.

Further to improve connectivity and enhance the capacity in this region following surveys have been taken up: -

SN	Route	Length (Km)
1	Kayankulam-Thiruvananthapuram 3rd Line	105
2	Ernakulam-Kayankulam 3rd line (via Kottayam)	115
3	Shoranur-Mangalore 3rd & 4th Line	307
4	Coimbatore-Shoranur 3rd & 4th line	99
5	Thiruvananthapuram-Nagercoil 3rd Line	71
6	Shoranur – Ernakulam 3rd Line	106

Kerala

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Kerala is as under:-

Period	Outlay
2009-14	Rs. 372 crore/year
2025-26	Rs. 3,042 crore (more than 8times)

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of length 266 Km, costing Rs. 9,415 crore, falling fully/partly in the State of Kerala are in different stages of planning/sanctioning/execution, out of which 26 Km length has been commissioned and an expenditure of

Rs.3,250 crore has been incurred upto March' 2025. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹in Crore)
New line	02	146 Km	0 Km	146 Km	309
Doubling /multitra-cking	04	120 Km	26 Km	94 Km	2,941
Total	06	266 Km	26 Km	240 Km	3,250

Details of some of the recently completed projects falling fully/partly in Kerala are as under :

S.No.	Project	Cost (₹in Crores)
1	Dindigul-Pollachi-Palghat & Pollachi-Coimbatore Gauge Conversion (217 km)	1,360
2	Quilon-Tirunelveli-Tiruchendur Gauge Conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara Doubling (24 km)	303
4	Chenganur-Chingavanam Doubling (27 km)	436
5	Ambalapuzha-Haripad Doubling (18 km)	346
6	Kurruppanthara-Chingavanam Doubling (27 km)	749

Some of the projects falling fully/partly in Kerala which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1	Angamali-Sabarimala New line (111 Km)	3,727
2	Ernakulam-Kumbalam Doubling (8 Km)	595

3	Kumbalam-Thuravur Patch doubling (16 km)	803
4	Trivandrum- Kanyakumari Doubling (87 Km)	3,786
5	Shoranur – Vallathol Doubling (10 Km)	367

In last three years (i.e. 2022-2023, 2023-2024, 2024-25 and current Financial Year i.e. 2025-26), total 9 Nos. of Surveys (3 New Line and 6 Doubling) falling fully/partly in the State of Kerala having a total length of 1,124 Km have been sanctioned and survey work has been taken up.

Execution of important infrastructure projects falling fully/partly in the State of Kerala are held up due to delay in land acquisition. Status of land acquisition in the State of Kerala is as under:

Total Land required for Projects in Kerala	476 Ha
Land Acquired	65 Ha (14%)
Balance Land to be acquired	411 Ha (86%)

Railway had deposited ₹1975 crore for land acquisition to Government of Kerala. Support of the Government of Kerala is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

S.No.	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Angamali - Sabarimala new line (111 Km)	416	24	392
2.	Ernakulam – Kumbalam Patch Doubling (8 Km)	4	1	3
3.	Kumbalam – Turavur Patch Doubling (16 Km)	10	6	4
4.	Trivandrum – Kanyakumari Doubling (87 Km)	41	33	8

5.	Shoranur - Vallathol Doubling (10 Km)	5	0	5
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Government of India is geared up to execute projects, however success depends upon the support of Government of Kerala.

Sanction of any railway project depends 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.