GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.456
ANSWERED ON 04.02.2022

CONCERN REGARDING THE KERALA SILVER LINE PROJECT

456 SHRI ABDUL WAHAB:

Will the Minister of RAILWAYS be pleased to state:

(a) the Central Government's role in Kerala's SilverLine project;

(b) whether Central Government has any apprehensions or concerns on the Detail Project Report published by Kerala Government on this project ;

(c) if so, the details of the same and reasons therefor; and

(d) whether Central Government is considering to conduct any separate techno-economic viability study, social impact, ecological study in this project?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a): Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Govt. of Kerala (51%) and Ministry of Railways (49%) has taken up the work of Silver Line (Semi High Speed Rail) from Thiruvananthapuram to Kasaragod (530.6 Km) for development. In Principle Approval (IPA) of Railway Board has been granted for this project on 19.12.2019 for taking up pre-investment activities. Granting of IPA means preparation of DPR etc which brings out the complete details of the project including financials. Once DPR is made, based upon the details brought out, taking up of project or otherwise is decided.

(b) & (c): After Survey, DPR has been submitted by KRDCL and cost has been assessed as ₹ 63941 Cr. with debt component as ₹ 33700 Cr which is under scrutiny. KRDCL has planned this corridor parallel to existing track in app. 200 Km length where 10-15 m railway land (app. 185 Ha) is being utilized by KRDCL for proposed corridor. As per proposal, in the patch where proposed line is parallel to existing line no space will remain available for any future expansion of Railways and to accommodate future 3rd/4th line. Sufficient details for technical feasibility are not available in the DPR submitted Therefore, KRDCL has been advised to provide detailed technical documents such as alignment plan, particulars of railway land and private land, crossings over existing railway network, duly depicting affected railway asset through Zonal Railway for detailed examination of the project and to arrive at conclusion about feasibility of project.

Also Financial viability of this railway project of ₹ 63941 crore is questionable. Since MoR is a JV partner in KRDCL debt component of ₹ 33700 crore will finally come on MoR as debt servicing with mainly passenger traffic is not possible. This will also be examined and firmed up after finalisation of technical parameters.

(d): No, Sir.

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