

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO.1588**  
**ANSWERED ON 15.12.2023**

**NEW RAILWAY PROJECTS FOR KERALA**

1588 SHRI SANDOSH KUMAR P:

Will the Minister of RAILWAYS be pleased to state:

- (a) the list of trains sanctioned for Kerala since 2020, zone-wise and year-wise;
- (b) the list of new railway projects sanctioned for Kerala since 2020, zone-wise and year-wise;
- (c) the current status of these projects including fund used and tentative date of completion;
- (d) whether the Ministry is aware of the fact that most of the trains running through northern Kerala are extremely overcrowded;
- (e) whether there is any plan to sanction more trains between Thiruvananthapuram Mangalore routes;
- (f) if so, the details thereof; and
- (g) if not, the reasons thereof?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(a) to (g) A Statement is laid on the Table of the House.

\*\*\*\*\*

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (g) OF UNSTARRED QUESTION NO. 1588 BY SHRI SANDOSH KUMAR P ANSWERED IN RAJYA SABHA ON 15.12.2023 REGARDING NEW RAILWAY PROJECTS FOR KERALA**

(a) to (g) As the Railway network straddle across State boundaries, trains are introduced, as per network requirement, across such boundaries. However, during the period 2020-2023 (till November-2023), 5 pairs of new train services (on originating /terminating basis) viz. 18189/18190 Tatanagar-Ernakulam Express (bi-weekly), 16309/16310 Ernakulam-Kayankulam MEMU (daily), 20631/20632 Kasaragod-Thiruvananthapuram Vande Bharat Express (6 days a week), 20633/20634 Kasaragod-Thiruvananthapuram Vande Bharat Express (6 days a week) and 16361/16362 Ernakulam-Velankanni Express (bi-weekly) have been introduced, serving various stations located in the State of Kerala.

On Indian Railways, occupancy pattern of trains is not uniform throughout the year and varies over lean and peak periods. During peak rush periods, the occupancy of the trains, especially on popular routes, remains full, whereas, during lean period and on less popular routes, there is sub-optimal utilization. State/Area-wise details of occupancy of trains are not maintained.

Further, to cater to the needs of the passengers of Thiruvananthapuram-Mangaluru sector, two pairs of Vande Bharat trains viz 20631/20632 Kasaragod-Thiruvananthapuram Vande Bharat Express and 20633/20634 Kasaragod-Thiruvananthapuram Vande Bharat Express have been introduced w.e.f 24.09.2023 and 25.04.2023 respectively. Moreover, introduction of train services is an ongoing process on Indian Railways, subject to operational feasibility, traffic pattern, availability of resources, etc.

Railway Infrastructure projects are sanctioned and taken up Zonal Railway-wise and not State-wise as the Indian Railways' projects may span across various State boundaries. Railway projects are taken up Zonal Railway-wise on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

As on 01.04.2023, 07 projects (2 new lines and 05 Doubling) of 409 km length, costing `9,437 crore falling fully/partly in the State of Kerala are in planning/approval/construction stage. An expenditure of ` 2,286 crore has been incurred upto March 2023. These include:-

- 02 New Line Projects of total length 146 km at a cost of `2,953 crore and an expenditure of `311 crore has been incurred upto March 2023.
- 05 Doubling Projects of total length 263 km at a cost of `6,483 crore and an expenditure of `1,975 crore has been incurred upto March 2023.

The completion of any Railway project(s) depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by cost sharing authority in cost sharing project(s), shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project(s). With above constraints, every effort is being made to execute the project(s) expeditiously.

Further, Ministry of Railways has launched '**Amrit Bharat Station Scheme**' for development of Stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long term approach.

The scheme involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free WiFi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, 'Roof Plazas' as per necessity phasing and feasibility and creation of city centers at the station in the long term.

So far, 1309 number of stations including 35 stations in the State of Kerala have been identified for development under this scheme as per list given below:-

State	No. of Stations	Names of stations
Kerala	35	Alappuzha, Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinikil, Ernakulam, Ernakulam Town, Ettumanur, Feroke, Guruvayur, Kannur, Kasargod, Kayankulam Jn, Kollam Jn (Quilon), Kozhikode Main (Calicut), Kuttippuram, Mavelikara, Neyyattinkara, Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram, Thirur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala, Wadakantheri

The details of expenditure for development and maintenance of stations are maintained zonal Railway-wise and not State-wise/UT-wise or station-wise. There is only Southern Railway Zone which cater to the State of Kerala. Development of stations and provision of Passenger amenities are generally funded under Plan Head – 53 ‘Customer Amenities’. The details of funds expenditure to Southern Railway Zone incurred under Plan Head-53 ‘Customer Amenities’, over Indian Railways during the last three years namely 2020-21,2021-22,2022-23 and current year (till October, 2023) are **₹204.71 Cr**, **₹154.23 Cr**, **₹147.21 Cr** and **₹189.81 Cr** respectively.

Further, development/redevelopment of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.,) infringements, operation of trains without hindering passenger movement, restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time .Therefore, no time frame can be indicated at this stage.

\*\*\*\*\*