

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 1543
ANSWERED ON 31.07.2026

HIGH-SPEED TRAINS IN KERALA

1543 DR. JOHN BRITTAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether sanction of Detailed Project Report (DPR) surveys for normal rail corridors signifies a shift from a dedicated semi high-speed corridor to incremental speed enhancement of existing railway network in Kerala;
- (b) whether the Railway Minister has recently stated that the proposed additional lines from Mangaluru to Shoranur and Shoranur to Kanyakumari could reduce Thiruvananthapuram–Kasaragod travel time by four hours;
- (c) the status, cost, land requirement and implementation timeline thereof;
- (d) the status of currently pending high speed/ semi high speed rail projects including the project proposed by Dr. E. Sreedharan; and
- (e) the steps taken to provide Kerala time-bound integrated high-speed rail connectivity?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Government of Keralam has decided not to proceed with Silver Line (Semi High speed rail corridor) between Thiruvananthapuram – Kasaragod. To improve the capacity and strengthen the railway network from North to South in Keralam, the following surveys/works have been taken up:

S.N	Project	Status
1	Mangaluru – Kasaragod - Shoranur 3rd Line (307 Km)	Field Location Survey (FLS) has been sanctioned for preparation of Detailed Project Report (DPR). Field Survey work completed.
2	Shoranur - Ernakulam 3rd & 4th Line (107 Km)	FLS has been sanctioned for preparation of DPR. Field Survey work completed.
3	Ernakulam - Kayankulam 3rd Line (via Kottayam) (115 Km)	FLS has been sanctioned for preparation of DPR. Traffic survey completed.
4	Kayankulam - Thiruvananthapuram 3rd Line (105 Km)	FLS has been sanctioned for preparation of DPR. Field Survey work completed.
5	Thiruvananthapuram - Nagercoil 3rd	FLS has been sanctioned for preparation of DPR.

	Line (71 Km)	
6	Shoranur - Coimbatore 3rd & 4th Line (99 Km)	FLS has been sanctioned for preparation of DPR. Field Survey work completed.
7	Ernakulam - Kumbalam doubling (8 km)	Work has been sanctioned at a cost of Rs. 808 cr.
8	Kumbalam-Turavur doubling (16 km)	Work has been sanctioned at a cost of Rs. 1,172 cr.
9	Turavur - Mararikulam doubling (21 km)	Work recently sanctioned at a cost of Rs. 451 cr.
10	Mararikulam-Alappuzha doubling (11 km)	Work recently sanctioned at a cost of Rs. 221 cr.
11	Alappuzha-Ambalapuzha doubling (13 km)	Work recently sanctioned at a cost of Rs. 324 cr.

The additional lines and increase in capacity will facilitate running more trains in the section and reduction in travel time.

After firming up of Detailed Project Report (DPR), sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines depend upon appraisals and approvals by various stakeholders.

A letter and interim report was received from Dr. E. Sreedharan, ex MD of DMRC, wherein a High Speed rail corridor between Thiruvanthapuram and Kannur on Standard Gauge was proposed. However, the expert committee constituted by Govt of Keralam has reviewed the the interim High Speed Rail corridor report and concluded that taken as a whole, the proposal cannot be taken forward in its present form.

Keralam:-

Railway Budget:

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

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	09	302	40	3,867

Recently Completed Projects:

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

S. No.	Project	Cost (₹ in Crores)
1	Dindigul - Palghat & Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- 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	Kuruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:

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

S.No.	Project	Cost (₹ in Crores)
1	Angamali-Sabarimala new line (111 km)	3,801
2	Ernakulam-Kumbalam doubling (8 km)	808
3	Kumbalam - Thuravur doubling (16 km)	1,172
4	Trivandrum- Kanyakumari doubling (87 km)	4,494
5	Alappuzha-Ambalapuzha doubling (13 km)	324
6	Turavur - Mararikulam doubling (21 km)	451
7	Mararikulam-Alappuzha doubling (11 km)	221

In last three years i.e. 2023-24, 2024-25, 2025-26 and current financial year 2026-27, 09 surveys (02 new line and 07 doubling) covering a total length of 1,138 km falling fully/partly in the State of Keralam has been sanctioned.

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

Total Land required for Projects in Keralam	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 crore for land acquisition to Government of Keralam. Support of the Government of Keralam is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:

SN	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)	304	25	279
2.	Ernakulam – Kumbalam Patch doubling (8 km)	4	3	1
3.	Kumbalam–Turavur Patch doubling(16 km)	10	9	1
4.	Shoranur-Vallathol doubling (10 Km)	5	0	5

Government of India is geared up to execute projects, however success depends upon the support of Government of Keralam.

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

Railway Infrastructure projects enable socio-economic development of the region including:

- Better integration of the region with other parts of the country
- Faster movement of goods and services
- Improving logistics efficiency
- Enhance line capacity
- Increase in direct and indirect employment opportunities for the people of the region
- Reduces operational bottlenecks
- Development of tourism industry and increase in industrial activities in the region.

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.
