

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1498
TO BE ANSWERED ON 31.07.2024**

ERNAKULAM-SHORANUR THIRD TRACK

1498 SHRI V K SREEKANDAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the Railways is examining Ernakulam-Shoranur third track and Thrissur-Thiirunavaya double track and if so, the details thereof;**
- (b) whether it is also true that the railways is considering for doubling of the single track between Thrissur and Guruvayur or introduction of a new Guruvayur-Thirunavaya double-track corridor and if so, the details thereof;**
- (c) whether it is fact that these said projects would to help reduce the distance to the Malabar region and if so, the details thereof;**
- (d) whether it is also true that the survey for final location of the Guruvayur-Thirunavaya double track corridor is progressing and the Railways is planning to include the second track of the Thrissur-Guruvayur route in this project and if so, the details thereof; and**
- (e) whether it is a fact that the Railways is also planning to determine the area of land required for building a fourth track between Ernakulam and Shoranur while laying the third track between Ernakulam and Shoranur and if so, the details thereof and if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 1498 BY SHRI V K SREEKANDAN TO BE ANSWERED IN LOK SABHA ON 31.07.2024 REGARDING ERNAKULAM-SHORANUR THIRD TRACK

(a) to (e): The survey of New Line, Gauge Conversion and Doubling of existing rail network are taken up under PM Gati Shakti National Master Plan (NMP) for the development of multimodal connectivity infrastructure to various Economic Zones with an objective to have integrated planning, enhanced logistics efficiency and remove gaps for seamless movement of people, goods and services, connectivity to industrial clusters, ports, mines, power plants, agricultural zones including tourist and cultural places.

Railway Infrastructure Projects are taken up on the basis of remunerativeness, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations, enhancing connectivity to tourist and cultural places etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands

A Final Location Survey (FLS) for 3rd line between Ernakulam and Soranur (104 Km) has been sanctioned for preparation of Detailed Project Report (DPR) with consideration of structure and land acquisition for 4th line also.

The work of New Line Project between Guruvayur and Tirunavaya (35 Km), was sanctioned in 1995-96 but it could not be taken up further due to public protest against the alignment and no support from State Government. Further, doubling of existing railway line is taken up based on operational and commercial requirement, techno-economic feasibility, terrain, obligatory points, social-economic considerations etc.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forestry clearance by officials of forest department, 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 due to climatic conditions etc. All these factors affect the completion time of the project. With above constraints, every effort is being made to execute the project(s) expeditiously.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Kerala as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹372 crore/year	-
2023-24	₹2,033 crore	more than 5 times
2024-25	₹3,011 crore	more than 8 times

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority. Execution of important infrastructure projects falling fully/partly in the State of Kerala is held up due to delay in land acquisition and only about 62.83 Ha land has been acquired out of total

requirement of about 459.54 Ha. Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects though Railway has paid ₹2125.61 Crore to Government of Kerala for land acquisition. Support of the Government of Kerala is needed to expedite the land acquisition.
