

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1588  
TO BE ANSWERED ON 04.12.2024**

**SILVER LINE HIGH-SPEED RAIL PROJECT IN KERALA**

**1588. SHRI KODIKUNNIL SURESH:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the current approval status of the Silver Line high-speed rail project in Kerala and the specific role of the Government in its planning and implementation;**
- (b) the proposed track type and its intended usage for passenger or mixed traffic, along with the technical specifications planned for the project;**
- (c) the alignment proposed for the project, including the major cities and locations it will connect, as well as the details of stations planned along the route;**
- (d) the expected number of people to be displaced due to the project and the measures planned for their rehabilitation and compensation;**
- (e) the total land area required for the project and the progress made in land acquisition so far; and**
- (f) the estimated budget for the project, including the sources of funding, financial partnerships and liabilities, if any?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (f) OF UNSTARRED QUESTION NO. 1588 BY SHRI KODIKUNNIL SURESH TO BE ANSWERED IN LOK SABHA ON 04.12.2024 REGARDING SILVER LINE HIGH-SPEED RAIL PROJECT IN KERALA**

**(a) to (f): Silver Line from Thiruvananthapuram to Kasaragod in Kerala has been identified 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. There are 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 technical standards such as adoption of Broad Gauge, integration with existing IR network at suitable points, 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 project is not yet sanctioned.**

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