

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 321  
TO BE ANSWERED ON 27.11.2024**

**K. RAIL PROJECT IN KERALA**

**321 SHRI HIBI EDEN:**

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

- (a) whether the Government is actively considering the feasibility of the K Rail project in Kerala, as indicated by the repeated directives to the Southern Railway to engage with the KRDC, if so, the details thereof;**
- (b) whether the Government has assessed the techno-economic feasibility and availability of resources for the said Project, if so, the details thereof;**
- (c) whether the Railway Board has directed the Southern Railway to conduct discussions with the KRDC in order to advance the implementation of the said project, if so, the details thereof;**
- (d) whether the communications from the Railway Board to the Southern Railway signify that the Government has not completely ruled out the proposal for the said project in Kerala; and**
- (e) if so, the details of the factors being considered in the decision-making process for sanctioning the project 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.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 321 BY SHRI HIBI EDEN TO BE ANSWERED IN LOK SABHA ON 27.11.2024 REGARDING K. RAIL PROJECT IN KERALA**

**(a) to (e): 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, Speed potential of 160 Kmph, 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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