

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4500
TO BE ANSWERED ON 20.08.2025**

**NILAMBUR-NANJANGUD AND THALASSERY-MYSORE RAILWAY
LINES**

4500. SMT. PRIYANKA GANDHI VADRA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the current status of the proposed Nilambur-Nanjangud and Thalassery-Mysore Railway lines;**
- (b) the details of the reasons for the delay in the completion of the final location survey, and preparation of the DPR;**
- (c) the details of the initiatives being taken to augment line capacity on the Shoranur-Nilambur section; and**
- (d) Whether the State Government has forwarded proposals for the introduction of additional passenger trains in the Shoranur-Nilambur section and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): The Survey of Nilambur-Nanjangud new line was carried out in 2007-08 but project could not be taken forward due to low traffic projections. However, on public demand, a fresh Final Location Survey (FLS) for Nilambur-Nanjangud new line project (236 Km) has been sanctioned in 2023 for preparation of Detailed Project Report (DPR).

The Survey of Thalassery-Mysore new line was carried out in 2008-09 but project could not be taken forward due to low traffic projections. A survey was again attempted in 2018 but could not proceed because of the protests from the villagers along the alignment. Moreover, this alignment also passes through the forest and the eco-sensitive zones. However, on public demand, the feasibility for new alignment is taken up now integrating with Nilambur – Nanjangud line in Karnataka portion.

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 cannot be fixed.

Upgradation and improvement of railway tracks have been carried out in Shoranur-Nilambur section to augment the speed potential. The measures for track upgradation include use of 60 kg rails, thick web switches, longer rail panel, modern track renewal and maintenance systems etc. As a result of above measures, speed potential of Shoranur-Nilambur section has been increased from 75 kmph to 85 kmph during 2024-25 which is a maximum attainable speed in this existing Ghat section.

To facilitate the passengers of Nilambur – Shoranur sector, it has been decided to introduce a new train viz. 66325/66326 Nilambur Road-Shoranur MEMU between Nilambur Road and Shoranur. Introduction of new trains on any route/section depends on various factors which include:

- **Capacity of that section,**
- **Availability of path,**
- **Availability of required rolling stock,**
- **Availability of matching infrastructure for rolling stock,**
- **Maintenance requirement of railway tracks and other assets**

Presently, 07 pairs of train services are serving the Shoranur – Nilambur route. Line capacity of Shoranur – Nilambur section is sufficient to handle the present traffic requirement.

Representations/requests, both formal and informal, are received from State Governments, Ministries of Central Government, Elected Representatives, Consultative Committees etc. by the Railways at various levels including Railway Board, Zonal Railways, Divisional office etc. As receipt of such representations/requests is a continuous and dynamic process, centralized compendium of such representations/requests is not maintained. However, these representations/requests etc. are dealt as per laid down procedure/guidelines and action as found feasible and justified is taken from time to time.

Kerala:

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

| Period | Outlay |
|----------------|---|
| 2009-14 | ₹372 crore/year |
| 2025-26 | ₹3,042 crore (more than 8 times) |

As on 01.04.2025, 06 projects (02 new lines, and 04 Doubling) of total length of 266 Km, costing ₹9,415 crore, falling fully/partly in the State of Kerala, are at various stages of planning and implementation, out of which 26 Km length has been commissioned and an expenditure of ₹3,250 crore has been incurred upto March, 2025. The summary is as under:-

| Category | No. of projects | Total Length (in Km) | Length Commissioned (in Km) | Expenditure upto March 2025 (₹ in Cr.) |
|----------------------------|-----------------|----------------------|-----------------------------|--|
| New Line | 2 | 146 | 0 | 309 |
| Doubling/ Multitracking | 4 | 120 | 26 | 2,941 |
| Total | 6 | 266 | 26 | 3,250 |

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

| S.No. | Project | Cost (₹ in Cr.) |
|-------|---|-----------------|
| 1 | Dindigul-Pollachi-Palghat & Pollachi-Coimbatore Gauge Conversion (217 Km) | 1,360 |
| 2 | Quilon-Tirunelveli-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 | Kurruppanthara-Chingavanam Doubling (27 Km) | 749 |

The Government of India is working diligently to strengthen the railway network in Kerala. To strengthen the railway network passing through Kerala, the following surveys have been sanctioned:

| S. No. | Route | Length |
|--------|--|--------|
| 1 | Mangaluru – Shoranur 3 rd & 4 th Line | 308 Km |
| 2 | Shoranur – Coimbatore 3 rd & 4 th Line | 99 Km |
| 3 | Shoranur – Ernakulam 3 rd Line | 107 Km |

| | | |
|----------|--|---------------|
| 4 | Ernakulam - Kayankulam 3rd Line (via Kottayam) | 115 Km |
| 5 | Kayankulam - Thiruvananthapuram 3rd Line | 105 Km |
| 6 | Thiruvananthapuram – Nagercoil 3rd Line | 71 Km |

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

| | |
|---|---------------------|
| Total Land required for Projects in Kerala | 476 Ha |
| Land Acquired | 73 Ha (15%) |
| Balance Land to be acquired | 403 Ha (85%) |

Government of India is geared up to execute projects, however success depends upon the support of Government of Kerala. Railway had deposited ₹2,112 crore for land acquisition to Government of Kerala. Support of the Government of Kerala is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

| S. No. | 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) | 416 | 24 | 392 |
| 2 | Ernakulam – Kumbalam Patch Doubling (8 Km) | 4 | 3 | 1 |
| 3 | Kumbalam - Turavur Patch Doubling (16 Km) | 10 | 9 | 1 |
| 4 | Trivandrum – Kanyakumari Doubling (87 Km) | 41 | 36 | 5 |
| 5 | Shoranur – Vallathol Doubling (10 Km) | 5 | 0 | 5 |

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.
