

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
STARRED QUESTION NO. 269
TO BE ANSWERED ON 11.03.2026**

REVENUE COLLECTION FROM RAILWAY STATIONS IN KERALA

***269. SHRI K RADHAKRISHNAN:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the total revenue collected from all railway stations in Kerala during the last five years, year-wise and station-wise;**
- (b) the details of the total expenditure incurred/ funds allocated by the Government for railway infrastructure and development projects in Kerala during the said period, year-wise;**
- (c) the ratio of revenue collected from Kerala to the amount invested back into railway development in the State during each of the last five years and whether such investment is proportionate to the revenue generated and if so, the details thereof;**
- (d) the details of the criteria used by the Government to determine allocation of funds for railway projects in different States; and**
- (e) whether Kerala's revenue contribution has been considered in fund allocation decisions and if so, the details thereof?**

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 STARRED QUESTION NO.269 TO BE ANSWERED ON 11.03.2026 IN LOK SABHA

(a) to (e) Railway Revenue/Earning is maintained zone wise and not State-wise. Kerala is covered under the jurisdiction of Southern Railway. The Revenue generated and total expenditure incurred by Southern Railway during the last five years are as under:

(₹ in crore)

Financial Year	Earning	Total Expenditure
2020-21 (Covid Year)	4,043	14,821
2021-22 (Covid Year)	7,094	21,423
2022-23	9,967	22,873
2023-24	11,286	26,505
2024-25	11,628	29,225

Budget allocation:

Budget allocation in the recent years has increased significantly in Kerala. 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 time)
2026-27	₹ 3,795 crore (more than 10 times)

Ongoing projects:

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of 266 km length, costing ₹9,415 crore falling fully/partly in Kerala have been

sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹ in crore)
New line	02	146 km	0 km	146 km	309
Doubling /multitracking	04	120 km	26 km	94 km	2,941
Total	06	266 km	26 km	240 km	3,250

Recently completed projects:

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

S.No.	Project	Cost (₹ in crore)
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

Projects:

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

S.No.	Project	Cost (₹ in crore)
1	Tirunnavaya –Guruvayur new line (35 Km)	138
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalamdoubling (8 km)	595
4	Kumbalam-Thuravur Patch doubling (16 km)	803
5	Trivandrum- Kanyakumari doubling (87 km)	3,786
6	Shoranur - Vallathol doubling (10 km)	367
7	Palakkad Town – Parli bypass line (2 Km)	164
8	Alappuzha- Ambalapuzha doubling (13 Km)	324
9	Turavur – Mararikulam doubling (21 Km)	451

Land acquisition status:

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	65 ha (14%)
Balance Land to be acquired	411 ha (86%)

Railway had deposited ₹1,975 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.	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 Kerala.

Road Over Bridges (ROBs)/Road Under Bridges (RUBs):

As on 01.02.2026, 138 Road Over Bridges/Road Under Bridges (ROBs/RUBs) across railways tracks have been sanctioned at a cost of ₹ 4,835 crore in the State of Kerala which are at various stages of planning and execution.

A total of 106 Nos. ROBs/RUBs are delayed on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	38
2.	Finalization of Alignment by State Govt.	63
3.	Law & order/ Public Protest/Court cases etc.	2
4.	Agency yet to be fixed	3

Completion & commissioning of ROBs/RUBs works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- i. Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- ii. Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- iii. Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**

National level progress of ROBs/RUBs:

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (Jan'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Jan'26)	14,024 Nos. (including 121 Nos. in the State of Kerala)

Amrit Bharat Stations:

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- i. Improvement of access to station and circulating areas**
- ii. Integration of station with both sides of city**
- iii. Improvement of station building**
- iv. Improvement of waiting halls, toilets, sitting arrangement, water booths**
- v. Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- vi. Provision of lift/escalators/ramp**
- vii. Improvement /Provision of platform surface and cover over platforms**
- viii. Provision of kiosks for local products through schemes like 'One Station One Product'**
- ix. Parking areas, Multimodal integration**
- x. Amenities for Divyangjans**
- xi. Better passenger information systems**

- xii. Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme, out of which 35 stations are located in Kerala. The names of stations identified for development under Amrit Bharat Station Scheme in Kerala are as following:

State	No. of Stations	Name of Stations
Kerala	35	Alappuzha, Angadippuram, Angamali For Kaladi, Chalakudi, Changanassery, Chengannur, Chirayinkeezh, Ernakulam, Ernakulam Town, Ettumanur, FeroK, Guruvayur, Kannur, Kasargod, Kayankulam Jn, Kollam Jn, Kozhikode, Kuttippuram, Mavelikara, Neyyattinkara, Nilambur Road, Ottappalam, Parappanangadi, Payyanur, Punalur, Shoranur Jn., Thalassery, Thiruvananthapuram Central, Thrisur, Tirur, Tiruvalla, Tripunithura, Vadakara, Varkala Shivagiri, Wadakancheri

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Kerala have been taken up at a good pace. Till now, work of following 11 stations has been completed under this scheme:

State	No. of Stations	Name of Stations
Kerala	11	Angamali for Kaladi, Chalakudi, Changanassery, Chirayinkeezh, Feroke, Kuttippuram, Nilambur Road, Shoranur Jn., Tripunithura, Vadakara, Wadakancheri

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- i. Angadippuram station: The works of porch in first entry, platform shelter, platform surfacing of platform no. 1 & 2, concourse, booking office, waiting hall, toilet, improvement of circulating area, parking and approach road of first entry, coach indication board, train indication board and signages have been completed. The works of Divyangjan facilities, lift and 6 m Foot Over Bridge have been taken up.**
- ii. Guruvayur station: The works of platform shelter, improvement of concourse, circulating area and parking have been completed. The works of improvement of station building, entrance arch, booking office, waiting hall, new retiring room, Divyangjan facilities and Foot Over Bridge have been taken up.**
- iii. Parappanangadi station: The works of porch, platform shelter, platform surfacing, improvement of concourse, booking office, waiting area at platform no. 1, toilet, circulating area at first**

entry, parking at second entry, lift, coach indication board and train indication board have been completed. The work of Divyangjan facilities has been taken up.

iv. Payyanur station: The works of porch, platform shelter, raising of platform no. 2 & 3, improvement of concourse, booking office, waiting hall, circulating area at second entry, parking, coach indication board and train indication board have been taken up. The works of improvement of station building, circulating area at first entry, Divyangjan facilities, lift and 6 m Foot Over Bridge have been taken up.

v. Tirur station: The works of improvement of station building, porch at first entry, concourse, raising and platform surfacing of platform no. 1, platform shelter, booking office, toilet, improvement of retiring room, improvement to circulating area at first entry, parking at second entry, lift, signages, improvement of Foot Over Bridge, coach indication board, train indication board, lift and escalator at second entry have been completed. The works of circulating area at second entry, parking at first entry and Divyangjan facilities have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Further, Sanctioning of any railway project depends upon many parameters/factors which include the following:

- i. Anticipated traffic projections and remunerativeness of the proposed route**
- ii. First and last mile connectivity provided by the project**
- iii. Connection of missing links and providing additional route**
- iv. Augmentation of congested/saturated lines**
- v. Demands raised by State Governments/Central Ministries/Public representatives**
- vi. Railway's own operational requirements**
- vii. Socio-economic considerations**
- viii. Overall availability of funds**

Completion of Railway project/s depends on various factors which include the following:

- i. Land acquisition by State Government**
- ii. Forest clearance**
- iii. Shifting of infringing utilities**
- iv. Statutory clearances from various authorities**
- v. Geological and topographical conditions of area**
- vi. Law and order situation in the area of project site**
- vii. 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.
