

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 4518
TO BE ANSWERED ON MARCH 19, 2026
RRTS/HIGH-SPEED RAIL IN KERALA

NO. 4518. SHRI KODIKUNNIL SURESH:

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) whether the Government has received or examined any proposal for implementation of Rapid Rail Transit System (RRTS), semi-high-speed rail or high-speed rail corridor in the State of Kerala during the last one year, if so, the details thereof along with the present status of such proposals;**
- (b) the details of the proposed alignments, estimated project cost, funding pattern and the status of feasibility studies and preparation of Detailed Project Reports (DPRs) in respect of the above projects;**
- (c) whether the Delhi Metro Rail Corporation (DMRC) has been engaged for preparation of DPR, consultancy services or for providing any technical support in relation to any such project in Kerala, if so, the details thereof;**
- (d) whether any previously served Managing Director of DMRC has been associated in any official advisory or consultancy capacity with any of the above-mentioned projects, if so, the details thereof; and**
- (e) whether the Government has prepared any comprehensive plan for the State of Kerala with regard to speed enhancement of the existing railway network and integration of rapid/semi-high-speed/high-speed rail systems with the existing railway infrastructure and if so, the details thereof along with the proposed timelines for implementation?**

ANSWER

THE MINISTER OF STATE IN THE
MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI TOKHAN SAHU)

- (a) & (b): 'Urban planning' is a State subject. Therefore, the respective State Governments/UT Administrations are responsible for planning, initiating and developing RRTS projects. Central Government considers financial assistance to RRTS projects based on feasibility of the proposal and availability of resources, as and when posed by the concerned State Governments/UT Administrations. Presently, no Detailed Project Report (DPR) of RRTS connectivity has been submitted to Central Government by the State Government of Kerala.**
- (c) & (d): Delhi Metro Rail Corporation Ltd (DMRC) has informed that it was engaged for preparation of the Detailed Project Report (DPR) for High-speed corridor between Trivandrum to Kasargod, which was submitted in 2019 by DMRC to the Kerala High Speed Rail Corporation Limited. Shri E. Sreedharan, the former Managing Director, DMRC, was associated as Principal Advisor.**

(e): Ministry of Railways has informed that it has identified various activities to upgrade the track infrastructure for speed enhancement which are listed at Annexure-I. Further, the details of speed enhancement in the past three years (i.e. 2022-23, 2023-24, 2024-25) in Southern Railway covering the State of Kerala is attached at Annexure-II

- I. Modern track structure consisting of 60kg, 90 Ultimate Tensile Strength (UTS) rails, Wider and heavier Pre-stressed Concrete Sleepers (PSC) with elastic fastening, fan-shaped layout turnout on PSC sleepers and H-beam Sleepers on girder bridges are being used while carrying out primary track renewals.**
- II. The Thick Web Switches and Weldable CMS Crossings are being used in turnout renewal works.**
- III. Supply of 260m long rail panels have been increased to avoid welding of joints, thereby improving safety and riding quality.**
- IV. Thick Web Switch Expansion Joints are being used in place of earlier Conventional/Improved SEJs.**
- V. Adoption of better welding technology for rails i.e. Flash Butt Welding.**
- VI. Adoption of mechanized system for track maintenance using high output plain tampers and points & crossing tampers for improved maintainability & reliability of track.**
- VII. Deployment of state-of-the-art modern machines including Rail Grinding Machines to further improve asset reliability.**
- VIII. Mechanisation of track laying activities through use of track machines like PQRS, TRT, T-28 etc.**
- IX. Interlocking of Level Crossing (LC) Gates for enhancing safety at LC gates.**
- X. Use of advanced Phased Array technology of testing of rail and welds.**
- XI. Deployment of Integrated Track Monitoring Systems (ITMS) and Oscillation Monitoring System (OMS) for comprehensive health assessment to ascertain optimal maintenance requirements.**
- XII. Adoption of portable Track Measuring Trolley for continuous recording of track parameters in yards.**
- XIII. Using web enabled Track Management System (TMS) for integration and data analytics of the track inspection records received through various sources to enable precise maintenance inputs.**

Annexure-II

S.N.	Name of Section	Speed before raising (kmph)	Speed after raising (kmph)
1	Arakkonam Jn- Jolarpettai Jn	110	130
2	Chennai Central -Gudur	110	130
3	Chennai Central -Renigunta	110	130
4	Arakkonam-Jolarpettai	110	130
5	Nagercoil Jn-Aralvaymoli DN	90	110
6	Melapalayam-Tirunelveli Jn UP	90	110
7	Nagappattinam - Velanganni	80	110
8	Tiruturaipundi- Agastiyampalli	80	110
9	Virudunagar -Tenkasi	100	110
10	Madurai- Bodinayakkanur	100	110
11	Manamadurai - Virudunagar	80	110
12	Mandapam- Rameswaram	90	110
13	Nagercoil Jn-CAPE Up	75	110
14	Korkkupet-Attipattu III&IV line	70/85	110
15	Chennai Central- Arakkonam Slow line	105	110
16	Karur-Dindugul	100	110
17	Pollachi-Palakkad	100	110
18	Aralvaymoli-Melappalayam New line	90	110
19	Nagercoil- CAPE	90	110
20	Kayankulam-Thiruvananthapuram	100	110
21	Ernakulam-Allepy-Kayankulam	80/90	110
22	Villupuram-Thanjavur	100	110
23	Mayiladuthurai-Thiruvarur	100	110
24	Thiruvarur-Karaikudi	60/75	110
25	Nidamangalam-Mannargudi	80	110
26	Thiruchchirappalii-Karaikudi	100	110
27	Karaikudi-Manamadurai	100	110
28	Manmadurai-Mandapam	90	110
29	Madurai-Manamadurai	100	110
30	Madurai-Tirumangalam	90/100	110
31	Vanchimaniyachi-Tuticorin	90	110
32	Chengalpattu-Takkolam	90	110
33	Takkolam-Arakkonam	75	110
34	Tambaram- Chengalpattu-III line	90	110
35	Salem Jn - Virudhachchalam Jn	80	110
36	Coimbatore North Jn - Mettupalayam	100	110
37	Salem - Karur (via Namakkal)	100	110
38	Nagercoil Jn. - Tirunelveli	100	110
39	Ponmalai--Thanjavur (UP)line	100	110
40	Villupuram--Vellore	80	110
41	Vellore-Katpadi	50	110
42	Thanjavur-Thiruvarur	90	110
43	Thiruvarur-Nagore	75	110
44	Nagore-Karaikal	50	110
45	Villupuram-Puducherry	100	110
46	Cuddalore Port Jn- Vadalur	60	110

47	Vadalur-Virudhachchalam Jn	75	110
48	Tirunelveli-Tenkasi	70	110
49	Tirunelveli-Tiruchendur	70	110
50	Dindugul-Palani-Pollachi	100	110
51	Thirumangalam-Vanchimaniyachi-Tirunelveli	100	110
52	Ernakulam-kottayam-Kayankulam	90	100
53	Nagercoil Jn-Thiruvananthapuram	80	100
54	Podanur- Kinathukadavu	80	100
55	Madurai-Teni	80	100
56	Teni-Bodinayakkanur	90	100
57	Tambaram- Chengalpattu-III line	90	100
58	Coimbatore North Jn - Mettupalayam	90	100
59	Thiruchchirappalii-Pudukkottai	90	100
60	Gangaikondan-Tirunelveli	90	100
61	Tirumangalam-Tulukappati	90	100
62	Kovilpatty-Kadambur	90	100
63	Tulukappati-Kovilpatty	90	100
64	Palani-Pollachi	70	100
65	Kinathukadavu- Pollachi	80	90
66	Ettumanur-Cingavanam Dn	80	90
67	Ettumanur-Cingavanam Up	80	90
68	Teni-Bodinayakkanur	80	90
69	Ernakulam-Mulanturutti DN	70	90
70	Ernakulam-Mulanturutti Up	70	90
71	PirvamRoad-Kuruppantara Up	80	90
72	Chenganacherri-Chenganur Dn	80	90
73	Mavelikara-Kayankulam Dn	70	90
74	Kuruppantara- Ettumanur Up	85	90
75	Cingavanam-Chenganacherri Dn	85	90
76	Tattapparai-Milavittan	75	90
77	Shoranur-Nilambur road	75	85
78	Mangalore Central-Mangalore Jn (including via NTVT link)	50	80
79	Punalur-Kollam	70	80
80	Jokkatee-Panambur	65/75	80
81	Mangalore Jn- Jokkate DN	65	80
82	Thiruthraipoondi-Agasthiyampalli	70	80
83	Ettumanur-Cingavanam Dn	50/70	80
84	Ettumanur-Cingavanam Up	50	80
85	Padil-Jokatate	60	80
86	Omalar-Mecheri Road	60	75