

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5988
TO BE ANSWERED ON 01.04.2026**

SILVERLINE PROJECT IN KERALA

5988. ADV. ADOOR PRAKASH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is considering a new high speed rail corridor in Kerala as an alternative to the SilverLine project proposed by the State and if so, the details thereof;
- (b) whether the Government has received any communication from the State Government regarding withdrawal from the proposed SilverLine project and if so, the details thereof; and
- (c) whether the Government has received any proposal from the State of Kerala for Regional Rapid Transport System (RRTS) project and if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): To strengthen the railway network in Keralam, the following surveys have been sanctioned :

SN	Route	Length (Km)
1	Shoranur-Mangalore 3rd & 4th Line	307
2	Coimbatore-Shoranur 3rd & 4th line	99
3	Shoranur – Ernakulam 3rd Line	106
4	Ernakulam-Kayankulam 3rd line (via Kottayam)	115
5	Kayankulam-Thiruvananthapuram 3rd Line	105
6	Thiruvananthapuram-Nagercoil 3rd Line	71
7	Mararikulam - Alappuzha Doubling	13

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.

SilverLine from Thiruvananthapuram to Kasaragod in Keralam was proposed for construction by Kerala Rail Development Corporation Limited (KRDCL), a Joint Venture company of State Government of Keralam (51%) and Ministry of Railways (49%) for development. After survey, KRDCL has submitted Detailed Project Report (DPR) of the Project to the Ministry of Railways for approval. The proposed alignment was running parallel to and in close proximity to Indian Railway (IR) lines. There were many deficiencies in the DPR. Therefore, KRDCL has been advised by Southern Railway to address those deficiencies and prepare revised DPR.

Further, Ministry of Housing & Urban Affairs (MoHUA) being nodal Ministry for RRTS has informed that no Detailed Project Report (DPR) of RRTS connectivity has been submitted to Central Government by the State Government of Keralam.

Keralam

Railway Budget:

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

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

Projects sanctioned:

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 Keralam are 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

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:

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

S. No.	Project	Cost (₹ in Crores)
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

Ongoing Projects:

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

S. No.	Project	Cost (₹ in Crores)
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

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

Total Land required for Projects in Keralam	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 Keralam. Support of the Government of Keralam 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 Keralam.

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

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

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.
