

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 6092
TO BE ANSWERED ON 01.04.2026**

HIGH SPEED/SEMI HIGH-SPEED RAIL NETWORK IN KERALA

6092. SHRI KODIKUNNIL SURESH:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to develop a high-speed or semi high-speed rail network in the State of Kerala;**
- (b) if so, the details of the proposals examined for such projects, including the corridors identified, estimated cost and present status;**
- (c) whether the implementation/feasibility study/planning of any such project has been entrusted to the Delhi Metro Rail Corporation or the National High Speed Rail Corporation Limited or any others and if so, the details thereof;**
- (d) whether the Government has issued any formal authorization or advisory role to any previously served Managing Director of DMRC in relation to planning, feasibility studies or implementation of high-speed or semi high-speed rail projects in Kerala; and**
- (e) if so, the details thereof including the current status of such engagement or consultation?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): Increasing Railway Network in Keralam:-

To augment & improve the railway network in Keralam, the following surveys have been sanctioned for preparation of Detailed Project Report (DPR) by Indian Railways:-

S. No.	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.

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-Kumbalam doubling (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

ROBs/RUBs in Keralam:-

To improve safety in train operations and mobility for road users, Indian Railways have taken up construction of Road Over Bridges (ROBs)/ Road Under Bridges (RUBs) across tracks in accelerated manner.

The number of ROBs/RUBs constructed across tracks on Indian Railways during the period 2004-14 vis a vis 2014-26 (upto Jan'26) is as under:

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

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

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 including ROBs/RUBs depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **State Governments' consent for closure of LC, fixing of approach alignment and approval of General Arrangement Drawing (GAD) for ROBs/RUBs**
- **Removal of encroachments**
- **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.
