

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3548
TO BE ANSWERED ON 08.08.2018**

RAILWAY PROJECTS IN KERALA

3548. SHRI M.B. RAJESH:

Will the Minister of RAILWAYS be pleased to state:

- (a) the status of various projects including wagon factory, medical college and bottling plant in Kerala;**
- (b) whether the Government has abandoned or deferred these projects; and**
- (c) if so, the present status of these projects along with funds allocated for the same and utilised in the last three years ?**

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI RAJEN GOHAIN)

(a) to (c): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 3548 BY SHRI M.B. RAJESH TO BE ANSWERED IN LOK SABHA ON 08.08.2018 REGARDING RAILWAY PROJECTS IN KERALA

(a) to (c): Details of New Line, Gauge Conversion and Doubling projects falling fully/partly in Kerala are as under:-

(₹ in crore)

S. No.	Project	Anticipated cost	Expenditure incurred during last three years	Outlay 2018-19	Status
	NEW LINE				
1.	Tirunavaya-Guruvayur (35 Km)	477	8.83	10	Government of Kerala has approved alignment in 2009 and Final Location Survey (FLS) for first 8 Km completed. Balance FLS is held up due to public protest.
2.	Angamali-Sabrimala (116 Km)	2815.62	84.44	219.90	On this project, work on Angamali-Kaladi section (7 Km) is stuck for want of 0.6 hectare land. For balance length, land acquisition has delayed due to protest by local people against fixing of alignment of the project in Kottayam District. In view of considerable increase in project cost due to abnormal increase in land cost, Government of Kerala has been requested for their consent to share 50% cost of the project.

	GAUGE CONVERSION				
1	Quilon- Tirunelveli- Tiruchendur & Tenkasi- Virudhunagar (357 Km)	1220	251.25	48	Commissioned
2	Dindigul- Pollachi- Palghat and Pollachi- Coimbatore (225 Km)	1120	123.23	22.87	Commissioned
	DOUBLING				
1	Mulanturutti- Kuruppantara (24 Km)	241.48	71.58	5.50	Commissioned
2	Kuruppantara - Chingavanam (27 Km)	457	246.5	56.50	Work on Kuruppantara- Ettumannur (8 Km) taken up. State Government has to expedite handing over of 7.49 hectare of land to Railways.
3	Chingavanam- Chengannur (27 Km)	436	126.28	17.90	Chengannur- Changanassery section (17 Km) commissioned. Work on balance section taken up.
4	Ernakulam- Kumbalam (7.71 Km)	189	0.34	6	In view of considerable increase in project cost due to abnormal rise in cost of land, Government of Kerala was requested

					for free land and sharing 50% of construction cost of the project. However, State Government has not agreed to Railway's request.
5	Kumbalam-Turavur(15.59 Km)	253	2.9	15	In view of considerable increase in project cost due to abnormal rise in cost of land, Government of Kerala was requested for free land and sharing 50% of construction cost of the project. However, State Government has not agreed to Railway's request.
6	Turavur-Ambalapuzha (50 Km)	829	0.55	5.15	The consent of State Government for cost sharing and providing free land is awaited.
7	Ambalapuzha-Haripad(18.13 Km)	289	133.16	10.5	Earthwork, bridges & ballast supply works have been taken up.
8	Thiruvananthapuram-Kanniyakumari (86.50 Km)	1432	0.92	110	Earthwork, bridges & ballast supply works have been taken up.
9	Shoranur-Ernakulam(107 Km)	1518	...	0.1	New project included in the Budget 2018-19.

The proposal of setting up of Railway Medical Colleges including in Trivandrum (Kerala) on Public Private Partnership (PPP) mode as announced in Railway Budget Speech of 2009-10, has been dropped by the Ministry because as per Medical Council of India rules, Public Private Partnership with Government (Railways) hospital is not permitted.

No project for wagon factory in Kerala is sanctioned. However, a coach factory at Palakkad has been sanctioned. Land has been acquired at Palakkad against full payment to the State Government and boundary wall has been erected around the acquired land. Total Budget Grant of ₹ 8.54 lakh has been made for this project during the last three years.

As the requirement of mainline train coaches in the near future can be met by the existing production units of Indian Railways, it is not intended to set up new coach factories for mainline train coaches in the immediate future.

The Rail Neer Plant at Parassala (near Trivandrum) set up under PPP model with capital expenditure by private party has started production of Rail Neer from March 2016.
