

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 26
TO BE ANSWERED ON 24.07.2024**

**EXTENSION OF SABARIMALA RAILWAY LINE TO VIZHINJAM
INTERNATIONAL SEAPORT**

***26 ADV. ADOOR PRAKASH:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to conduct a feasibility study for extending Angamali-Sabarimala railway line from Erumeli to Vizhinjam International Seaport, under Rail Sagar project declared in last budget;**
- (b) whether the Government is prioritizing to connect the districts which have no railway facilities and cities having more than 50,000 population and if so, the details thereof; and**
- (c) whether the Government will consider Nedumangad town for rail connectivity as the municipality is having population more than 62,000 and has been proposed for rail connectivity under PM Gati Shakti Scheme and if so, the details thereof?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 26 BY ADV. ADOOR PRAKASH TO BE ANSWERED IN LOK SABHA ON 24.07.2024 REGARDING EXTENSION OF SABARIMALA RAILWAY LINE TO VIZHINJAM INTERNATIONAL SEAPORT

(a) to (c): Angamali-Sabarimala via Erumeli new line project was sanctioned in 1997-98. Work on Angamali-Kaladi (7 Km) and long lead works on Kaladi-Perumbavoor (10 Km) was taken up. However, further works on this project could not be taken forward due to protests by local people against land acquisition and fixing of alignment of the line, court cases filed against the project and inadequate support from the State Government of Kerala.

The Estimated cost of the project has been updated by M/s Kerala Rail Development Corporation Ltd. (KRDCL) at ₹3726.95 crore and submitted to Government of Kerala on 15.12.2023 for the acceptance of the estimate and willingness to share cost of the project. However, Government of Kerala has not communicated their views so far.

Meanwhile, a public demand has been received for exploring new railway line from Chengannur to Pamba which is a shorter route for Sabarimala Shrine. Pamba is situated about 4 Km away from Sabarimala shrine. Final Location Survey for Chengannur - Pamba (75 Km) new line has been sanctioned. The survey of said work has been taken up for preparation of Detailed Project Report (DPR).

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There is no relation between Sabarimala Rail project and Vizhinjam International Seaport.

Sanctioning of Railway projects is continuous and dynamic process of Indian Railways. Railway infrastructure projects are taken up on the basis of Remunerativeness, last mile connectivity, missing links and alternate routes, connecting to unconnected towns and cities, including those having population more than 50,000, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

As on 01.04.2024, 08 projects (02 new lines and 06 Doubling) of 419 Km length, costing ₹12,350 crore falling fully/partly in the State of Kerala are in planning/approval/construction stage. An expenditure of ₹3,046 crore has been incurred upto March 2024. These include:-

- 02 New Line Projects of total length 146 km at a cost of ₹3,864 crore and an expenditure of ₹304 crore has been incurred upto March 2024.**
- 06 Doubling Projects of total length 273 km at a cost of ₹8,486 crore and an expenditure of ₹2,742 crore has been incurred upto March 2024.**

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Kerala as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹372 crore/year	-
2023-24	₹2,033 crore	5.5 times

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority. Execution of important infrastructure projects falling fully/partly in the State of Kerala is held up due to delay in land acquisition and only about 62.83 Ha land has been acquired out of total requirement of about 459.54 Ha. Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects though Railway has paid ₹2125.61 Crore to Government of Kerala for land acquisition. Support of the Government of Kerala is needed to expedite the land acquisition.
