

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 252  
TO BE ANSWERED ON 24.07.2024**

**ANGAMALI-SABARIMALA RAILWAYLINE**

**252. ADV DEAN KURIAKOSE:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the status of processing the revised estimate of Angamali-Sabarimala new railway line project after the approval of the same by Chief Administrative Officer-finance Southern railway on 6/11/2023;**
- (b) whether the Government will consider to conduct a feasibility study for expanding Angamali-Sabarimala railway line from Erumeli to Balaramapuram and make it a green field railway corridor upto Vizhinjam International Seaport and if so, the details thereof; and**
- (c) whether the Government consider to conduct a feasibility study about the possibility of ro-ro service facility for the plywood industry of Perumbavoor, pineapple and spices of Thodupuzha and rubber of Kanjirapally through Angamali-Sabarimala 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.**

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**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 252 BY ADV DEAN KURIAKOSE TO BE ANSWERED IN LOK SABHA ON 24.07.2024 REGARDING ANGAMALI-SABARIMALA RAILWAYLINE**

**(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 on public demand, a Detailed Project Report (DPR) of new alignment from Chengannur to Pamba, which is a shorter route for Sabarimala Shrine, has been taken up.**

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

**Railway projects are taken up on the basis of Remunerativeness, Railway's own operational and commercial requirement, techno-economic feasibility, terrain, obligatory points, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, socio-economic considerations etc. depending upon throw forward of ongoing projects and overall availability of funds which is a continuous and ongoing process.**

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

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

**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.**

**The feasibility study about Roll-on/ Roll - off service facility on a route is examined once line is commissioned.**

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