

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2259
TO BE ANSWERED ON 12.03.2025**

ANGAMALY SABARIMALA RAILWAY PROJECT

**2259. SHRI BENNY BEHANAN:
ADV. DEAN KURIAKOSE:**

Will the Minister of RAILWAYS be pleased to state::

- (a) whether the Government has formulated any policy for the construction of new railway lines in areas that lack railway connectivity and if so, the primary guidelines and mechanisms for identifying and prioritising such areas;**
- (b) whether the Government is aware of the delays in the implementation of the Angamaly- Sabarimala (Sabari) Railway Project;**
- (c) if so, the reasons therefor along with the current status of the project in terms of land acquisition, construction progress and fund allocation;**
- (d) whether the Government has taken any steps to expedite the completion of the Sabari Railway Project;**
- (e) if so, the details thereof along with the expected timeline for its completion;**
- (f) whether the Government has allocated sufficient funds for timely completion of the Sabari Railway Project; and**
- (g) if so, the details thereof along with the funds allocated and utilized during the last five years and if not, the reasons therefor?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (g): Railway projects are surveyed/ sanctioned/ executed Zonal

Railway wise and not State-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations, regional connectivity gaps etc. depending upon throwforward of ongoing projects and overall availability of funds. 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 on 01.04.2024, across Indian Railways, 488 Railway infrastructure projects (187 New Line, 40 Gauge Conversion and 261 Doubling) of total length 44,488 Km, costing approx. ₹7.44 lakh crore are in planning/approval/construction stage, out of which, 12,045 Km length has been commissioned and an expenditure of approx. ₹2.92 lakh crore has been incurred upto March, 2024. The summary is as under:-

Category	No of Projects	Total Length NL/GC/DL (in Km)	Length Commissioned till Mar'24 (in Km)	Total Exp. upto Mar'24 (₹ in Cr)
New Lines	187	20,199	2,855	1,60,022
Gauge Conversion	40	4,719	2,972	18,706
Doubling / Multitracking	261	19,570	6,218	1,13,742
Total	488	44,488	12,045	2,92,470

The details of commissioning/laying of new track across Indian Railways is given below:-

Period	New track Commissioned	Average commissioning of new tracks
2009-14	7,599 Km	4.2 Km/day
2014-24	31,180 Km	8.54 Km/day (more than 2 times)

Zone-wise/year-wise details of all Railway projects including cost, expenditure and outlay are made available in public domain on Indian Railway's website.

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 ₹3801 crore and submitted to Government of Kerala in December, 2023 for the acceptance of the Estimate and willingness to share cost of the project. The Government of Kerala has communicated their willingness to share the cost of project with certain conditions in August, 2024. Government of Kerala has been requested by Railways to submit unconditional consent for sharing the cost. The Government of Kerala has also been requested to enter into

tripartite MoU among State Government of Kerala, Ministry of Railways and RBI for the project. An outlay of ₹55 crore has been provided for Financial Year 2024-25.

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Kerala is as under:

Period	Outlay
2009-14	₹372 crore/year
2024-25	₹3,011 crore (more than 8 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 and the completion of a railway project is dependent of land acquisition. However, execution of important infrastructure projects falling fully/partly in the State of Kerala are held up due to delay in land acquisition. Status of land acquisition in the State of Kerala is as under:

Total Land required for Projects in Kerala	476 Ha
Land Acquired	66 Ha (13%)
Balance Land to be acquired	410 Ha (87%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Kerala. Railways has deposited ₹2111.83 crore for land acquisition for ongoing projects to Government of Kerala.

Support of the Government of Kerala is needed to expedite the land acquisition.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climate conditions etc.
