

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4382
TO BE ANSWERED ON 20.08.2025**

DELAY IN SABARI RAILWAY PROJECT

4382. SHRI HIBI EDEN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether refusal to exempt Kerala Infrastructure Investment Fund Board (KIIFB) borrowings from the borrowing ceiling is hindering the timely execution of the Sabari Railway project despite the State's willingness to share 50 per cent of the revised project cost and if so, the details thereof;**
- (b) whether the Government has held any consultations with the stakeholders regarding the financial structuring and cost-sharing of the Angamali-Sabari Railway project, if so, the details thereof and if not, the reasons therefor;**
- (c) whether the Government has received any request from the Government of Kerala seeking exemption of the Kerala Infrastructure Investment Fund Board borrowings for the Sabari Railway project from the State's borrowing ceiling and if so, the details thereof; and**
- (d) whether the Government proposes to grant special exemption or flexibility to the State of Kerala to raise funds through KIIFB specifically for nationally significant infrastructure projects like the Sabari Railway Project, if so, the details thereof and if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): No, there is no barrier in progress of Angamali - Sabarimala

project at present. 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 Government of Kerala.

The estimated cost of the project has been updated 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.

In August 2024, the Government of Kerala communicated their conditional consent stating that the debt incurred by Kerala Infrastructure Investment Fund Board (KIIFB) be fully exempted from the State's borrowing limit. Government of Kerala has been requested by Railway to submit unconditional consent for sharing the cost.

The Government of Kerala has also been requested to enter into tripartite MoU between State Government of Kerala, Ministry of Railways and RBI for the project.

This is a practical way forward.

However, in the memorandum submitted by Govt. of Kerala to Ministry of Railways on 3rd June, 2025, it has been intimated that State Govt. of Kerala does not agree to enter into tripartite agreement.

In the recent meeting with the Chief Minister of Kerala, Minister of Railways requested the Government of Kerala to acquire land using their share of 50% of the cost of the project. Once land acquisition by State

starts, work can proceed further. With this arrangement, Government of Kerala can take the project forward.

As a follow up, a high level team from Ministry of Railways led by Additional Member/Works met with Kerala Chief Secretary and other senior officials on 29.07.2025. Govt. of Kerala was requested to initiate land acquisition proceedings for this project so that the project can be taken up.

Kerala:

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
2025-26	₹3,042 crore (more than 8 times)

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	73 Ha (15%)
Balance Land to be acquired	403 Ha (85%)

Government of India is geared up to execute projects, however success depends upon the support of Government of Kerala.

Railway had deposited ₹2112 crore for land acquisition to Government of Kerala. Support of the Government of Kerala is needed to expedite the land acquisition. For instance, details of some major projects which are delayed due to land acquisition are as under:-

SN	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	Trivandrum – Kanyakumari Doubling (87 Km)	41	36	5
5	Shoranur – Vallathol Doubling (10 Km)	5	0	5

The Government of India is working diligently to strengthen the railway network in Kerala. To strengthen the railway network passing through Kerala, the following surveys have been sanctioned:

SN	Route	Length
1	Mangaluru – Shoranur 3rd& 4th Line	308 Km
2	Shoranur – Coimbatore 3rd& 4th Line	99 Km
3	Shoranur – Ernakulam 3rd Line	107 Km
4	Ernakulam - Kayankulam 3rd Line	115 Km
5	Kayankulam - Thiruvananthapuram 3rd Line	105 Km
6	Thiruvananthapuram – Nagercoil 3rd Line	71 Km
