

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 4228
TO BE ANSWERED ON 18.03.2026**

DELAY IN LAND ACQUISITION FOR ANGAMALY-ERUMELY RAIL LINE

4228. ADV K. FRANCIS GEORGE:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware of delays in railway infrastructure projects due to land acquisition issues and if so, the details thereof;**
- (b) whether any step has been taken to expedite the land acquisition proceedings for the Angamaly-Erumely rail line proposed in Kerala and if so, the details thereof;**
- (c) whether any review has been conducted regarding administrative and financial bottlenecks affecting land acquisition and if so, the details thereof;**
- (d) the details of the steps taken in coordination with State Governments to expedite land acquisition and project implementation; and**
- (e) the details of the measures proposed to ensure timely completion of railway infrastructure projects and prevent cost overruns?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e): 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 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. Therefore, the project could not proceed ahead.

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The estimated cost of the Angamali - Sabarimala via Erumeli new line project was updated at ₹3,801 crore and submitted to Government of Keralam for the acceptance of the estimate and willingness to share cost of the project.

In August 2024, the Government of Keralam communicated their conditional consent. Government of Keralam was requested by Railway to submit unconditional consent for sharing the cost.

Then the Minister of Railways requested the Chief Minister of Keralam to acquire land using their share of 50% of the cost of the project. Once land acquisition by State starts, work can proceed further.

Now, on the request of Govt. of India, the Govt. of Keralam has initiated land acquisition proceedings and the Angamali – Sabarimala new line project has moved forward. Ministry of Railways is following up the land acquisition process with Govt. of Keralam.

Keralam:-

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Keralam including Angamali – Sabarimala project is as under:-

Period	Outlay
2009-14	₹ 372 crore/year
2025-26	₹3,042 crore (more than 8 times)

Project sanctioned:-

As on 01.04.2025, 06 projects (02 new line and 04 doubling) of 266 km length, costing ₹9,415 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length	Length Commissioned	Balance to complete	Expenditure upto March 2025 (₹in Crore)
New line	02	146 km	-	146 km	309
Doubling /multitracking	04	120 km	26 km	94 km	2,941
Total	06	266 km	26 km	240 km	3,250

Zonal Railway wise details of Railway projects are made available in public domain on Indian Railway's website.

Recently Completed Projects:-

Details of some of the recently completed projects falling fully/partly in Keralam are as under :

S. N	Project	Cost (₹ in Crores)
1	Dindigul-Pollachi-Palghat & Pollachi-Coimbatore gauge conversion (217 km)	1,360
2	Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)	1,122
3	Mulanturutti-Kuruppantara doubling (24 km)	303
4	Chenganur-Chingavanam doubling (27 km)	436
5	Ambalapuzha-Haripad doubling (18 km)	346
6	Kurruppanthara-Chingavanam doubling (27 km)	749

Ongoing Projects:-

Some of the projects falling fully/partly in Keralam which have been taken up are as under:

S No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 Km)	138
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	595
4	Kumbalam-Thuravur Patch doubling (16 km)	803
5	Trivandrum- Kanyakumari doubling (87 km)	3,786
6	Shoranur - Vallathol doubling (10 km)	367
7	Palakkad Town to Parli Bypass Line (2 Km)	164
8	Alappuzha-Ambalapuzha doubling (13 Km)	324
9	Turavur – Mararikulam doubling (21 Km)	451

Execution of important infrastructure projects falling fully/partly in the State of Keralam are held up due to delay in land acquisition. Status of land acquisition in the State of Keralam is as under:

Total Land required for Projects in Keralam	476 ha
Land Acquired	65 ha (14%)
Balance Land to be acquired	411 ha (86%)

Railway had deposited ₹1,975 crore for land acquisition to Government of Keralam. Support of the Government of Keralam 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.	Shoranur - Vallathol doubling (10 km)	5	0	5

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

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and 5emunerativeness of the proposed route**
- First and last mile connectivity provided by the project**
- Connection of missing links and providing additional route**
- Augmentation of congested/saturated lines**
- Demands raised by State Governments/Central Ministries/Public representatives**
- Railway's own operational requirements**
- Socio-economic considerations**
- Overall availability of funds**

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

All these factors affect the completion time and cost of the project/s.

Road Over Bridges (ROBs)/Road Under Bridges (RUBs):

As on 01.02.2026, 138 Road Over Bridges/Road Under Bridges (ROBs/RUBs) across railways tracks have been sanctioned at a cost of ₹ 4,835 crore in the State of Keralam which are at various stages of planning and execution.

A total of 106 Nos. ROBs/RUBs are delayed on account of the State Govt.

The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt.	38
2.	Finalization of Alignment by State Govt.	63
3.	Law & order/ Public Protest/Court cases etc.	2
4.	Agency yet to be fixed	3

Completion & commissioning of ROBs/RUBs works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

(i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

(ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

(iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.
