

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 564
TO BE ANSWERED ON 22.07.2026**

ANGAMALY-ERUMELI RAILWAY LINE PROJECT

**564. ADV. ADOOR PRAKASH:
SHRI ANTO ANTONY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the steps taken by the Railways to implement the Angamaly-Erumeli (Sabari) Railway Line Project in Kerala;**
- (b) whether the Railways has initiated the preparation of tender documents for the remaining works of the project, if so, the details thereof;**
- (c) whether the Railways has sanctioned or is considering a feasibility study for establishing a dedicated cargo terminal on the Sabari Railway Line to facilitate the transportation of spices, pineapples, plywood and other agricultural and industrial products from Idukki and the surrounding districts and if so, the details thereof;**
- (d) whether the Government of Kerala has informed the Railways about the progress of land acquisition for the implementation of the Angamaly-Erumeli (Sabari) Railway Line Project and if so, the details and the present status thereof; and**
- (e) whether the funds allocated for the Angamaly-Erumeli (Sabari) Railway Line Project in current union budget can be utilized for land acquisition of the project and if so, the details thereof?**

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 Keralam. Therefore, the project could not proceed ahead.

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.

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.

In order to boost investment from industry in development of additional terminals for handling rail cargos, 'Gati Shakti Multi-Modal Cargo Terminal (GCT)' policy has been launched. The Gati Shakti Cargo Terminals (GCTs) are being developed by private players, and can be developed on non-Railway land or fully / partially on Railway land. The location of GCTs is being decided on the basis of demand from industry and potential of Cargo traffic.

Presently, there is no proposal received from industry for setting up of GCT on proposed Angamali-Erumeli Railway line project. However, In-principle approval (IPA) has been issued for one GCT proposal to be taken off between Idapally and Kalamasseri section in Trivandrum Division i.e. nearby location of Angamali Railway Station.

Keralam:-

Railway Budget:-

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 is as under:-

Period	Outlay
2009-14	₹ 372 crore/year
2026-27	₹3,795 crore (more than 10 times)

Projects Sanctioned:-

As on 01.04.2026, 09 projects (03 new line and 06 doubling) of 302 km length, costing ₹11,650 crore falling fully/partly in Keralam are sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned upto March, 2026 (in Km)	Total Expenditure upto March, 2026 (₹ in Cr.)
New line	03	148	0	317
Doubling /multitracking	06	154	40	3,550
Total	09	302	40	3,867

Recently Completed Projects:-

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

S. No.	Project	Cost (₹ in Crores)
1	Dindigul - Palghat & Pollachi - Coimbatore gauge conversion (217 km)	1,360
2	Quilon- 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 the State of Keralam which have been taken up are as under:

S.No.	Project	Cost (₹ in Crores)
1	Tirunnavaya –Guruvayur new line (35 km)	144
2	Angamali-Sabarimala new line (111 km)	3,801
3	Ernakulam-Kumbalam doubling (8 km)	808
4	Kumbalam - Thuravur doubling (16 km)	1,172
5	Trivandrum- Kanyakumari doubling (87 km)	4,494
6	Alappuzha-Ambalapuzha doubling (13 km)	324
7	Turavur - Mararikulam doubling (21 km)	451
8	Mararikulam-Alappuzha doubling (11 km)	221

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	618 ha
Land Acquired	78 ha (13%)
Balance Land to be acquired	540 ha (87%)

Railway had deposited ₹1,976 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)	304	25	279
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 remunerativeness 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.
