

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 1989  
TO BE ANSWERED ON 11.02.2026**

**EXTENSION OF ANGAMALI - SABARIMALA RAILWAY LINE**

**1989. ADV. ADOOR PRAKASH:  
SHRI KODIKUNNIL SURESH:  
SHRI ANTO ANTONY:**

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

- (a) the present status of the Sabarai railway project between Angamaly and Erumeli and the progress made so far including land acquisition and fund allocation;**
- (b) whether the Government has proposed for extension of Angamali-Sabarimala railway line from Erumeli to Vizhinjam International Seaport and further South to Thiruvananthapuram via Ranni and Pathanapuram and if so, the details thereof including action taken/response of the Government thereon;**
- (c) whether the Government of Kerala has submitted any such proposal, if so, the details thereof;**
- (d) whether any feasibility study, survey or cost-benefit analysis has been conducted for the proposed extension and if so, the outcome of such studies;**
- (e) whether the Railways plans for extension of Sabari railway line for providing rail connectivity to towns above 50000 population including Nedumangad as proposed under PM Gati Shakti Scheme and if so, the details thereof; and**
- (f) the steps taken/proposed to be taken by the Government to provide rail connectivity to the interior districts of Kerala through this extension and the timeline envisaged, if approved?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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**(a) to (f):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. 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 Kerala 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. Government of Kerala was requested by Railway to submit unconditional consent for sharing the cost.**

**Then the Minister of Railways requested the Chief Minister 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.**

**Now, on the request of Govt. of India, the Govt. of Kerala 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 Kerala.**

**The survey from Erumeli toThiruvananthapuram new line (145 km) via Pathanamthitta & Punalur was carried out, however, the Project could not be taken forward due to low traffic projections.**

**Further, to provide rail connectivity to Vizhinjam International Seaport, new line from Balaramapuram – Vizhinjam Port (11 km) has been taken up by Vizhinjam International Seaport limited, an SPV of Govt of Kerala under Non-Government Railway model. Balaramapuram is existing station on Thiruvananthapuram- Nagercoil section.**

**The rail connectivity to Nedumangad is served by Thiruvananthapuram Central Railway Station which is nearly 18 km away.**

**Sanctioning of a railway project for extension/augmentation of railway network including connectivity to unconnected towns and cities depends upon parameters/factors such as:**

- **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**

**Kerala:-**

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

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

**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 Kerala are sanctioned.**

**The summary is as under:-**

<b>Category</b>	<b>No. of projects</b>	<b>Total Length</b>	<b>Length Commissioned</b>	<b>Balance to complete</b>	<b>Expenditure upto March 2025 (₹in Crore)</b>
<b>New line</b>	<b>02</b>	<b>146 km</b>	<b>0 km</b>	<b>146 km</b>	<b>309</b>
<b>Doubling /multitracking</b>	<b>04</b>	<b>120 km</b>	<b>26 km</b>	<b>94 km</b>	<b>2,941</b>
<b>Total</b>	<b>06</b>	<b>266 km</b>	<b>26 km</b>	<b>240 km</b>	<b>3,250</b>

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

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

<b>S. N</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1</b>	<b>Dindigul-Pollachi-Palghat &amp; Pollachi-Coimbatore gauge conversion (217 km)</b>	<b>1,360</b>
<b>2</b>	<b>Quilon-Tirunelveli-Tiruchendur gauge conversion (357 km)</b>	<b>1,122</b>

<b>3</b>	<b>Mulanturutti-Kuruppantara doubling (24 km)</b>	<b>303</b>
<b>4</b>	<b>Chenganur-Chingavanam doubling (27 km)</b>	<b>436</b>
<b>5</b>	<b>Ambalapuzha-Haripad doubling (18 km)</b>	<b>346</b>
<b>6</b>	<b>Kurruppanthara-Chingavanam doubling (27 km)</b>	<b>749</b>

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

<b>S No.</b>	<b>Project</b>	<b>Cost (₹ in Crores)</b>
<b>1</b>	<b>Tirunnavaya –Guruvayur new line (35 Km)</b>	<b>138</b>
<b>2</b>	<b>Angamali-Sabarimala new line (111 km)</b>	<b>3,801</b>
<b>3</b>	<b>Ernakulam-Kumbalam doubling (8 km)</b>	<b>595</b>
<b>4</b>	<b>Kumbalam-Thuravur Patch doubling (16 km)</b>	<b>803</b>
<b>5</b>	<b>Trivandrum- Kanyakumari doubling (87 km)</b>	<b>3,786</b>
<b>6</b>	<b>Shoranur - Vallathol doubling (10 km)</b>	<b>367</b>

**In last three years (i.e. 2022-2023, 2023-2024, 2024-25 and current financial year i.e. 2025-26), total 09 Nos. of Surveys (03 new line and 06 doubling) falling fully/partly in the State of Kerala having a total length of 1,124 km have been sanctioned and survey work has been taken up.**

**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:**

<b>Total Land required for Projects in Kerala</b>	<b>476 ha</b>
<b>Land Acquired</b>	<b>65 ha (14%)</b>
<b>Balance Land to be acquired</b>	<b>411 ha (86%)</b>

**Railway had deposited ₹1,975 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:-**

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (in Ha)</b>	<b>Land acquired (in Ha)</b>	<b>Balance Land to be acquired (in Ha)</b>
<b>1.</b>	<b>Angamali - Sabarimala new line (111 km)</b>	<b>416</b>	<b>24</b>	<b>392</b>
<b>2.</b>	<b>Ernakulam - Kumbalam Patch doubling (8 km)</b>	<b>4</b>	<b>3</b>	<b>1</b>
<b>3.</b>	<b>Kumbalam - Turavur Patch doubling (16 km)</b>	<b>10</b>	<b>9</b>	<b>1</b>
<b>4.</b>	<b>Shoranur - Vallathol doubling (10 km)</b>	<b>5</b>	<b>0</b>	<b>5</b>

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

**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.**