

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 134
ANSWERED ON 02.08.2024

ANGAMALY -ERUMELI SABARI RAIL LINK

*134 SHRI HARIS BEERAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Kerala Rail Development Corporation (K-Rail) has submitted any revised estimate to the Southern Railways regarding Angamaly -Erumeli Sabari Rail link for preliminary discussions;
- (b) if so, the details thereof;
- (c) whether Sabari Rail will be built to suit Vande Bharat trains for swift Angamaly-Trivandrum ride with 130km/h speed; and
- (d) if so, the details thereof?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 134 BY SHRI HARIS BEERAN ANSWERED IN RAJYA SABHA ON 02.08.2024 REGARDING ANGAMALY - ERUMELI SABARI RAIL LINK

(a) to (d): 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 ₹3726.95 crore and submitted to Government of Kerala on 15.12.2023 for the acceptance of the estimate and willingness to share cost of the project. However, Government of Kerala has not communicated their views so far.

Meanwhile, a public demand has been received for exploring new railway line from Chengannur to Pamba which is a shorter route for Sabarimala Shrine. Pamba is situated about 4 Km away from Sabarimala shrine. Final Location Survey for Chengannur - Pamba (75 Km) new line has been sanctioned. The survey of said work has been taken up for preparation of Detailed Project Report (DPR).

Sanctioning of Railway projects is continuous and dynamic process of Indian Railways. Railway infrastructure projects are taken up on the basis of Remunerativeness, last mile connectivity, missing links and alternate routes, connecting to unconnected towns and cities, including those having population more than 50,000, augmentation of congested/saturated lines socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Kerala as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹372 crore/year	-
2023-24	₹2,033 crore	more than 5 times
2024-25	₹3,011 crore	more than 8 times

...2/-

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. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land acquisition Authority.

Execution of important infrastructure projects falling fully/partly in the State of Kerala is held up due to delay in land acquisition and only about 62.83 Ha land has been acquired out of total requirement of about 459.54 Ha.

Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects though Railway has paid ₹2125.61 Crore to Government of Kerala for land acquisition.

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

The Vande Bharat trains presently running over the Indian Railway network are Semi-High speed train services with faster acceleration and design/operating speed of maximum 180/160 kmph. These trains have state of the art facilities and enhanced safety features such as KAVACH, Jerk free semi-permanent couplers, Automatic Plug and IC Doors, Fully Sealed Gangways, Ergonomic seats, CCTVs, Coach condition monitoring System (CCMS), Special lavatory in DTC for Divyangjan passengers, Emergency Alarm Push buttons and Talk Back Units, Platform side cameras including front & rear view cameras outside the Driving coach, Improved Fire safety provisions etc.

Further, Trains are introduced at Maximum Permissible Speed (MPS) based on the sectional speed of the section depending upon classification.

All newly sanctioned projects are designed with track infrastructure capable to run all existing trains of Indian Railway network including Vande Bharat Express trains.