Celebrating 25 years of excellence

Newsletter

Vol 8 Issue 7 July 2025

KECHERY-AKKIKAVU BYPASS

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Kerala Infrastructure Investment Fund Board

Projects - Statistics

Department	KIIFB Approved Projects	
	No. of Projects Approved	Approved Amount (₹. in Crore)
PWD	516	₹ 34,109
Agriculture	1	₹ 21
Animal Husbandry	1	₹ 16
Ayush	2	₹ 198
Backward Classes Development Department	1	₹ 18
Coastal Shipping & Inland Navigation	19	₹ 3,518
Culture	17	₹ 500
Devaswom	2	₹ 139
Fisheries and Ports	26	₹ 643
Forest	9	₹ 617
General Education	158	₹ 3,220
Health & Family Welfare	100	₹ 6,528
Higher Education	67	₹ 2,121
Home	6	₹ 231
Industries	2	₹ 106
Information Technology	6	₹ 1,945
Labour & Skills	5	₹ 94
Local Self Government	29	₹ 817
Power	18	₹ 5,200
Planning & Economic Affairs Department	2	₹ 138
Registration	6	₹ 90
Revenue	5	₹ 95
SC/ST Development	10	₹ 182
Science & Technology Department	5	₹ 279
Sports & YA	41	₹ 921
Tourism	14	₹ 639
Transport	3	₹ 601
Water Resources	102	₹ 6,958
Total	**1173**	**₹ 69,941**

Projects under Land Acquisition Pool of ₹ 20,000 Crore

PWD-NHAI	1	₹ 6,769
Industrial Parks - 3 projects - ₹13988.63 Cr	6	₹ 16,421
Taking over of land from HNL - ₹ 200.60 Cr		
Kochi - Banglore Industrial Corridor & Global City - ₹ 2214.00 Cr		
Total	**7**	**₹ 23,190**

KIIFB Approved Projects Grand Total

Infrastructure Projects	1173	₹ 69,941
Projects under Land Acquisition Pool	7	₹ 20,000
Total	**1180**	**₹ 89,941**
Fund disbursed to projects (as on 30/06/2025)		**₹ 35,819 Cr.**

Editorial

Urbanization is the process where an increasing proportion of the population lives in cities and towns, rather than in rural areas. This shift is often accompanied by the growth of urban areas and the transformation of land for urban uses such as residential, commercial, and industrial purposes. It is a global phenomenon driven by factors like economic development, technological advancement, and population growth.

Even though the state of Kerala shows a somewhat uniform distribution pattern of population (except in certain pockets), our cities and major towns require significant investment in infrastructure—especially in transportation, housing, and utilities—to support the growing population. Among these, transportation is of utmost importance, as the number of people using personal vehicles for travel increases every day.

The central business districts of Kerala's cities and towns are already densely populated and fully occupied with houses, commercial establishments, government offices, and other institutions. Therefore, upgrading infrastructure in the transportation sector is an activity that needs to be planned carefully. As widening of existing road networks in these areas would lead to the loss of several already-established structures and activities, bypasses emerge as the most feasible solution.

This edition of the KIIFB Newsletter features a beautiful bird's-eye view of the Kecheri–Akkikavu Bypass in Thrissur district, which is expected to significantly address the traffic issues in the northern parts of Thrissur town. This is not the only bypass project under development. Perumbavoor Bypass, Kanjirappally Bypass, Kuttiyadi Bypass, and Murikkallu Bypass are some of the ongoing projects. Meanwhile, land acquisition is progressing for bypasses such as Pandalam, Koduvayur, Chelakkara, and Kottarakkara. The Perambra Bypass has already been completed by KIIFB. These projects clearly show that KIIFB gives high priority to the development of bypasses, and it is hoped that they will greatly help in easing the traffic-related challenges faced by the people in these regions.

As part of the Government's initiative to improve the facilities of Government colleges, the Board of KIIFB has approved the Digital Infrastructure Enhancement Project in Higher Educational Institutions. This comprehensive package includes five key components: computer labs, five smart classrooms, IT infrastructure, software and technical support, and a faculty improvement programme. A total of 250 colleges will benefit from this initiative. It is indeed a significant move—an investment in our youth and the future!

Happy reading !! STAY TUNED

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Contents

KECHERY-AKKIKAVU BYPASS
Courtesy : Sreeraj P
Assistant Project Manager

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Precast Segmental Bridge Construction

Ashily Sunny, Technical Assistant, TRC

Introduction:

The popularity of precast concrete segmental bridge construction has grown worldwide in the last few decades. A segmental bridge is a bridge built in short sections called segments, as opposed to traditional methods that build a bridge in very large sections. Precast segmental bridge construction involves manufacturing bridge components in a factory and then transporting and assembling them at the construction site. The process is often used because it can reduce costs and construction time, and it can also be beneficial for the environment and traffic maintenance.

These types of bridges offer many benefits to owners like reduced costs, reduced construction time, reduced environmental impacts, and reduced maintenance of traffic. These benefits can be achieved by utilizing local labour and materials, better means of quality control, and with minimum requirements for future maintenance. They also offer additional structural advantages of durability, fire resistance, deflection control, better rider serviceability, insensitivity to fatigue, and other redundancies. These bridges can accommodate highways, railways, and rapid transit, in both urban and rural environments. They can be straight or curved alignments and can provide long spans for difficult obstructions and terrain.

Advantages:

Cost: The industrialized construction process is economical and reduces construction time.

Weight: Reduce the weight of bridge, which can reduce transportation costs.

Quality: Factory production improves quality and quality control.

Construction time: Construction time is reduced.

Weather: Construction can continue during bad weather.

Traffic: Traffic disruption is minimal and can be easily maintained.

Adaptability: Bridges can be built in curved alignments and on almost any site.

Durability: Precast concrete bridges are durable and fire resistant.

Maintenance: Maintenance is easy.

Disadvantages:

Cost: The precasting facility and equipment can be expensive.

Structural joints: The structure has many structural joints.

Construction loading: Construction loading is increased.

Design: Design codes have additional provisions for loads, creep, shrinkage, and temperature.

Precast Segmental Bridge Construction in KIIFB: Azhikode-Munambam Bridge

The Azhikode-Munambam Bridge project funded by KIIFB, utilizes an innovative precast segmental construction technique.Construction of Azhikode – Munambam Bridge is progressing across Munambam Kayal with coastal highway standards to connect Azhikode in Kaipamangalam LAC in Thrissur District and Munambam in Vypin LAC in Ernakulam District. When this bridge is completed there will be considerable savings in time and distance for the transportation of goods from Vallarpadam. This will ease traffic congestion in NH 66 & NH 544.

For the Land span construction, conventional T-Beam Slab method is designed. For the River spans, new technology of auto launching method is proposed. The importance for this bridge is that In Kerala, it is the first bridge where this method is to be used.

The term auto launching means forward movement of Launching Girder from already erected span to the next span to be erected. This section provides a simplified step-by-step sequence of auto launching of Launching girder in chronological order of auto launching activity. In order to achieve a uniform compressive stress across segment joints, temporary prestressing bars will be provided at top of deck slab and top of soffit slab which will be stressed to a force so as to achieve the required uniform compression across joints. These bars will be anchored to a frame which will be provided at deck level as well as soffit slab level. This frame will be vertically anchored to the box segments i.e. the top frame will be anchored to the deck slab & bottom frame will be anchored to the soffit slab. The same top frame will be also used to hang the segment from Launching Girder. For applying horizontal prestressing force for jointing the segments, beam made of High-grade Steel structural members shall be fixed with deck slab & soffit slab of the box segment.

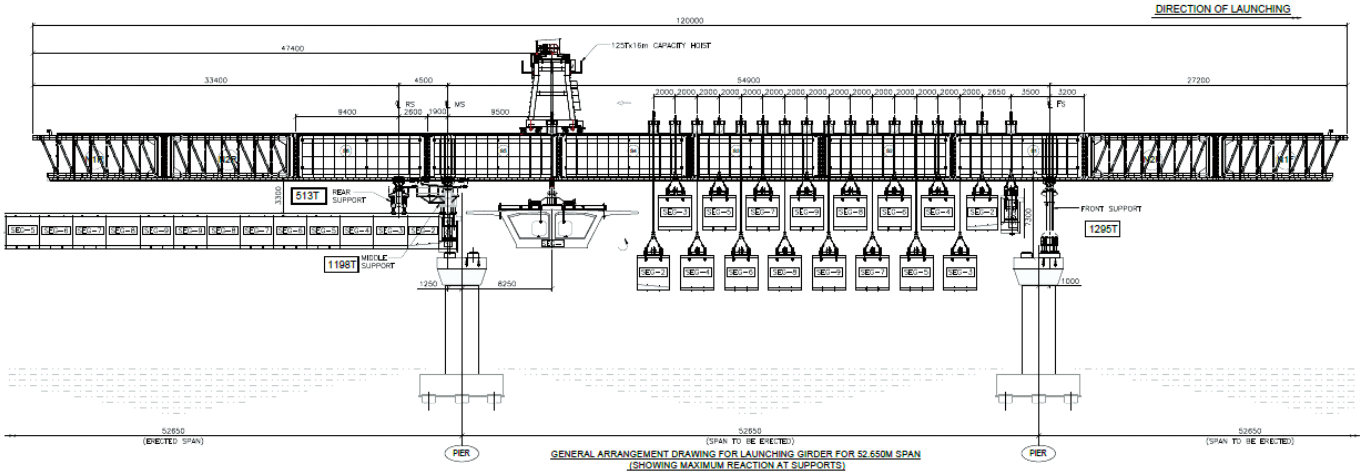
Advantages for this method are the speedy erection of the river spans and the eliminating the chance of depositing the construction debris in the water body and thus reducing the water pollution. As this bridge is crossing the regular waterway of Fishing boats, construction with conventional method might be hindered the passage of fishing boats. Auto launching does not affect the traffic of fishermen. Thus, this method of construction become eco-friendly and environmental friendly.

Salient features of the project

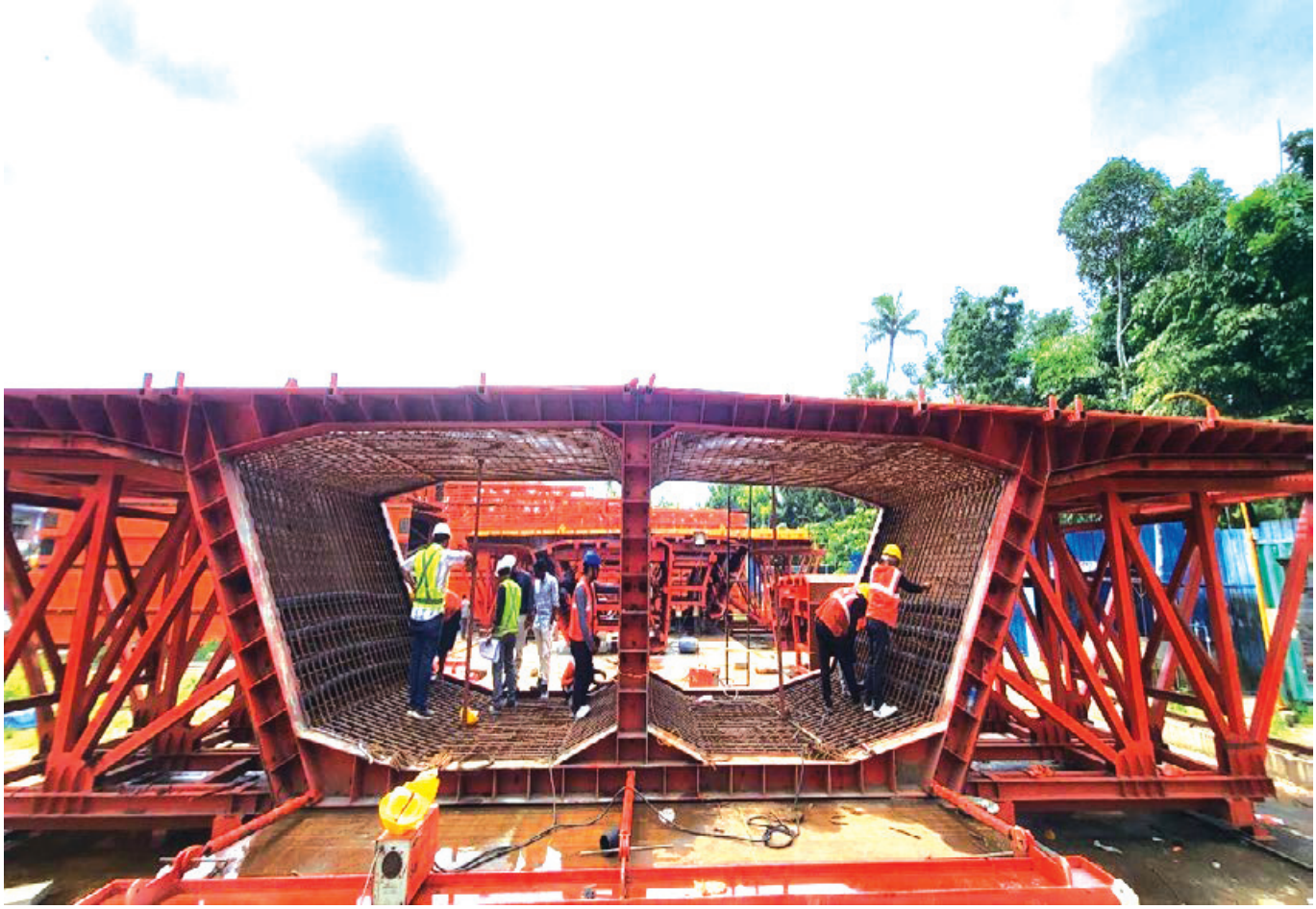
S.No.	Item	Criteria
1.	Standard Span Length	52.65m
2.	Width of segment	15.7m
3.	Depth of Segment	3.2m
4.	Weight of Heaviest Segment	100.0T
5.	Segments glued or dry jointed	Epoxy Glue
6.	Loading of segments	From Rear End

Steel Fabrication

The Launching Girder including all its accessories will be fabricated with the drawings supplied by **"BRIDGECON INFRACONSULTANTS PVT. LTD".**



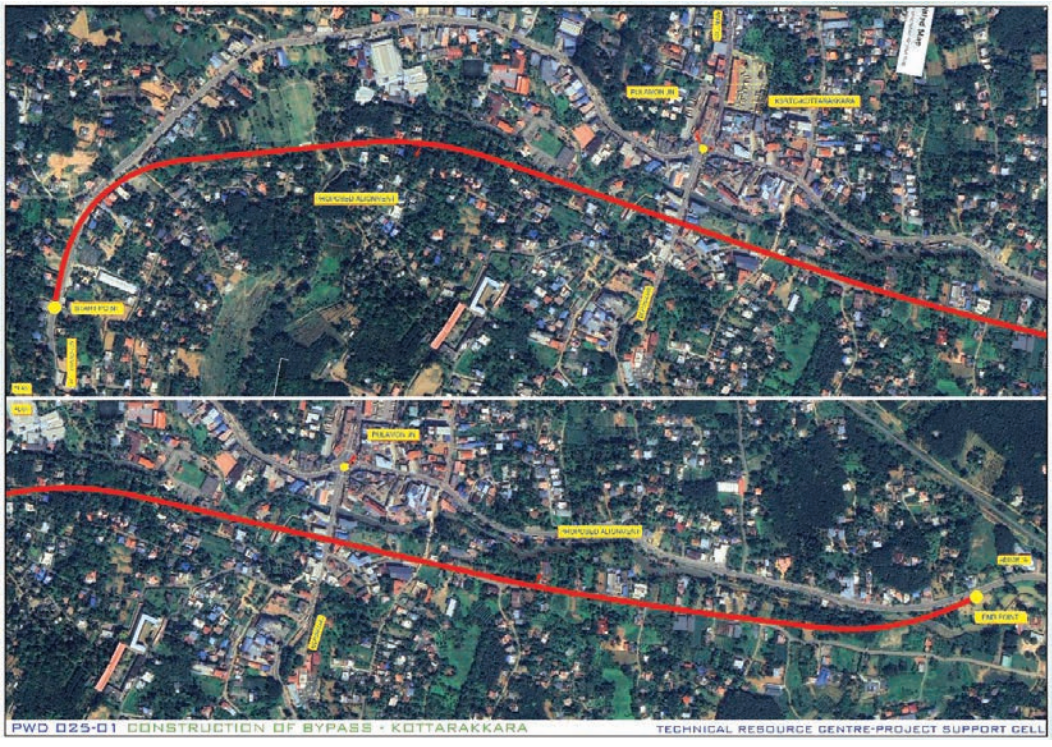
Casting of Segment Box Girder:



Enhancing Connectivity and Reducing Congestion: Kottarakara Bypass Project Takes Shape

As part of Kerala's ambitious infrastructure vision, the Kottarakara Bypass project marks a significant milestone in decongesting one of the state's busiest traffic corridors. Undertaken under the larger initiative of Four Laning of MC Road from Kesavadasapuram to Angamaly, this vital sub-project is funded by the Kerala Infrastructure Investment Fund Board (KIIFB) and aims to improve regional mobility, road safety, and economic efficiency in central Kerala.

Located at the intersection of State Highway 1 (MC Road) and National Highway 744 in Pulamon, Kottarakara, the current traffic scenario is marked by bottlenecks, frequent delays, and major vehicular congestion — especially during peak hours and festive seasons. The bypass is envisioned to be a lasting solution to these challenges, ensuring smoother transit for both local commuters and long-distance travellers, including thousands of Sabarimala pilgrims.



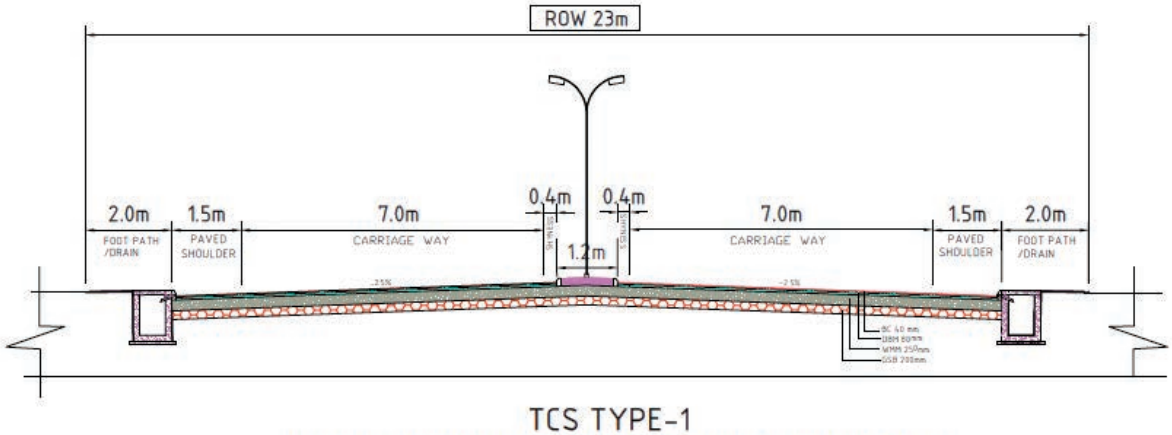
Key Map of Project Road

Project Highlights:

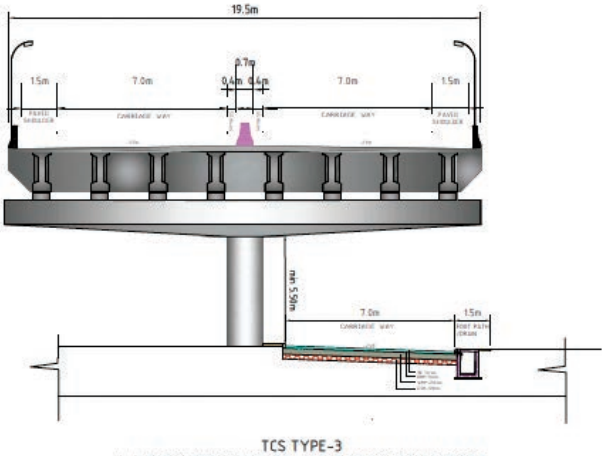
- Length: 2.68 km bypass including a 1.038 km flyover and earthen embankment
- Design Speed: 80 km/hr
- Key Structures: One major bridge, three minor bridges, and six box culverts
- Estimated Cost: Rs. 251.45 crore (Including LA & Utility Shifting)
- Executing Agency: Kerala Road Fund Board (KRFB)

The bypass has been designed with modern geometric standards, including a 23 m Right of Way (ROW) and dual 7 m carriageways with paved shoulders and footpaths. A flyover structure across NH-744 near Pulamon ensures uninterrupted flow, while Service Roads and drainage networks add to the project's functional sustainability. The Pulamon Junction in Kottarakkara, Kollam, is a crucial intersection where the MC Road (SH-1) intersects with NH-744 (Kollam–Thirumangalam Road). The convergence of schools, hospitals, public transport nodes, and commercial establishments along with the anticipated traffic hike due to various KIIFB projects like Work Near Home, Theatre and IT Park at Pulamon Junction creates a high conflict, congested urban intersection causing delays for ambulances etc. The proposed Kottarakkara Bypass and flyover are vital infrastructure interventions to decongest this junction, improve emergency response, and enhance overall regional connectivity.

Typical Cross Section



TCS TYPE-1
4-LANE DIVIDED HIGHWAY WITH RAISED MEDIAN



TCS TYPE-3
4-LANE DIVIDED FLYOVER WITH SLIP ROAD ON ONE SIDE

Sustainable Design and Community Impact

Comprehensive **environmental and social impact assessments** were conducted to ensure the project, minimizes disruptions to ecosystems and local communities. The bypass alignment avoids dense settlements as far as possible and incorporates features such as **crash barriers, drainage improvements, and road safety signage** for enhanced commuter safety.

Land acquisition has been kept to a minimum (around 4.32 hectares), and a lump sum provision has been included for the **relocation of utilities** and **electrification**. In total, the DPR integrates sustainability, safety, and scalability as core project principles.

Economic & Cultural Significance

Kottarakara, with its deep cultural roots and historical significance, serves not only as a transit hub but also home to the famous **Kottarakkara Sree Mahaganapathi Temple**, located near Pulamon Junction. This temple is a major spiritual destination and attracts large numbers of devotees daily, with further spikes during Ganesh Chaturthi, Annual Utsavams. In addition to the Mahaganapathi temple, other temples in the region, such as **Sree Indilayappan Temple, Poovattoor Devi Temple**, and heritage sites like **Kottarakkara Palace** and the **Kathakali Museum**, contribute to the influx of both devotees and tourists, creating significant pedestrian and vehicular congestion. The **MC Road (State Highway 1)** that passes through Pulamon Junction is a **preferred route for Sabarimala pilgrims,** especially those traveling from Thiruvananthapuram, Kollam, and southern districts of Kerala. During the **Mandala-Makaravilakku pilgrimage season, (November to January)** the traffic volume increases sharply with pilgrim convoys, buses, and private vehicles. The Bypass will divert such heavy, seasonal flows away from the already congested junction.

Moreover, with direct connectivity to cities like Thiruvananthapuram and Angamaly, the project is set to **stimulate economic activity** across the region — supporting logistics, trade, and local livelihoods.

Next Steps

The project is scheduled to commence by **October 2025** and is expected to be completed within **700 days.** The construction schedule, prepared using MS Project tools, includes detailed work breakdown structures and timelines to ensure efficient delivery.

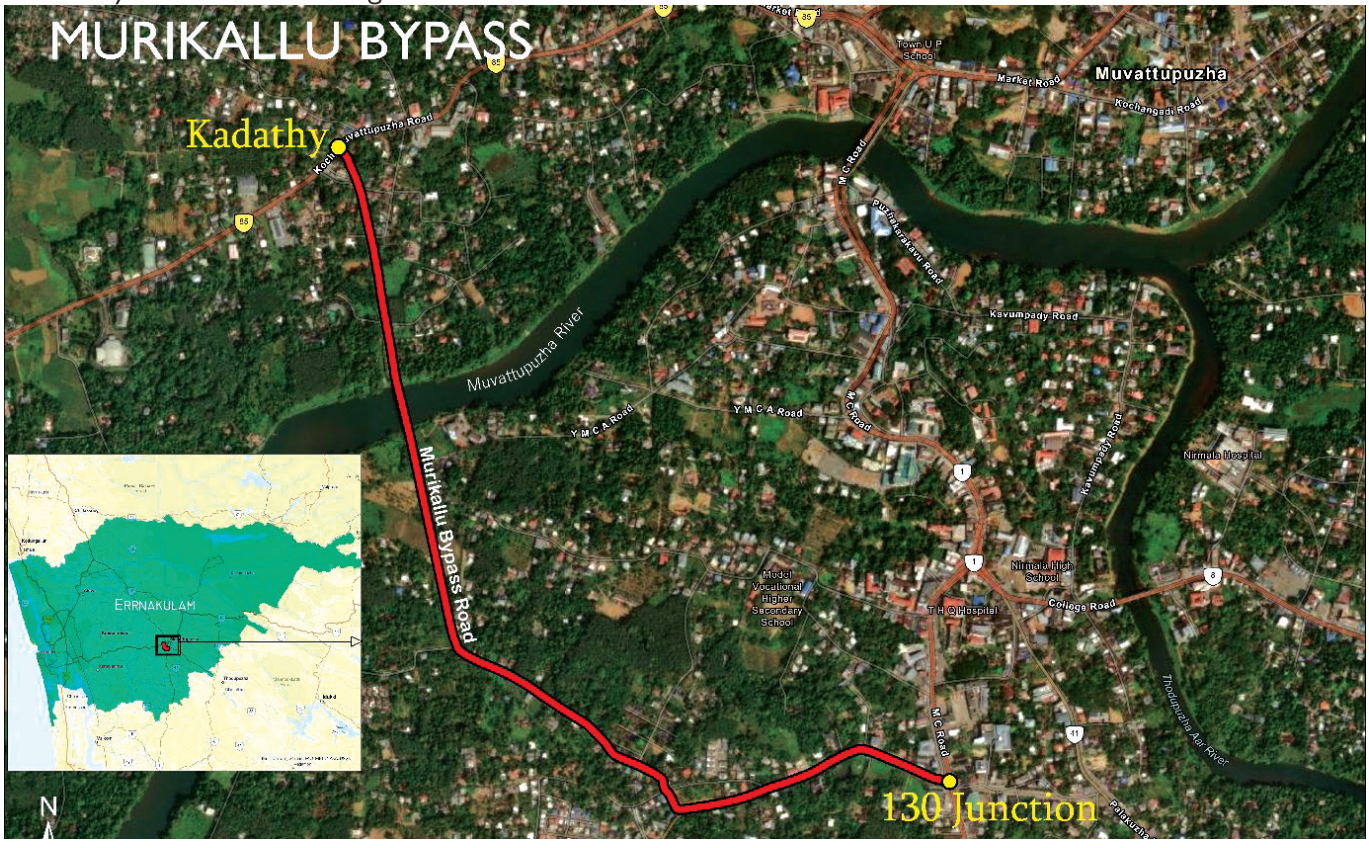
Backed by KIIFB's strategic funding and implemented through Kerala PWD's dedicated agency, KRFB, the Kottarakkara Bypass project exemplifies a people-focused and future-ready approach to infrastructure. It showcases how well-planned transport corridors can serve as engines of sustainable development, easing congestion while fostering regional growth and connectivity.

Building Connectivity, Boosting Growth: Muvattupuzha Bypass (Murikkallu Bypass) Road Project

The Kerala Infrastructure Investment Fund Board (KIIFB) continues to play a pivotal role in reshaping Kerala's transport infrastructure, with the **Muvattupuzha Town Bypass Road (Murikkallu Bypass Road)** emerging as a key development initiative. Spanning a total design length of 2.24 km, this strategic four-lane corridor aims to decongest Muvattupuzha town, enhance connectivity across districts, and catalyse socio-economic growth.

A Strategic Artery for Ernakulam District

Located at the crossroads of three vital highways—NH 85, SH 41, and SH 1—the town of Muvattupuzha is a critical node for vehicular traffic heading toward Ernakulam, Idukki, and Kottayam. The new bypass, linking **130 Junction on SH 1 to Kadathy Junction on NH 85**, offers an efficient alternative for through traffic, bypassing the congested town center.



Key Map of Project Road

The project includes widening and upgrading the existing rural and MDR roads to a f**our-lane configuration** within an 18.5-meter right of way. One of the key objectives of the project is to utilize the existing bridge structure that was constructed earlier by the PWD but has remained unused and effectively abandoned. By integrating this asset into the revised alignment, the project aims to optimize infrastructure resources, reduce construction costs, and ensure faster implementation. A crucial component of the plan is the construction of a 3**87.5m land span** through wetland terrain and a **new 2-Lane PSC bridge (126.8 m)** across the Muvattupuzha River, running parallel to the existing Murikkallu Bridge. These interventions aim to accommodate future traffic volumes estimated to exceed **77,000 PCU/ day,** well above IRC standards for a four-lane road.

Engineering Excellence

The bypass design features:

- **Four-Lane Roadway** with paved shoulders, footpaths, and utility corridors.
- **387.5 m Land span** across low-lying wetlands.
- **New 2-Lane Bridge** of RoW 9.5m alongside the existing Murikkallu Bridge (126.8 m).
- **Reconstructed Culverts,** improved junctions, modern signage, and safety measures.
- **Full pavement rehab:** BC (40mm), DBM (95mm), WMM (250mm), GSB (200mm).

Alongside these, key structures include **4 culverts, transverse utility ducts, two new bus shelters, and reinforced concrete side drains,** all tailored to ensure functionality and longevity. Safety is prioritized through thermoplastic road markings, retro-reflective signage, and cat's eye markers.

Location	Muvattupuzha, Ernakulam District
Road Length	2.24 km
Type	4-lane Major District Road
Structures	1 New Bridge (126.8 m), 387.5 m Land span, 4 Culverts
Project Duration	2 Years
Estimated Cost	Rs. 120.24 Crore
C-B Ratio	1.72
EIRR	8%

Economic and Environmental Rationale

An Economic Internal Rate of Return (EIRR) of 8% and a Cost-Benefit Ratio (CBR) of 1.72 reinforce the viability of the project. Benefits include reduced vehicle operating costs, time savings, improved road safety, and lowered emissions due to smoother traffic flow.

Fast-Tracked Implementation

Proper Project Planning, scheduling and monitoring, targets a two-year execution window beginning the construction from October 2025. The total project cost is estimated at 120.24 crore, including provisions for land acquisition, bridge construction, utility shifting, electrification, Traffic Signalling of Junctions etc.

Envisioning the Future

Beyond easing congestion, the Murikkallu Bypass Road project is integral to the proposed Muvattupuzha Inner Ring Road (IRR) network, envisioned to connect surrounding regional corridors through a future extension toward Arakkuzha towards south and Thodupuzha towards north.

Heritage & Cultural Significance

The proposed Muvattupuzha Town Bypass (Murikkallu Bypass Road) carries significant cultural and heritage value alongside its functional and economic importance. It is considered relevant not only from its strategic location but also from its potential to safeguard the cultural fabric of Muvattupuzha town. Located at the intersection of NH 85, SH 1 (MC Road), and SH 41, Muvattupuzha is a town of historical and cultural importance. The town's inner areas are home to numerous religious institutions, temples, churches, and traditional marketplaces, which together form a vibrant cultural landscape. However, these heritage-rich zones are increasingly under threat due to growing vehicular congestion.

The bypass is designed to divert heavy and through traffic away from these sensitive areas, thereby pre-

serving their cultural integrity and improving the overall urban environment. Furthermore, the region is a major transit corridor for Sabarimala pilgrims, particularly those traveling from Ernakulam, Kothamangalam, and northern districts. The bypass will enhance the efficiency and safety of this pilgrimage route by reducing travel time for devotees and relieving the pressure on the town's infrastructure during the peak pilgrimage season.

By investing in modern infrastructure with high design standards and sustainable practices, KIIFB is not just funding roads—it is enabling economic lifelines, empowering communities, and paving the way for a more connected Kerala.

KECHERY-AKKIKAVU BYPASS

Sustainability Reporting for Green Bond-Funded Projects – Capacity Building

The Kerala Infrastructure Investment Fund Board (KIIFB) have engaged Climateforce Technologies Pvt. Ltd. (GreenFi) to develop and deploy a Business Responsibility and Sustainability Reporting (BRSR) system, prepare the Sustainability Report, and conduct capacity-building initiatives for key stakeholders. This is as part of KIIFB's commitment to sustainable infrastructure financing and regulatory compliance under SEBI-BRSR Green Bond disclosures.

The BRSR framework, introduced by the Securities and Exchange Board of India (SEBI), constitutes a key mandatory disclosure requirement for KIIFB, which has mobilised 300.02 crore through green debt securities (Green Bonds). The framework mandates reporting on Environmental, Social, and Governance (ESG) parameters to promote transparency, accountability, and a commitment to sustainable business practices.

So far, KIIFB has 18 projects funded through Green Bonds. In alignment with SEBI's disclosure requirements and KIIFB's sustainability objectives, a two-day in-person capacity building program was conducted on 17th and 18th June 2025 in Thiruvananthapuram for officials from KIIFB, Special Purpose Vehicles (SPVs), and Project Implementation Teams.

The objective was to familiarize participants with the Sustainability Reporting System and facilitate the initial population of data in the Management Information System (MIS) currently under development. The training aimed to enhance institutional preparedness, strengthen sustainability reporting practices, and support the effective implementation of the sustainability reporting framework. Key topics included the MIS being developed for BRSR implementation, which will be integrated with KIIFB's PFMS (Project File Management System).

The welcome address was delivered by Shri Ajit S, General Manager – ESG, who outlined the objectives and provided a brief introduction to the training program. He highlighted the importance of green compliance reporting requirements, third-party independent verification, adoption of best green practices, available funding options for accelerating green disclosures& sustainable financing, and also emphas the need to curb greenwashing.

Welcome address by Shri Ajit S, General Manager - ESG, KIIFB

Inaugural address by Smt. Mini Antony, IAS (Rtd.), ADCEO, KIIFB

The two-day training programme was inaugurated by Smt. Mini Antony, Additional Chief Executive Officer (ADCEO) of KIIFB. In her inaugural address, she emphasised the importance of adopting genuine and consistent sustainability practices to effectively address the growing environmental challenges posed by climate change. She also urged all participants to actively contribute to the reporting process by ensuring the accurate and timely submission of data required for the assigned tasks. Shri Barun Chandran, Chief Executive Officer of Climateforce Technologies Pvt. Ltd., highlighted the critical role of sustainability in infrastructure development and reaffirmed his company's commitment to preparing a comprehensive Sustainability Reporting framework in accordance with SEBI requirements, scalable to other Global reporting frameworks. He also outlined global best practices in sustainability reporting systems and impact measurement, while emphasizing the growing potential of green finance. Furthermore, he referred to the commitments made by nations and large-scale companies to reduce carbon emissions and achieve net-zero targets, in line with evolving international scenarios.

Introduction to GreenFi by Mr. Barun Chandran, CEO, GreenFi

Delegates at the training programme

Interactive Sharing by Training Participants

The training objectives included introducing foundational concepts of sustainability and ESG, conceptualizing sustainability within the context of KIIFB's operations, project design, and monitoring, and equipping officials with the tools and methodologies required to effectively identify, manage, and report ESG risks. The training also provided hands-on experience in data entry and dashboard integration to support automated sustainability reporting.

Key topics covered during the sessions included the definition and global relevance of the sustainability reporting framework, an overview of the National Guidelines on Responsible

Business Conduct (NGRBC) principles; the role of sustainability in infrastructure and development projects; familiarisation with the MIS platform; data population and validation techniques; emission factor calculations; and international and national best practices in sustainability reporting. KIIFB's sustainability initiatives and their alignment with ESG frameworks were also discussed in detail.

Participants received hands-on training from Climateforce Technologies (GreenFi) on data submission as required under the BRSR format prescribed by SEBI. The sessions demonstrated appropriate computation methods and identified potential data sources for various BRSR indicators, including energy, water, air emissions, and waste management.

Feedback from the participants indicated that the training was highly effective and impactful. The

Participants expressed that they had acquired valuable knowledge and practical skills necessary for the development and implementation of an effective sustainability reporting system. A total of 65 participants from KIIFB, SPVs, and project implementation teams attended the program.

Delegates

A NEW HORIZON FOR IDUKKI: UDUMBANCHOLA - RAJAKKADU - ANACHAL - RANDAMMAYIL - CHITHIRAPURAM ROAD IN IDUKKI DISTRICT – A TRANSFORMATIVE ROAD PROJECT WHICH ENHANCES CONNECTIVITY AND TOURISM

Idukki, Kerala's picturesque yet geographically challenging district, faces a unique predicament: it is the only district in the state without a railway network. This singular fact elevates road transport to the exclusive lifeline for its residents, underscoring the necessity for robust and modern infrastructure. Beyond its local populace, Idukki is also home to some of Kerala's most coveted tourist destinations, further amplifying the critical need for superior road connectivity to foster both local development and the thriving tourism sector.

The Imperative for Enhanced Connectivity

Maintaining high-quality, all-weather roads in Idukki's hilly terrain is inherently difficult, a constant battle against natural constraints and frequent calamities. This transformative project's primary objective has been to deliver a road with superior riding quality and significantly enhanced connectivity. Its impact is particularly profound for villages like those in Senapathy Panchayat, which are now more effectively linked to the mainstream areas, ending their previous relative isolation. The project road has been upgraded to a two-lane standard, efficiently accommodating the region's escalating traffic demands and ensuring smoother, safer commutes.

Project Overview: Forging Seamless Pathways

This strategic road project has successfully forged seamless connectivity by integrating existing Public Works Department (PWD) and Panchayat roads throughout Idukki district. The overarching goal has been to standardize this vital network, thereby ensuring enhanced accessibility between remote areas and major urban centres within the project's extensive scope.

The road originates at the Udumbanchola Junction, precisely located at Chainage 49/100 on the Kumily – Munnar Road (SH19). This pivotal starting point is near Tamil Nadu's Theni district and lies within Udumbanchola taluk, one of Kerala's largest local bodies. The road then extends to Chithirapuram Junction.

Traversing Diverse Landscapes: The Route's Journey

Spanning a total length of 45.88 km, the project road is meticulously divided into six distinct stretches, each contributing to the comprehensive network:

- **Stretch 1:** Udumbanchola to Mangathotti (Ch. 0/000 to 12/000)
- **Stretch 2:** Mangathotti to Naduvattom (Ch. 12/000 to 14/500)
- **Stretch 3:** NR city to Kochappu (Ch. 17/000 to 37/000)
- **Stretch 4:** Kochappu to Desiyam (Ch. 37/500 to 41/000)
- **Stretch 5:** Desiyam to Chekuthanmukku (Ch. 42/000 to 42/900)
- **Stretch 6:** Chekuthanmukku to Chithirapuram (Ch. 42/900 to 45/250)

The project road predominantly traverses the undulating hills and verdant valleys of towns and vil-

lages within Udumbanchola taluk, ultimately culminating in Devikulam taluk. Udumbanchola is globally renowned for its extensive cardamom plantations, while Devikulam taluk is notable for the sprawling Kannan Devan Hill Plantations and the crucial Pallivasal Hydroelectric Power Station, both of which lie along the project's alignment, benefiting directly from the improved access. Crucially, numerous intersections along this road provide direct access to significant towns in this part of the district, including Rajakkad and Rajakumari, further decentralizing access and development. Various segments of this road also fall under the jurisdiction of local self-governing bodies, specifically the Panchayats of Senapathy, Bison Valley, and Pallivasal, underscoring the localized impact of the project.

Engineering Excellence: Road and Bridge Infrastructure

The aforementioned stretches have undergone significant improvements, now boasting a 10m Right-of-Way (RoW) with a 5.5m wide carriageway. Enhanced safety and drainage features include 0.9m wide drains with raised kerbs and a 0.25m shy-off area on the hillside. On the valley side, a 1.75m wide paved shoulder and a 1.5m footpath with raised kerbs further enhance pedestrian safety and overall road utility.

The project also encompassed the reconstruction and improvement of six critical bridges. Five of these bridges have been meticulously rebuilt, with the Chemmannar bridge being the exception, as it was found to be in excellent condition. Notably, the Mangathotty bridge has been reconstructed as a three-span structure, and the Desiyam bridge as a single-span structure, both designed for enhanced durability and traffic flow. Furthermore, the bridges at Nalpathekkar, Veterinary Hospital, and Chappath have been efficiently replaced with robust double and triple box culverts, significantly improving resilience against Idukki's challenging hydrological conditions. The newly constructed Desiyam bridge now serves as an invaluable additional link, significantly reducing travel time for commuters and providing a crucial bypass.

Financial Commitment and Project Execution

The financial sanction for this monumental work was initially accorded by the Kerala Infrastructure Investment Fund Board (KIIFB) for an amount of ₹145.67 Crore. This funding was allocated to be executed by the Kerala Road Fund Board (KRFB) as the Special Purpose Vehicle (SPV). Recognizing the scope and importance of the project, the sanction was later revised to ₹176.25 Crore, with KRFB retaining its role as the executing SPV.

The work was tendered at DSoR (Delhi Schedule of Rates) 2018 rates and was competitively awarded to M/s EKK Infrastructure Pvt. Ltd. The comprehensive completion of the work in all respects on June 30, 2024, marks a significant milestone in Idukki's developmental journey.

A Gateway to Tourism and Progress

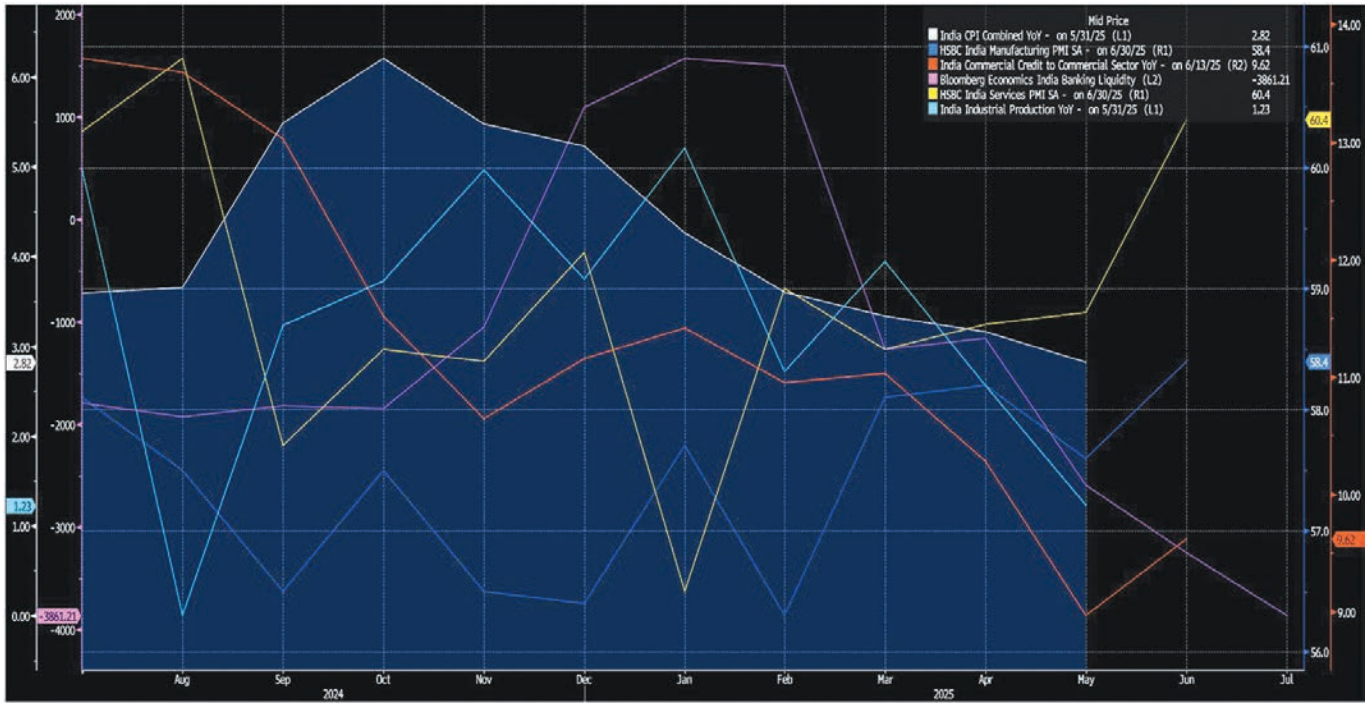
Beyond improving daily commutes for residents, this upgraded road network functions as a convenient alternate route to numerous popular tourist spots within the district. By providing better access, it is set to bolster Idukki's tourism sector, opening new avenues for local businesses and communities. The successful completion of this project underscores a commitment to overcoming geographical challenges, fostering regional development, and securing a more connected and prosperous future for Idukki.

Economy & Market Watch

Ajosh Krishnakumar,
General Manager, Finance & Administration

In this edition of economy & market watch, we look at a few high frequency indicators of real economic activity in the country to analyse how the Indian economy has fared during past 12 months.

The following chart shows how the India Services & Manufacturing Purchasing Managers Index (PMI), growth in credit to commercial sector, growth in Index of Industrial Production and retail inflation (Combined CPI YoY) fared during the past 12 months.



The HSBC India Manufacturing Purchasing Managers' Index (PMI), Seasonally Adjusted (SA), came in at 58.4 (highest during the period of study) in June 2025 compared to 57.6 in May 2025 and 58.2 in April 2025. During the period of study, the index recorded a low of 56.3 in February 2025. Moreover, Manufacturing PMI has been above 50 for all months during the period of study, indicating growth/ expansion. Additionally, it is worthwhile to note that Manufacturing PMI has consistently been above 50 for 48 consecutive months in total.

The HSBC India Services PMI (SA) improved to 60.4 in June 2025 compared to 58.8 in May 2025 and 58.7 in April 2025. During the period of study,

Services PMI hit a high of 60.9 in August 2024 and a low of 56.5 in January 2025. It may be noted that Services PMI has also been consistently above 50 for the last 47 months, indicating growth/ expansion.

Bank commercial sector credit growth on a year-on-year basis came in at 9.62% in June 2025 compared to 8.97% in May 2025 (Lowest during the period of study). The commercial sector credit growth (YoY) was below 12 % since October 2024. During the period of study, the commercial credit growth on a YoY basis hit a high of 13.71% in July 2024.

India's Industrial Production measured on a YoY basis, recorded a growth of 1.2% in May 2025 (lowest in the last 9 months) basis provisional estimates of IIP for May 2025, as against 2.6% in April 2025 and 3.0% in March 2025.The YoY growth in IIP for May 2025 is primarily attributable to the growth in Manufacturing sector (2.6% YoY), Electricity sector (-5.8% YoY) and Mining sector (-0.1% YoY). During the period of study, while growth in IIP on a YoY basis hit a high of 5.21% in January 2025, IIP on a YoY basis had contracted in the month of August 2024.

India's headline inflation rate based on the Consumer Price Index (CPI) YoY came in at 2.82%(lowest during the period of study) in May 2025 compared to 3.16% in April 2025 and 3.34% in March 2025. In the past 12 months, Consumer price index (CPI) inflation has been within the Monetary Policy Committee's target of **4 per cent within a band of +/- 2 per cent for all months except October 2024, during which Consumer price index (CPI) inflation hit a high of 6.21%.**

KECHERY-AKKIKAVU BYPASS

Tender Update - June 2025

Sl. No.	SPV	Sector	Work Description	Tender Value
1	KRFB	PWD	KIIFB 2016-17 Construction of KidanjiThuruthimukku Bridge across Mayyazhi river connecting Panoor Muncipality in Kannur District and Edachery Panchayath in Kozhikode District-Balance Work	₹ 12,95,14,840
2	KTDC	TSM	Setting up of Three Star Beach Resort at Muzhuppilangad Kannur Hardscape and Landscape works and the construction of the Main gate and car porch	₹ 1,37,24,627
3	KITCO	HFW	Development of Taluk Hospital at Neeleswaram Kasaragod	₹ 10,90,90,979
4	KITCO	HED	ELV works for the Construction of Central Laboratory at M G University Kottayam	₹ 1,72,57,483
5	KITCO	HED	Supply and installation of Elevator at Govt Polytechnic College Mananthavady	₹ 18,01,000
6	KITCO	HED	Balance work of Augmentation of Infrastructure Facilities at Govt Polytechnic College AdoorPathanamthitta Risk and Cost tender	₹ 2,62,00,000
7	KITCO	HED	Balance work for the Construction of Infrastructure Facilities for SARBTM Government College Koyilandy Risk and Cost	₹ 3,41,00,000
8	KITCO	HED	Augmentation of Infrastructure Facilities at Government Arts and Science College Thazhava	₹15,84,58,370

9	WAPCOS	HFW	Development of General Hospital Trivandrum	₹ 1,11,49,15,574
10	HITES	HFW	Supply, Installation, Testing and Commissioning of MGPS for Upgradation of Taluk Hospital Nedumkandom to District Hospital-Phase I	₹ 3,30,97,767
11	KTDC	TSM	Setting up of Three Star Beach Resort at Muzhuppilangad, Kannur _ Kitchen Equipment and ducting works (Civil and Electrical works)	₹ 1,20,36,614
12	SKF	SYA	KIIFB - Construction of C.K. Omkaranadhan Indoor Stadium at Kalpetta, Wayanad - Maple Flooring - Retender	₹ 1,29,06,501

KECHERY-AKKIKAVU BYPASS

Fund Mobilization Status	
Particulars	**Amount (₹ Cr.)**
Contribution from Government of Kerala	22,113
Fund mobilized from financial market	32,472
Total	**54,585**

** Provisional figure as on 31-03-2025*

PRAVASI Chitty Statistics as of 30TH JUNE 2025

Total number of customers	223168
Total number of subscribers	64541
Total amount collected	INR 5391.62 Cr
KIIFB Deposit bond subscribed	INR 965.00 Cr
KIIFB Security bond subscribed	INR 247.842 Cr

PRAVASI Dividend Scheme

Total number of registrations	52472
Total no. of depositors	4233
Total amount deposited	INR 331.05 Cr

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