Celebrating 25 years of excellence

Newsletter

Vol 9 Issue 4 April 2026

Nayarthodu Bridge in Malappuram

Kerala Infrastructure Investment Fund Board

Projects - Statistics

Department	KIIFB Approved Projects	
	No. of Projects Approved	Approved Amount (₹. in Crore)
PWD	535	₹ 40,392
Agriculture	1	₹ 21
Animal Husbandry	2	₹ 33
Ayush	2	₹ 204
Backward Classes Development Department	1	₹ 18
Coastal Shipping & Inland Navigation	19	₹ 3,520
Culture	17	₹ 502
Devaswom	2	₹ 139
Fisheries and Ports	27	₹ 653
Forest	13	₹ 637
General Education	158	₹ 3,241
Health & Family Welfare	119	₹ 7,495
Higher Education	70	₹ 2,346
Home	6	₹ 231
Industries	2	₹ 208
Information Technology	7	₹ 2,536
Labour & Skills	5	₹ 94
Local Self Government	30	₹ 847
Power	18	₹ 5,200
Planning & Economic Affairs Department	6	₹ 353
Registration	6	₹ 90
Revenue	5	₹ 104
SC/ST Development	10	₹ 182
Science & Technology Department	5	₹ 319
Sports & YA	42	₹ 988
Tourism	14	₹ 639
Transport	3	₹ 607
Water Resources	105	₹ 7,239
Total	**1230**	**₹ 78,837**

Projects under Land Acquisition Pool of ₹ 20,000 Crore

PWD-NHAI	1	₹ 6,769
Industrial Parks - 3 projects - ₹14006.13 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	1230	₹ 78,837
Projects under Land Acquisition Pool	7	₹ 20,000
Total	**1237**	**₹ 98,837**
Fund disbursed to projects (as on 31/03/2026)		₹ 41,620 Cr.

Editorial

The Indian Railway celebrated 75th year of its nationalisation in 2026. It was a remarkable journey. Those who carefully analyse it or walk with that journey can witness how the Railways have evolved from a basic transport system into a vital engine of national integration and economic growth. Particularly noteworthy is their focus on modernisation, including adoption of AI surveillance for easing congestion at major stations. Such initiatives reflect a vision aligned with the demands of a rapidly developing nation. All those who work in the infrastructure development field have so much to learn from the journey of Indian Railway. Yes, the members of KIIFB family too can learn something from that.

"Natural wetlands along rivers can function like sponges to retain water during urban flooding and drought." Our Sr. Sustainability Expert Peggy Nepram quotes Kongjian Yu. Her article on Sustainable Water Resource Management is that of contemporary importance as many of our cities/towns suffer from urban flooding.

Vineeth VT from the O/o CPS to CM continues his thoughts on Kerala's RRT's and in this issue shares his views on why Kerala's RRTs must be completely grade-separated and tries to prove that Kerala's RRTS is not a vanity project and it is the structural response to a State that has saturated its road network and cannot expand into ecologically fragile highlands.

The newsletter presents a list of projects which were completed successfully with KIIFB funding like IRIA, Kannur, Karma Bridge, Thekkil – Alatty Road, Kasaragod, Hill Highway at Pattikkad–Vilangannur, Kodanchery Kakkadampoyil Hill Highway etc.

Its Mahatmaji who defined "Education as an all-round drawing out of the best in child and man, body, mind and spirit". To create the right environment for this divine process, good infrastructure is also seen required and Kerala as a State has always given priority for investments in the educational sector. Anisha Mohan J Inspection Engineer writes about the successfully completed KIIFB school projects and how they transform Kerala's public education.

Happy reading!! STAY TUNED.

Chief Editor

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Contents

Cover Picture Courtesy : Mohammed Irshad R Project Examiner

Turning Cities into Sponges : An Emerging Idea in Sustainable Water Resource Management

Peggy Nepram, Sr. Sustainability Expert, ESG

Sponge city is an urban planning model originating in China, offering a set of nature-based solutions that use natural landscapes to catch, store and clean water. The concept has been inspired by ancient wisdom of adaptation to climate challenges. This concept is the brainchild of Konjian Yu, who was one of the world's leading landscape architects. Yu is most famous for being the man who reintroduced ancient Chinese water systems to modern design. In theprocess he transformed some of China's most industrialised cities into standard bearers of green architecture. Yu studied urban water systems and used the concept of a sponge to describe flood control capacity of natural systems pointing out that " natural wetlands along rivers can function like sponges to retain water during urban flooding and drought".

In 2001, Yu and his colleagues proposed the *"Ten Strategies for Urban Ecological Infrastructure Construction"*, which was an early, systematic discussion of ecological stormwater management (Kongjian Yu, Dihua Li, Luomeng Chao, 2001). These strategies emphasized constructing urban ecological infrastructure to safeguard ecosystem services, and two of the strategies were directly related to urban ecological stormwater management, i.e. maintaining and restoring the natural forms of rivers and coasts, and protecting and restoring wetland systems. The article criticized the prevailing phenomenon of river channelization, and the widespread destruction of urban and rural wetlands by urban construction. It emphasized the necessity of providing comprehensive ecosystem services to cities by maintaining and improving river and wetland systems. The principal strategies include clean water provision, drought and flood control, groundwater recharge, diverse habitat preservation, and recreational opportunity provision and aesthetic enrichment for urban residents.

Zhongguancun Life Science Park, Beijing : Pilot Sponge City Project

A series of projects have also contributed to the exploration and refinement of sponge city construc-

tion approaches. The first was the Beijing Zhongguancun Life Science Park, built in 2000.It introduced a green space system called "earth – life cells" which utilised constructed wetlands to collect rainwater and purify reclaimed water (Kongjian Yu, Dong Zhang 2001). The Zhongguancun Life Science Park is a research and development campus for life sciences. The campus is 132 hectares in area . The central park of the campus, which is 10 hectares in area is featured with a man-made wetland and a pond.

Beijing is a semi-dry region, with 660mm of annual rainfall and the soil for this site is sandy loam. About 80% of the rainfall is concentrated in July and August. The terraced wetland is designed to catch the substantial amount of storm water in the campus area and let water flow slowly terrace by terrace through the wetland, purified and deposited, and then seep into a stream that flows into the pond. A soft pond edge was designed so that native plants can grow along it. Diverse native plants species were selected and designed in community or pure population, so that their aesthetic value are visualized. These native plants include Typha, Scipus, Typha, Nuphar, Nymphoides and Phragnites.

Figure 1 Beijing Zhongguancun Life Science Park : A pilot sponge city project

Right in the middle of the city of Sanya , an area of lifeless land fill within a concrete flood wall was successfully restored into a lush mangrove park. The project demonstrates the success of form following the ecological processes to produce a designed ecotone that speeds up the natural process of mangrove rehabilitation. Three decades of rapid development had left Sanya, a tropical tourist city in China's Hainan Island, a mess of ecological destruction. Waterways were polluted and filled with garbage. Concrete flood walls were built to claim land for development that killed the mangroves, which Sanya was famous for.

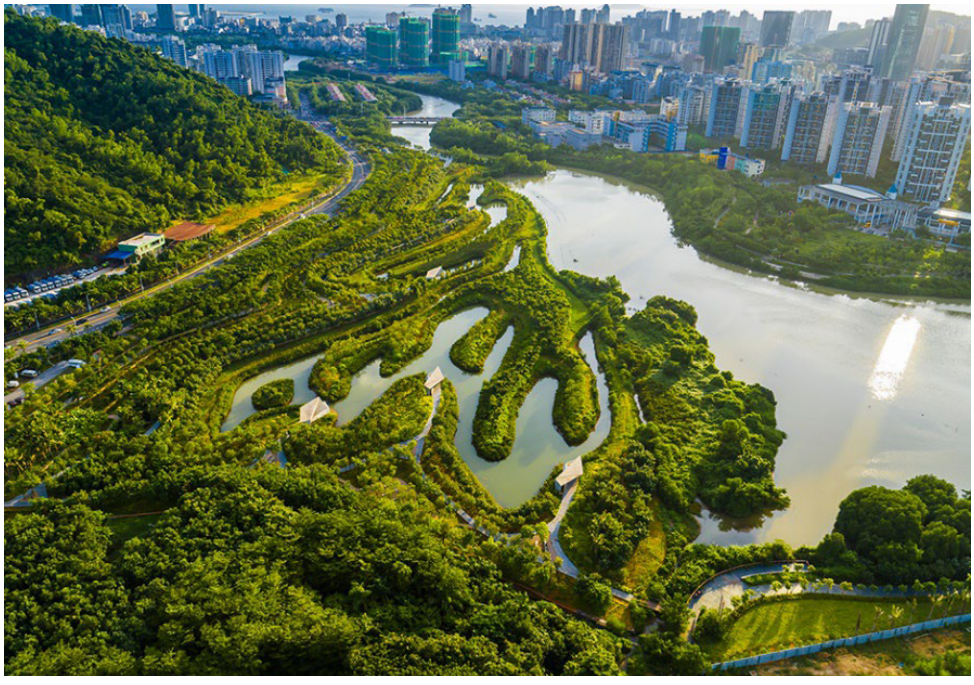
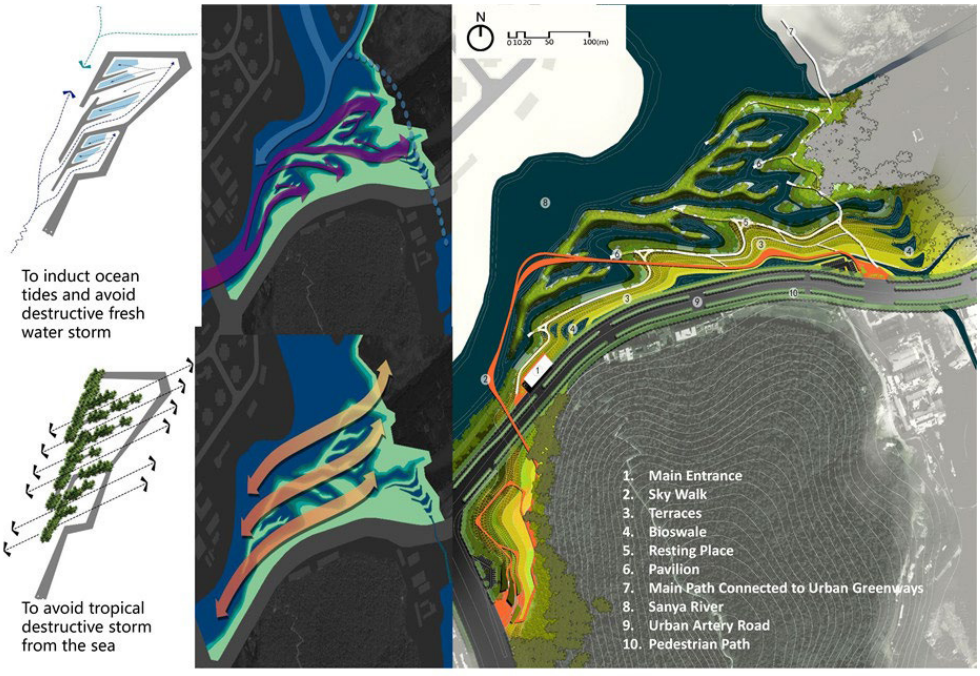


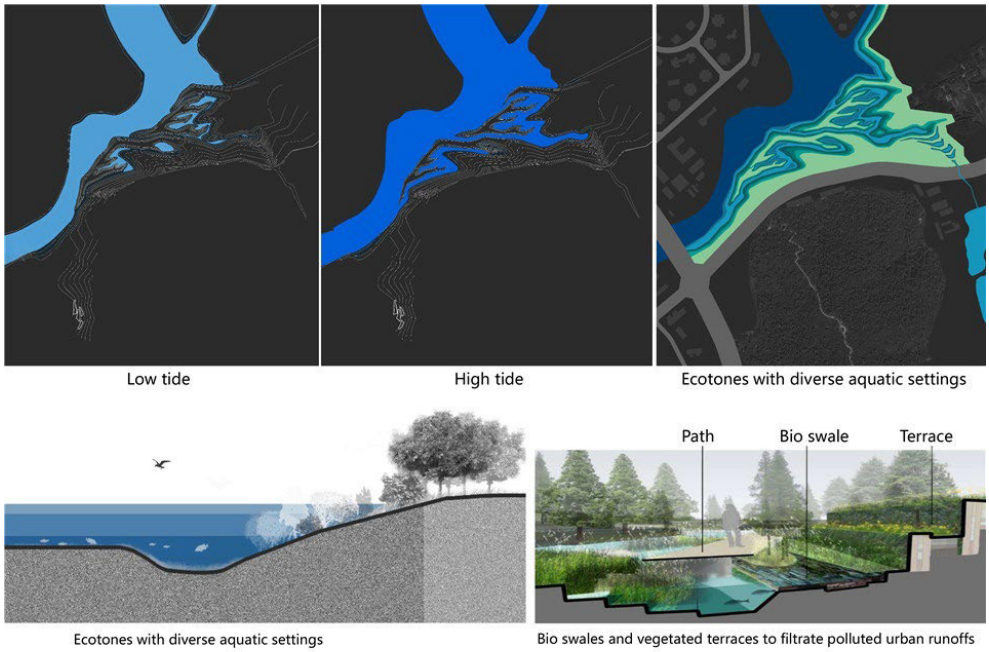
Figure 2 Sanya Mangrove Park

The main objective of the project was to rehabilitate the mangroves and make the site a showcase of urban renewal and ecological restoration. A land form of inter-locked fingers was designed to lead ocean tides into the park by trying to avoid annual strong tropical storms from the sea that may harm the rehabilitation of mangroves. A network of pedestrian passageways was designed following the landform. Pavilions were strategically allocated allowing visitors to enjoy the beauty as well as providing shelter and shading for bird watching.



01 Site plan: form follow processes. The designed ecotones of inter-locked fingers help to induct ocean tides, avoid the fresh water flush and destructive tropical storm

Figure 3 Site Plan



The designed ecotone of inter-locked fingers dramatically enhances the edge effects (water edge length increases from 700 to over 4000 meters, and water depth varies from 0 to 1.5 meters), and creates a dynamic aquatic environment following the rise and fall of tides

Figure 4 Interlocking finger design

Way Ahead

The Sponge City concept has gained worldwide attention due to its innovative concept, huge implementation plan and strong performance in improving water quality and controlling urban flooding. The internationally renowned journal, "Nature and Science" also reported that the sponge city is crucial for many cities which suffer urban flooding and water shortage. These studies have pointed out that the green sponge infrastructure should be combined with conventional drainage systems, particularly in areas of medium and high intensity urbanization.

As the sponge city concept gains momentum, a comprehensive study is essential for its effective implementation in Kerala. Initiatives such as the rejuvenation of Akkulam Lake and its watershed and the restoration of Pazhukkanilakayal in Vembanad Lake underscore the vital role of water bodies and mangrove ecosystems in ecological sustainability and resilience. KIIFB's Akkulam project demonstrates a forward-looking, nature-based approach by integrating wetland restoration, stormwater management, and ecosystem resilience into urban planning. This reflects a shift toward hybrid ecological strategies that enhance water quality, reduce flood risks, and restore biodiversity, aligning with global best practices for climate-resilient urban water management..

References

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Kondazhy Kuthampully bridge

PART 3 — FLYING ABOVE THE FLOOD PLAIN: WHY KERALA'S RRTS MUST BE COMPLETELY GRADE-SEPARATED

Vineeth V T, Program Implementation Cell, O/o CPS to CM

The Geography Argument That Needs to Be Louder

Kerala's terrain is not merely scenic; it is ecologically load-bearing. The state occupies a narrow, hyper-dense coastal and midland strip bracketed by the Western Ghats to the east and the Arabian Sea to the west, threaded by 41 rivers flowing westward. The corridor where the RRTS must run is a mosaic of paddy fields, wetlands, backwater fringes, and flood-prone river basins. It is the most urbanised belt in the state precisely because it is the most accessible and economically productive. But by every hydrological and ecological measure, it is also the most vulnerable.

When Silverline proposed the majority of its alignment on embankments, the alarm raised by environmentalists and hydrologists was scientifically grounded, not merely political. Embankments in a flood-prone, laterite-underlain lowland act as barriers to natural sheet flow, causing water to back up on the upstream side rather than drain into rivers and wetlands. The objection was never to high-speed rail. It was to placing a hydrological barrier across Kerala's drainage arteries and calling it a railway.

The RRTS proposal with its completely grade-separated configuration of elevated viaducts and tunnel sections through dense urban cores resolves this contradiction directly. Piers at 30 to 35-metre intervals allow water, people, vehicles, and ecological connectivity to pass freely beneath. The land is not severed; it is bridged.

From Embankment to Elevation: The Technical and Ecological Case

The original K-Rail alignment proposed 327.82 kilometres of embankments and 101.22 kilometres of cuttings, together accounting for over 80 percent of the corridor. Embankments require a formation width of 20 metres; cuttings, 25 metres — neither permitting any shared land use within the footprint. The resulting acquisition of 1,383 hectares, of which 1,198 hectares were private, affected approximately 10,000 households and proved insurmountable.

But beyond the acquisition cost lies a subtler and more permanent injury: embankment land is dead land. Once a formation is raised and compacted, the footprint beneath it ceases to be agricultural, ecological, or economically productive for 80 to 100 years. In a state where land is scarce, this permanent sterilisation of the corridor is a cost that never appears in a DPR but is borne by the state indefinitely.

The technical objection is equally serious. Embankments are, in effect, linear earthen dams intercepting natural sheet flow and forcing accumulated water through culverts invariably under-designed for real flood peaks. Kerala's 2018 and 2019 floods demonstrated precisely what happens when hydraulic continuity across the lowland plain is disrupted at scale. Cuttings compound the problem differently: in Kerala's laterite geology, cut slopes that appear sta-

ble when dry lose cohesion rapidly under monsoon saturation, generating persistent slope failure risk and a maintenance burden that compounds relentlessly through the project's operational life.

A fully elevated viaduct eliminates both failure modes. Each pier occupies roughly 4 square metres at foundation level while the deck spans 30 to 35 metres overhead, leaving the terrain beneath hydrologically and ecologically intact. The Right of Way narrows to 15 metres, 25 percent less than an embankment and 40 percent less than a cutting. Crucially, only the pier foundations are permanently alienated; the surface land remains in productive use. The project shifts from an act of dispossession to one of superimposition infrastructure layered above a living landscape rather than carved through it.

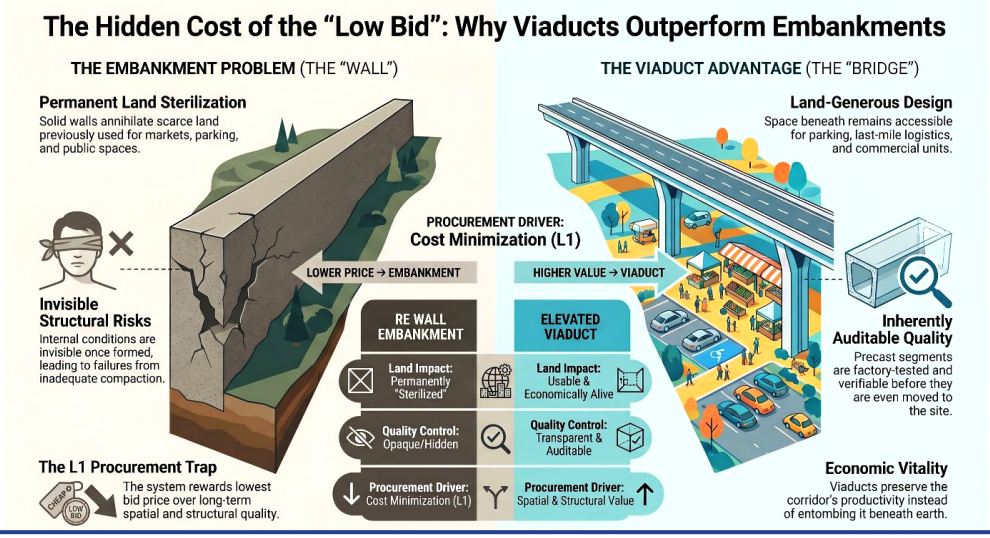
The L1 Problem: When Procurement Culture Becomes a Structural Risk

There is an institutional dimension to the embankment question that sits entirely outside the engineering literature but is plainly visible to anyone who has watched Kerala's NH 66 project unfold. India's EPC model for linear infrastructure is driven almost entirely by the lowest bid price. The L1 system creates a structural incentive for contractors to opt for embankments and Reinforced Earth walls wherever elevation could have been chosen. This is not contractor dishonesty; it is rational behaviour within a system that rewards cost minimisation above everything else.

Kerala's NH 66 corridor has borne these consequences in ways that go far beyond structural failure, they are visible to every commuter, every shopkeeper, and every resident along the alignment. Where flyovers could have been built, RE walls were raised instead. And in a state where land is among the scarcest and most economically productive in the country, those RE walls did not merely occupy space- they annihilated it.

Acres of land that once functioned as parking areas, commercial frontages, roadside markets, gardens, and active public space along the NH corridor have been permanently sterilised by solid RE wall embankments. A flyover, by contrast, would have passed overhead and left that same land beneath it accessible, usable, and economically alive. Under a viaduct, the same strip could have housed organised parking, last-mile logistics, small commercial units, or simple public amenity. Instead, a wall was built. The land died. And in a state that has no surplus land to absorb such losses, this is not a localised inconvenience, it is a compounding, corridor-length destruction of productive urban and peri-urban space that will not recover within any planning horizon we can meaningfully discuss.

Kerala's NH 66 embankments have borne further consequences in structural terms too. Formations built with inadequate compaction and under-designed cross-drainage have failed in places even before opening to traffic.



An elevated viaduct, by contrast, is extraordinarily difficult to build badly under an L1 regime without it being immediately apparent. Precast segmental construction is governed by factory quality control, dimensional tolerances, and structural testing protocols that are verifiable at the casting yard before a single segment moves to site. A span that deflects beyond tolerance, a pier that is out of plumb, a segment with inadequate cover to reinforcement - all are detectable and correctable before they become operational failures. The structure's performance is transparent in a way that a compacted earth embankment, whose internal condition is invisible once formed, fundamentally is not.

The NH 66 RE wall story is therefore the single most compelling local argument for why the RRTS must be built on viaducts. It demonstrates, at scale, across hundreds of kilometres of Kerala's most densely occupied corridor, what the L1 system does when given a choice between a wall and a bridge. It builds the wall. And a land-scarce state pays the price — not once at construction, but every year, for every year that productive land sits entombed beneath an embankment that should never have been built.

In a procurement environment that has so visibly demonstrated the cost of prioritising bid price over spatial and structural quality, choosing a typology that is inherently more auditable and inherently more land-generous is not merely an engineering preference. It is a governance argument and an economic one.

The Ecological Dimension: Wetlands, Corridors, and the Landscape Beneath

The RRTS corridor traverses some of the most ecologically significant terrain in peninsular India. Alappuzha- where farming is conducted below sea level - the Vembanad - Kol wetland system listed under the Ramsar Convention, the floodplains of the Periyar, Pamba, and Bharathapuzha rivers, and the coastal backwater fringes of central Kerala are systems whose hydrological function i.e. flood attenuation, groundwater recharge, sediment retention, and biodiversity support depends entirely on the continuity of water movement across the landscape.

An embankment alignment through these systems does not merely occupy land. It severs the hydraulic and ecological connections that make them function. An elevated alignment passes over these systems with a footprint measured in pier foundations. The wetland breathes beneath it. The water moves. The ecology persists.

For a state whose identity, economy, and climate resilience are inseparable from the health of its water systems, this is not a secondary benefit to be weighed against construction cost. It is the foundational condition on which any responsible infrastructure decision must rest.

The Material Question: Earth, Aggregate, and the Lessons of the NH Corridor

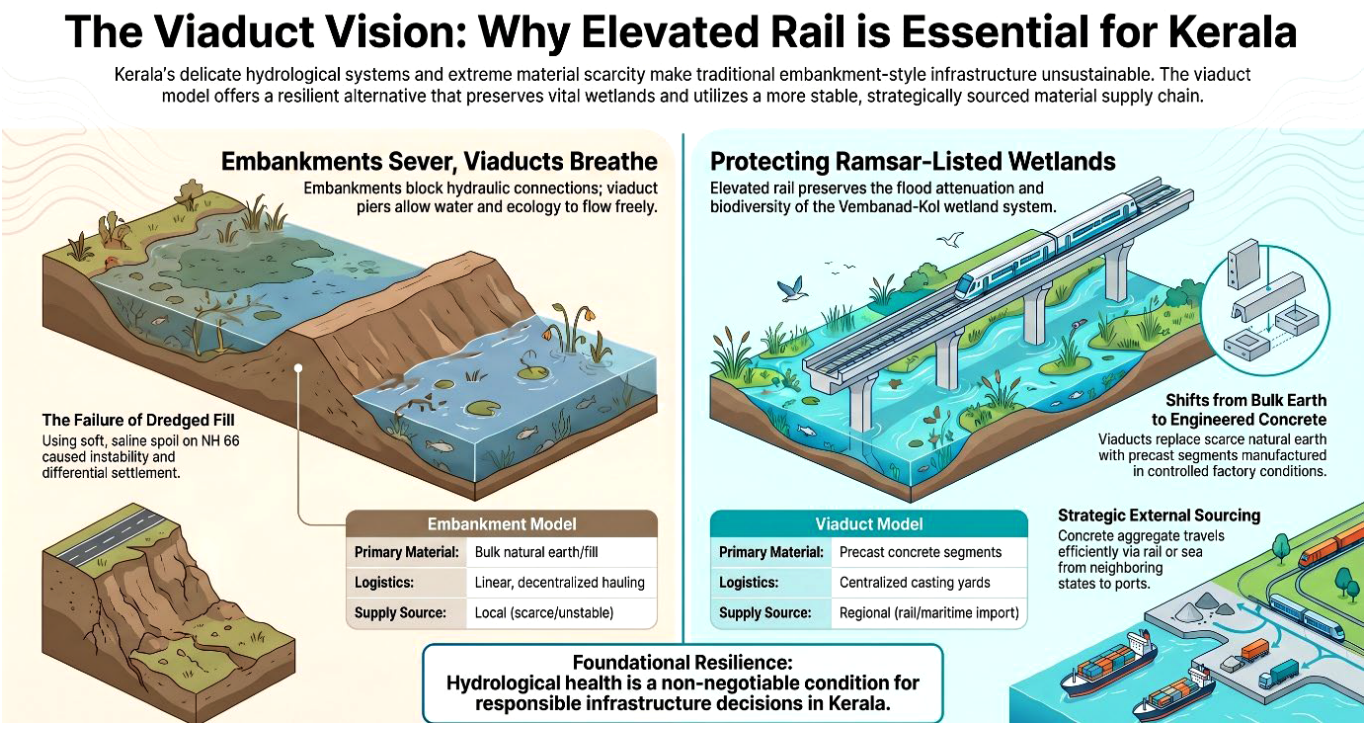
Kerala simply does not have enough construction material to build a conventional embankment railway and the evidence is already live on NH 66. With natural earth scarce along the coastal lowland, contractors turned to dredged material - soft, saline spoil from lakes, reservoirs, and waterbodies as embankment fill. The consequences were predictable: differential settlement, slope instability, and repeated embankment distress. The NH experience is not a cautionary tale from elsewhere. It is a live demonstration, unfolding across Kerala's landscape right now, of what happens when large-scale linear infrastructure insists on being built from earth the state cannot sustainably provide.

The viaduct model transforms this equation. Material requirements shift from bulk earthworks to engineered precast concrete segments produced in controlled casting yards and erected by launching gantry without any ground-level earthmoving.

It is important to state clearly, however, that the viaduct model does not eliminate the aggregate challenge- a concrete viaduct will require substantial quantities of coarse aggregate, fine aggregate, and cement. But concrete aggregate can be sourced strategically from outside Kerala from Tamil Nadu's quarries, Andhra Pradesh, or through maritime import via Vizhinjam and Kochi ports in a way that bulk earth fill simply cannot. Aggregate for concrete trav-

els efficiently by rail or sea, is stockpiled at casting yards, and consumed under factory conditions with minimal waste. Earth fill must be sourced, hauled, placed, and compacted across the full linear extent of the construction zone with no possibility of centralised logistics.

The aggregate sourcing strategy for the RRTS is therefore also an opportunity to establish a regionalised construction materials supply chain that serves Kerala's broader infrastructure pipeline well beyond this single project.



Revenue Beyond the Fare Box: The Spatial Value of a Grade-Separated Corridor

A completely elevated RRTS corridor is not merely a mobility asset, it is a linear piece of real estate traversing the most economically productive belt in one of India's most densely populated states. The revenue potential embedded in this spatial position is substantially underexplored in Indian rail economics.

Each of the proposed station precincts particularly the six corporation nodes and four international airport connections represent a Transit-Oriented Development nucleus capable of generating property value premiums of 15 to 40 percent over comparable non-transit locations. In Kerala's land market, where corporation-area values reach 15 lakh per cent on average, the infrastructure concessionaire holding development rights over these precincts can monetise value uplift through ground leases, joint development agreements, and area-level development levies in ways that make station precinct revenues a meaningful contributor to project viability.

The space beneath the viaduct deck 4.5 to 6 metres of covered, linear, accessible urban space running through every major city and town along the corridor is an asset class that Indian infrastructure has only begun to exploit. Logistics and last-mile distribution, urban markets, cycle and pedestrian infrastructure, public amenity, and transit-adjacent retail have all been demonstrated beneath viaducts in various metros. Over 500 kilometres, even modest

per-metre revenues aggregate to a perpetual income stream that reduces the effective cost of capital for the infrastructure entity.

Finally, the corridor's right-of-way connecting every major city and all four international airports is an extraordinarily valuable backbone for fibre optic infrastructure, power transmission, and digital services: revenue generated at zero incremental operational cost, and a direct subsidy to the state's digital and energy infrastructure in the process.

The Proposition, Stated Plainly

Kerala's RRTS is not a vanity project. It is the structural response to a state that has saturated its road network, cannot expand into ecologically fragile highlands, watched its most ambitious prior transit initiative stall on precisely the issues that grade separation resolves, and now for the first time has MoHUA expressing genuine willingness to support RRTS expansion beyond Delhi-NCR. The completely elevated corridor costs more per kilometre than an embankment alternative. But it acquires less land, displaces fewer households, preserves natural drainage, survives monsoons better, resists procurement-driven quality failure, enables year-round construction, and generates diversified non-fare revenues. When the full lifecycle economics are assessed, it is the cheaper choice and unambiguously the right one for a state this ecologically sensitive.

Next topic - Part 4- Infrastructure economics

International Research Institute of Ayurveda

From Vision to Reality: KIIFB's Infrastructure Revolution – Series II

From Tradition to Global Science: Ayurveda Research Institute Established in Kannur

In the serene landscapes of Kannur, a quiet transformation is unfolding—one that carries the soul of Kerala's ancient healing wisdom into the future. The International Research Institute in Ayurveda (IRIA), envisioned during 2016–17 under the National AYUSH Mission Kerala and the Department of Ayurveda Medical Education, stands today as a landmark initiative blending tradition with modern science. Backed by the Kerala Infrastructure Investment Fund Board, the project spans 286 acres and brings together a 100-bedded research hospital, a manuscript centre, and a medicinal plant nursery—creating a unique ecosystem where knowledge, nature, and healthcare converge.

Inaugurated on 25 February 2026, IRIA is more than just infrastructure; it is a gateway to rediscovering and validating Ayurveda through research and innovation. From decoding rare manuscripts to advancing clinical and medicinal plant studies, the institute aims to strengthen evidence-based practice while preserving the authenticity of this time-honoured system. It is designed to support students, researchers, practitioners, and entrepreneurs, while also fostering collaborations across the globe.

As Kannur steps into the international spotlight, IRIA symbolizes a larger purpose—taking Kerala's rich Ayurvedic heritage to the world with renewed credibility and scientific backing. It is not merely an institution, but a bridge between past and future, tradition and technology—paving the way for Ayurveda to emerge as a globally relevant, trusted system of healthcare.

A Seamless Connection Begins: Karma Bridge Across Canoli

As communities grow and evolve, the need for stronger, more seamless connections becomes essential. The Karma Bridge across the Canoli Canal in Malappuram district stands as a meaningful step in that direction—enhancing accessibility, easing daily travel, and opening new pathways for progress.

More than a physical structure, the bridge reflects a shared vision of development, where connectivity empowers people and strengthens local economies.

Constructed near the harbour side, the bridge links Ponnani Port with surrounding regions through a well-planned approach road. Stretching 390 metres, it features multiple spans supported by PSC girders and slab construction, resting on durable bored cast-in-situ RCC pile foundations. Executed by the Kerala Road Fund Board with financial support from the Kerala Infrastructure Investment Fund Board, the project was completed on 25 December 2022, with a revised investment of ₹41.21 crore. Today, it serves not only as a vital link for residents and farmers but also as a functional bypass, easing congestion in Ponnani town and improving traffic flow across the region.

The impact of Karma Bridge extends far beyond convenience. It fosters stronger connections between communities, supports local livelihoods, and contributes to the broader development of Malappuram district. As this new link continues to serve the people, it stands as a symbol of thoughtful infrastructure—one that brings places closer, reduces barriers, and paves the way for a more connected and promising future.

A New Path Emerges: Thekkil–Alatty Road in Kasaragod

The Thekkil–Alatty Road is emerging as a vital lifeline in Kasaragod district, transforming the way people and goods move across the region. Designed to enhance connectivity between towns and villages, the project brings greater ease and efficiency to everyday travel while supporting the district's broader vision of inclusive growth. By linking key localities and improving access towards the Karnataka border, it also strengthens connectivity to major destinations like Bengaluru, opening up new economic and social opportunities.

Stretching 34.56 kilometres from Thekkil to Alatty, the road connects important centres such as Poinachi, Kuttikole, and Bandadukka, and has been developed in three major stretches for systematic execution. Upgraded into a two-lane carriageway with cement concrete paved shoulders, the project ensures improved durability, safety, and comfort for commuters. Implemented by the Kerala Road Fund Board with financial support from the Kerala Infrastructure Investment Fund Board, the project was completed on 31 December 2021, with a revised investment of ₹75.11 crore.

More than just a roadway, the Thekkil–Alatty corridor represents progress in motion—bringing communities closer, supporting trade and mobility, and laying the groundwork for sustained development in Kasaragod. As vehicles move more freely along this upgraded route, it stands as a testament to how well-planned infrastructure can quietly transform lives and drive a region forward.

A New Route Unfolds: Hill Highway at Pattikkad–Vilangannur

The Hill Highway project, envisioned in the 2017–18 Budget with an outlay of ₹3,500 crore, stands as one of Kerala's most ambitious infrastructure initiatives—aimed at unlocking the potential of the state's high-range regions through seamless connectivity. With the Kerala Road Fund Board entrusted as the Special Purpose for implementing, and funding support from the Kerala Infrastructure Investment Fund Board, the project spans an extensive 793.68 km, connecting remote areas to major economic corridors. Within this larger vision, the 5.3 km Pattikkad–Vilangannur Road in Thrissur district emerges as a crucial link, bridging the Hill Highway segment with NH 544 and strengthening regional mobility.

Upgraded with modern engineering standards, the road now features a 12-metre Right of Way, a well-defined carriageway, paved and concrete shoulders, and improved pavement layers designed for durability and safety. Beyond its technical strength, the project brings meaningful change to everyday life—easing travel for students and workers, enhancing road safety, and improving access to key localities such as Pattikkad, Alpara, Kannara, and Vilangannur. It also opens up new opportunities by supporting tourism and enabling smoother movement of goods between the high ranges and commercial hubs.

Completed on 12 January 2025 and inaugurated on 15 March 2025, this stretch is more than just a road—it is a pathway to progress. As part of the larger Hill Highway network, it reflects a forward-looking vision where infrastructure not only connects places, but also uplifts communities, fuels economic growth, and brings the promise of a more accessible and prosperous future for the region.

A Scenic Path Emerges: Kodanchery–Kakkadampoyil Hill Highway

Winding through the lush hills of the region, the Kodanchery–Kakkadampoyil Hill Highway Road is more than a route—it's a pathway opening up new possibilities. This project navigates scenic landscapes while connecting communities that were previously separated by challenging terrain. By bridging these hills, the road promises to bring people, opportunities, and services closer together, fostering growth while preserving the charm of the surrounding countryside.

This road comes in Thiruvambady constituency in Kozhikode District is having a total length of 35.35 km passes through the main destinations and markets; Nellipoyil, Pulloorampara, Punnakkal, Koodaranhi, Koompara, Thazhe Kakkad and ends at Kakkadampoyil town. This is a rural agricultural area in the eastern hilly region of the Kozhikode district. Vertical gradient correction by cutting and filling at several reaches will be performed to keep the road within the limit of permissible gradient thereby avoiding black spots. The work was completed and inaugurated on 15/02/2025.

A New Era of Healthcare: Modernising Govt. Medical College, Kottayam

The modernisation of Government Medical College, Kottayam marks a transformative chapter in Kerala's public healthcare journey—where advanced infrastructure meets compassionate care. Envisioned to elevate both medical education and patient services, the Surgical Block project brings together cutting-edge technology, thoughtful design, and a commitment to excellence. Supported by the Kerala Infrastructure Investment Fund Board, this initiative strengthens one of the state's premier healthcare institutions, ensuring that quality treatment is both accessible and efficient.

At the heart of the project stands a sprawling, multi-storey surgical complex with a built-up area of over 33,000 square metres, designed to meet modern medical standards. Equipped with comprehensive systems—from advanced diagnostic imaging facilities like MRI and CT scans to fully integrated laboratories, ICUs, and modular operation theatres—the facility has been carefully planned to optimise patient care and clinical workflows. Notably, the fifth floor houses 14 state-of-the-art modular operation theatres, significantly enhancing surgical capacity. Robust supporting infrastructure, including high-capacity generators, HVAC systems, and safety mechanisms, ensures uninterrupted and reliable hospital operations.

Engineering Harmony with Nature: River Lock at Parapram

The installation of a regulator with a lock across the Anjarakandy River at Parapram in Pinarayi Panchayat marks a vital step forward in sustainable water management and regional development in Kannur district. Designed to balance ecological needs with community benefits, the project reflects a thoughtful approach to regulating river flow, improving irrigation, and enhancing everyday life. With financial support of 46.37 crore from the Kerala Infrastructure Investment Fund Board and execution by the Kerala Irrigation Infrastructure Development Corporation, this initiative stands as a testament to how infrastructure can directly uplift livelihoods.

Beyond its engineering scale, the regulator brings tangible benefits to the region. It helps prevent saltwater intrusion across nearly 1200 acres of land in Pinarayi, Vengad, Anjarakandy, and Peralasseri villages, safeguarding agriculture and ensuring the availability of fresh water for irrigation. It also addresses drinking water scarcity in the basin, providing a reliable source of water for local communities. Equipped with advanced features—including multiple vertical and diamond-shaped gates, electrically operated shutters for quick flood response, and a navigation lock—the structure ensures both efficiency and resilience.

Protective walls along the riverbanks further enhance safety by preventing erosion and flood damage.

More than a water control structure, this project represents security, stability, and progress for the people it serves. By combining functionality with community-focused amenities such as walkways, seating, and lighting, it transforms into a shared public space as well. As it quietly regulates the river's flow, it also nurtures a future where water resources are managed wisely, livelihoods are protected, and development flows in harmony with nature.

A New Era of Sports Infrastructure in Wayanad ; Wayanad C.K. Omkaranadhan Indoor Stadium

The Wayanad C.K. Omkaranadhan Indoor Stadium stands as a vibrant symbol of the district's growing focus on sports, wellness, and community life. Designed to provide athletes and residents with a modern, professional space, the facility encourages participation in a wide range of indoor games while fostering a culture of fitness and teamwork. More than just a venue, it represents an investment in people—nurturing talent, inspiring youth, and bringing communities together through sport. Completed on 30 August 2023 at Kalpetta with financial support of ₹38.43 crore from the Kerala Infrastructure Investment Fund Board, the project features a comprehensive set of world-class facilities. These include an expansive indoor stadium spanning over 10,000 square metres, dedicated administrative spaces, and both practice and Olympic-standard swimming pools—ensuring opportunities for training, competition, and skill development at multiple levels.

Today, the stadium stands not just as an infrastructure achievement, but as a dynamic hub of energy and aspiration. It reflects Wayanad's commitment to building a healthier, more active society—where sports become a pathway to discipline, excellence, and community bonding.

A Route of Progress: Perambra–Vatakara Road

Perambra Cheruvannur Vatakara road is an impor-
tant Major District Road in Kozhikode district which
starts from Perambra near SH 38 Puthiyangadi Ulliyeri
Kuttiyadi Chovva byepass road and ends on National
Highway 66 at Vatakara. The total length of road
is 9.8 km which is entirely in rural area, out of which
from chainage 0/000 to 9/800 i.e. between Per-
ambra and Chaniyamka- davu is proposed under
KIIFB package as 1st Phase. This road connects towns
like Perambra, Cheruvan- nur, Pannimukku, Muyip-
poth and Vatakara. Finan- cial sanction for the work
was sanctioned by KIIFB for an amount of ₹24.40
Crore to be executed by KRFB as the SPV and the
work was completed on 29/07/2020.

A Journey Through History: Thalassery Heritage Project

The Thalassery Heritage Project, announced in the 2019–20 Budget, reflects Kerala's vision of preserving its rich cultural legacy while creating meaningful tourism experiences. Implemented with the support of the Kerala Infrastructure Investment Fund Board and executed by the Kerala Irrigation Infrastructure Development Corporation as the Special Purpose Vehicle, the project spans over 61 heritage sites across Kannur, Kozhikode, and Wayanad. Designed around immersive storytelling circuits such as the Harbour Town, Pazhassi, Folklore, and Cultural Circuits, it brings history, tradition, and local narratives to life, with Thalassery at its heart.

Within this larger vision, the development of Kottiyoor Shiva Temple under the Pazhassi Circuit stands out as a deeply spiritual and cultural initiative. Revered as "Dakshina Kashi," the temple is nestled amidst the serene Western Ghats and holds

immense mythological significance. The project enhances the pilgrim experience through thoughtfully designed facilities including dormitories, shelters, a ticketing system, and landscaped spaces—all developed in harmony with traditional temple architecture and environmental sustainability. A dedicated gallery and Heritage Knowledge Centre further enrich the experience by showcasing the temple's rituals, history, and the cultural life of the region.

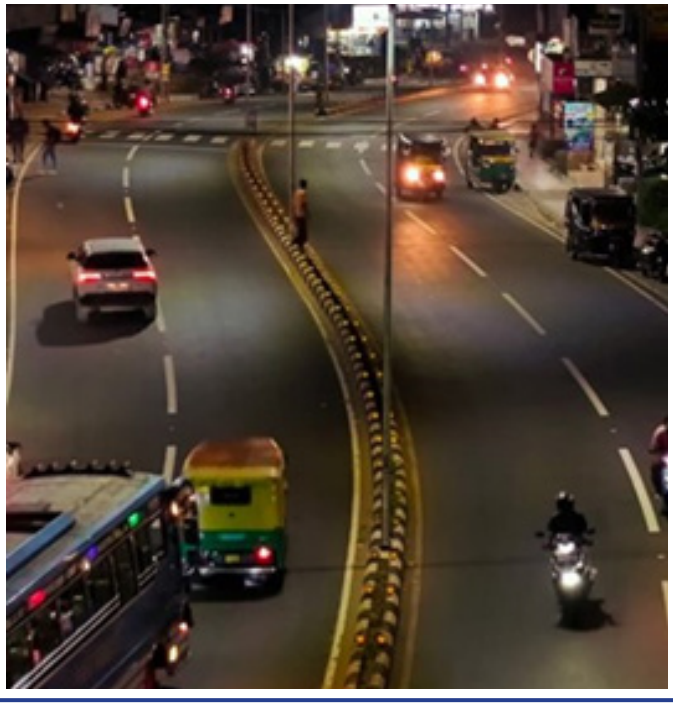
Completed and inaugurated on 29 July 2025 by P. A. Mohamed Riyas, the project marks a significant step in blending heritage conservation with sustainable tourism. More than infrastructure, it is an effort to protect a sacred legacy while making it accessible to future generations. As a key anchor of the Pazhassi Circuit, Kottiyoor now stands not only as a place of devotion, but also as a gateway to Kerala's timeless traditions and living heritage.

Revitalizing Cherpulassery: A Vision for a Better Town

Cherpulassery, a bustling urban hub in Palakkad district, has long stood at the crossroads of connectivity—linking key routes from Ottapalam, Perinthalmanna, Shornoor, and Pattambi. Yet, with growth came mounting challenges: traffic congestion, narrow roads, lack of pedestrian facilities, and recurring waterlogging during monsoons. Addressing these concerns, a transformative road development project was initiated following the 2017–18 State Budget, with implementation led by the Kerala Road Fund Board and financial support from the Kerala Infrastructure Investment Fund Board.

Executed by the Uralungal Labour Contract Co-operative Society, the project reimagined the town's primary corridor into a modern four-lane roadway, complete with pedestrian walkways, structured parking, improved drainage systems, and enhanced safety features. Built in accordance with Indian Roads Congress standards, the upgraded infrastructure integrates efficient stormwater management, utility realignment, and high-visibility traffic systems—ensuring smoother flow, greater safety, and long-term resilience.

Completed and inaugurated on 22 February 2026, the project marks a turning point for Cherpulassery. As a town of cultural and commercial importance—home to the revered Ayyappankavu Temple—this development goes beyond easing congestion. It reshapes the urban experience, paving the way for safer mobility, improved livelihoods, and a more vibrant, accessible future for all who pass through its streets.



Taluk Hospital Kundara: Healing in Action

Taluk Hospital, Kundara stands as a cornerstone of healthcare in Kollam district, serving the community with dedication and care. Today, with the completion of a modern eight-storey facility, the hospital enters a new era—one defined by advanced treatment, improved accessibility, and patient-centered services. Implemented by the Health & Family Welfare Department with financial support from the Kerala Infrastructure Investment Fund Board, this initiative reflects Kerala's commitment to strengthening healthcare at the grassroots level.

Completed in September 2025, the new building has been designed to international standards, ensuring long-term sustainability and readiness for future healthcare demands. With 110 beds, advanced operation theatres, ICUs, trauma care facilities, and specialized departments, the hospital is now equipped to deliver high-quality care closer to home. Strategically located along National Highway 744, it plays a crucial role in emergency response, significantly reducing the need for patients to travel long distances for critical treatment. Modern systems such as pneumatic tube technology, medical gas pipelines, and dedicated oxygen infrastructure further enhance efficiency and reliability.

More than an infrastructure upgrade, this transformation brings reassurance to the people of Kundara and nearby regions. By decentralizing healthcare and making advanced services accessible locally, the project reduces hardship, saves precious time in emergencies, and strengthens public trust in the government healthcare system. As the hospital begins this new chapter, it stands as a symbol of a healthier, more resilient future—where quality care is not distant, but within reach for all.

GHS Perdala School in Kasargod District

Nestled in the heart of Kasaragod district, GHS Perdala School has long been a place where young aspirations take root and futures begin to unfold. Today, with the completion of a new academic block, the school enters a renewed phase—one that strengthens its role as a nurturing ground for learning, creativity, and growth. Supported by the Kerala Infrastructure Investment Fund Board, this initiative reflects a clear commitment to improving educational infrastructure and ensuring that every child has access to a better learning environment.

With over 1,300 students, the school had been facing challenges due to aging infrastructure and a shortage of classrooms. The newly constructed three-storey academic block, spanning over 1,300 square metres, directly addresses these concerns. Equipped with 12 modern classrooms, a dedicated Science Lab, and a Conference Hall, the facility is designed to support both academic excellence and holistic development. The addition of essential amenities, including separate sanitation facilities on each floor, further enhances the comfort and well-being of students.

More than just a building, this development brings renewed confidence to students, teachers, and the wider community. It creates space for curiosity to grow, for ideas to flourish, and for talents to be discovered. As the classrooms fill with new energy and ambition, GHS Perdala stands stronger than ever—ready to shape the next generation and open doors to brighter opportunities.

Empowering Youth: ITI Kattappana's New Era

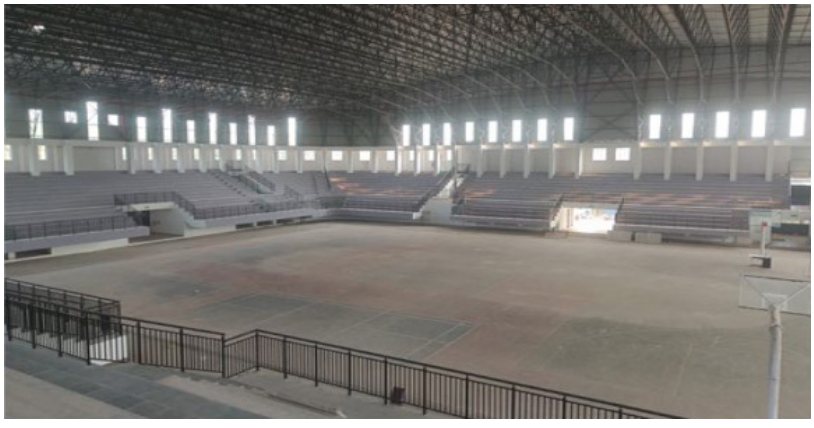
The upgradation of Government ITI Kattappana in Idukki district marks a meaningful leap forward in strengthening technical education and skill development in the high ranges. More than an infrastructure upgrade, it represents an investment in the aspirations of young people—equipping them with the knowledge, skills, and confidence needed to thrive in a rapidly evolving job market. With support from the Kerala Infrastructure Investment Fund Board, the institute has been transformed into a modern training hub aligned with industry needs.

With an outlay of ₹5.88 crore, the project includes a new academic building, upgraded workshops, smart classrooms, and essential infrastructure such as water supply, drainage, firefighting systems, and external lighting. The ground floor houses key administrative and academic spaces, along with specialized workshops for trades like Wireman, Plumber, and Motor Mechanic Vehicle (MMV), ensuring hands-on learning in a well-equipped environment. Complemented by campus improvements such as road works, compound wall, and security facilities, the institute now offers a more structured and professional learning atmosphere.

Inaugurated on 21 October 2024 by V. Sivankutty, the completed project stands as a symbol of opportunity and progress. By bridging the gap between education and employment, the upgraded ITI empowers students to build meaningful careers while contributing to the region's economic growth. It is a step toward a future where skill, innovation, and determination shape success.

Advancing Sports: Vadakara & Sreenarayana Nagaram Indoor Stadiums

The construction of Vadakara Indoor Stadium and Sreenarayana Nagaram Indoor Stadium marks a significant step in promoting sports, fitness, and community engagement in the region. Equipped with modern facilities for a variety of indoor games and events, these stadiums provide athletes and residents with professional spaces to train, compete, and come together. These projects reflect the district's commitment to nurturing talent and fostering an active, healthy lifestyle among its communities.



This project was located at Vadakara, Kozhikode. The KIIFB funding was 16.29 cr and componets are Pavilion gallery (G+2) with an area of 4,875 m² and completed on 15/09/2022.

Strengthening the Coast: Chettuva Fishing Harbour Groins Project

The Chettuva Fishing Harbour Groins project in Thrissur stands as a vital intervention in safeguarding the coastline while supporting the livelihoods of the fishing community. Designed to counter shoreline erosion and protect harbour infrastructure, the project reflects a balanced approach to development—where environmental sustainability goes hand in hand with economic resilience. For the fishermen who depend on these waters every day, it brings a renewed sense of safety and stability.

Constructed along the southern side of Chettuva Fishing Harbour, the groins stretch across 450 metres and were completed on 30 March 2022 at a cost of ₹6.86 crore. These strategically placed structures play a crucial role in stabilizing the shoreline, reducing the impact of wave action, and ensuring safer harbour operations. By strengthening coastal defences, the project not only protects existing infrastructure but also enhances the long-term usability of the harbour.

More than a coastal engineering solution, this initiative is a lifeline for the local community. It secures the foundation on which livelihoods are built, ensuring that fishing activities can continue with greater confidence. As the waves meet a more resilient shore, the Chettuva groins quietly stand as a testament to thoughtful planning—protecting both nature and the people who depend on it.

Enhancing Connectivity: Karamana–Kaliyikkavila Road Four-Laning, Phase I, Reach II

The four-laning of the Karamana–Kaliyikkavila Road (Phase I, Reach II: Pravachambalam to Vazhimukku) marks a major stride in transforming urban mobility in Thiruvananthapuram district. As one of the city's key arterial corridors, this stretch has long witnessed heavy traffic and congestion. Its upgrade into a modern four-lane roadway brings not just improved traffic flow, but also enhanced safety and a more comfortable commuting experience—supporting the region's growing economic and social activity.

Spanning a 5 km corridor, the project has been developed with a comprehensive design that includes a 30.20-metre right of way, wide carriageways, dedicated footpaths on both sides, a central median, and utility corridors. Executed by the Kerala Road Fund Board with financial support from the Kerala Infrastructure Investment Fund Board, the project was completed on 30 March 2022, with a revised investment of ₹162.46 crore. The upgraded infrastructure ensures smoother traffic movement while accommodating future growth in vehicular demand.

More than a road expansion, this project represents a step toward smarter and more sustainable urban transport. By reducing congestion, improving pedestrian accessibility, and strengthening connectivity between key urban nodes, it enhances everyday life for commuters and residents alike. As vehicles now move with greater ease along this corridor, it stands as a symbol of a city moving forward—efficiently, safely, and with purpose.

Transforming Kerala's Public Schools: Completed KIIFB Projects at a Glance

Anisha Mohan J, Inspection Engineer, TIW-GCW

Kerala's commitment to education has taken a major leap forward through infrastructure investments supported by the Kerala Infrastructure Investment Fund Board (KIIFB). Across the state, government schools have been modernized to provide safe, technology-enabled, and student-friendly learning environments.

Here's a focused look at how completed KIIFB-funded school projects are reshaping public education in Kerala.

Modern School Buildings & Academic Blocks

GVHSS Aryanad in Thiruvananthapuram District

Model Residential School at Thonnakkal in Thiruvananthapuram District

A significant number of aging and structurally vulnerable school buildings have been replaced with modern, multi-storey reinforced concrete structures.

The upgraded government school buildings are constructed with earthquake-resistant RCC structures to ensure strong and durable safety standards. The classrooms are spacious and well-ventilated, creating a comfortable environment for learning. Wide corridors and accessible staircases allow safe and easy movement for students and teachers. Fire safety systems and clearly marked emergency exits are also provided to improve overall safety. As a result, students and teachers now study and work in much safer environments, which is especially important in a state that experiences heavy monsoons and seismic risks. This improved safety has increased parents' confidence in government schools.

Smart Classrooms & Digital Learning Spaces

To strengthen digital education, KIIFB-funded projects have integrated advanced learning technologies into government schools.

The upgrades include smart boards and projectors for digital teaching, high-speed internet connectivity to support online learning, dedicated computer labs for practical

training, and audio-visual learning systems to make classes more engaging. These facilities encourage interactive teaching methods and help Kerala's public schools meet modern educational standards.

Science Labs & Skill Development Facilities

Practical learning has been improved by building fully equipped laboratory blocks in government schools. The facilities developed include Physics, Chemistry, and Biology laboratories, and innovation spaces in selected schools. Safety measures and proper storage systems have also been upgraded to ensure secure handling of equipment and materials. These improvements promote hands-on learning and better prepare students for higher education and technical careers.

Improved Sanitation & Accessibility

Infrastructure development has also focused on improving hygiene and inclusivity in government schools. Enhancements include separate and hygienic toilet blocks for boys and girls, clean drinking water facilities, ramps and accessible toilets for differently abled students, and better waste management systems. These improvements help create a healthier school environment and contribute to higher student attendance.

Child-Friendly & Sustainable Campuses

Completed KIIFB school projects go beyond just building classrooms and focus on overall campus development. Improvements include landscaped playgrounds and assembly areas for student activities, rainwater harvesting systems to conserve water, solar power installations in selected schools to promote clean energy, and boundary walls with better security arrangements. These features help create safe, eco-friendly, and inspiring spaces for students to learn and grow.

The Impact on Public Education

Through strategic investments by the Kerala Infrastructure Investment Fund Board, Kerala's government schools have transformed from basic facilities into modern, future-ready campuses. As a result, there has been an increase in student enrollment in public schools, improved academic performance, greater teacher satisfaction and retention, and stronger community confidence in government education.

Socio-Economic & Community Impact

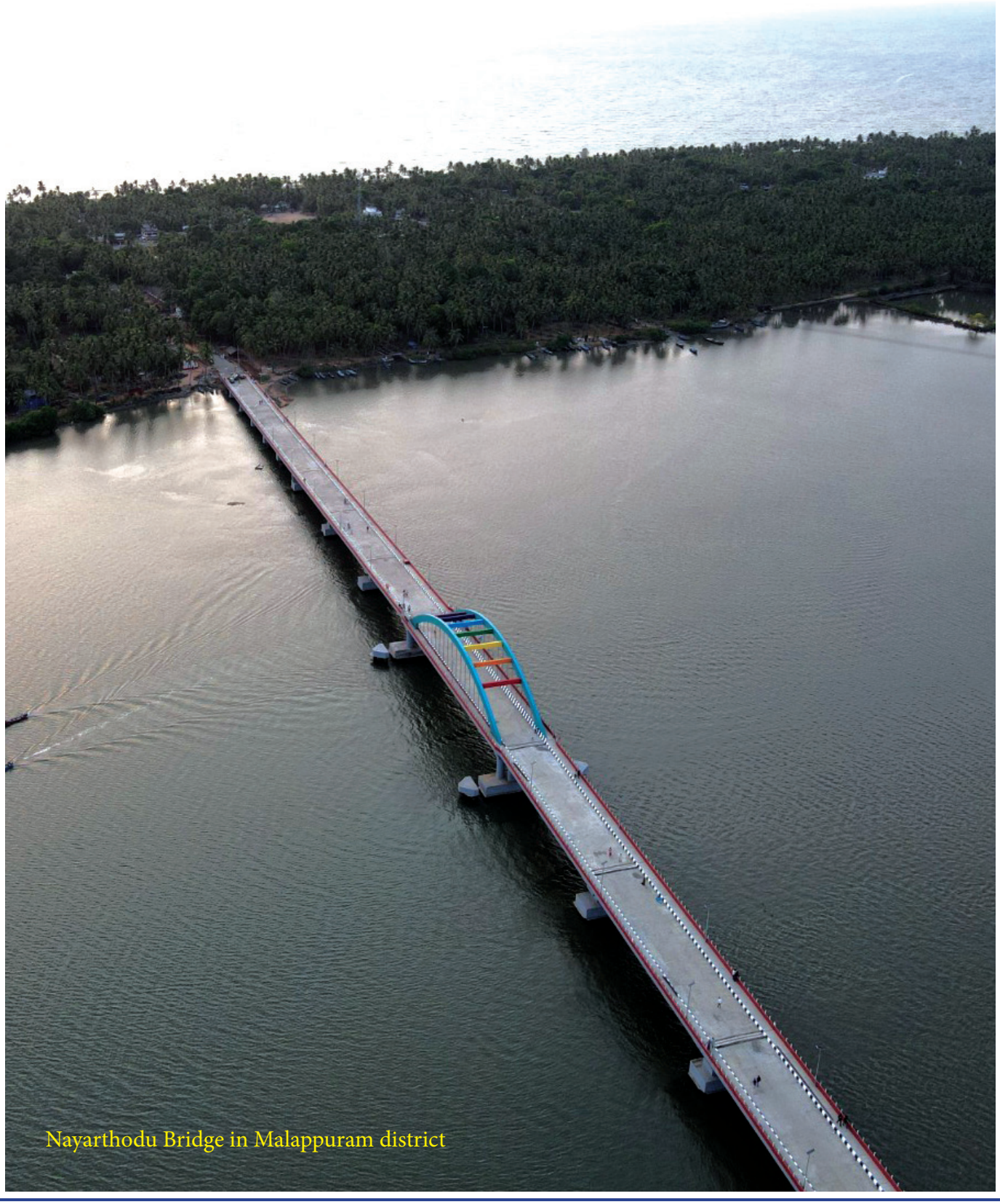
Beyond improving education, school modernization has created wider positive impacts on local communities. The construction of new school infrastructure has generated local employment opportunities and supported the regional economy. Improved campuses have also contributed to increased development in surrounding areas.

Conclusion - Infrastructure as a Catalyst for Educational Excellence

The modernization of government schools in Kerala demonstrates that infrastructure investment is not merely about buildings — it is about enabling opportunity.

Through strategic financial planning and execution, KIIFB has helped transform government schools into safe, modern, and aspirational institutions. The impact is visible not only in improved facilities but also in stronger enrolment trends, enhanced learning environments, and renewed public trust in state education.

The transformation of Kerala's schools is, ultimately, the transformation of its future.



Nayarthodu Bridge in Malappuram district

Economy & Market Watch

Ajosh Krishnakumar,
General Manager, Finance & Administration

In this edition of Economy & Market Watch, we do a study on India Sovereign yield curve to analyse how the yield curve has evolved in the last 12 months.

The following chart depicts the India Sovereign yield curve on 20th April 2025 and the yield curve dated 20th April 2026.

The chart indicates a material shift in the shape of the India sovereign yield curve over the past 12 months, from a relatively flat profile to a more conventional upward-sloping curve. During this period, the 3-month sovereign yield declined by 74 bps, while the 10-year yield increased by 52 bps.

The chart also shows a notable steepening of the curve relative to April 2025. The spread between the 3-month and 10-year tenors widened from approximately 48 bps on 20th April 2025 to about 174 bps on 20th April 2026.

In addition, the current curve appears to exhibit a mild inversion between the 8-year and 9-year tenors.

Resolution of Monetary Policy Committee (MPC) in April 2026:

In the 60th meeting of Monetary Policy Committee (MPC) held in April 2026 (6th to 8th April) under the chairmanship of Shri Sanjay Malhotra, Governor RBI, MPC, after assessing the current and evolving macroeconomic situation, voted to maintain the policy repo rate at 5.25 per cent and decided to continue with the neutral stance.

In terms of inflation outlook, April MPC projected CPI inflation for FY 2026-27 at 4.6 per cent, with Q1 FY 27 at 4.0 per cent; Q2 at 4.4 per cent, Q3 at 5.2 per cent and Q4 at 4.7 per cent. It may be noted that CPI Inflation for the month of February and March 2026 came in at 3.2% and 3.4% respectively. MPC further noted that persistently elevated energy prices due to the West Asia conflict and possible El Niño conditions (which could have a negative impact on southwest monsoon) pose upside risks to inflation.

On domestic economic growth outlook, assuming that the adverse impact of the West Asia conflict would remain contained in the near term, MPC projected GDP growth for FY 2026-27 at 6.9 per cent, with Q1 at 6.8 per cent, Q2 at 6.7 per cent; Q3 at 7.0 per cent; and Q4 at 7.2 per cent.

Source: RBI, Bloomberg

Kondazhy Kuthampully bridge

Tender Update - March 2026

SL. No.	SPV	Sector	Work Description	Tender Value (in Rs)
1	HITES	HED	Construction of Girls Hostel and International Students Hostel at Kariavattom Campus for University of Kerala Thiruvananthapuram	₹ 25,31,64,999.00
2	HITES	HFW	Establishment Of Institute For Organ And Tissue Transplant, Chevayur, Kozhikode - Construction Of Dermatology Hospital And Its Allied Facilities	₹ 28,98,22,167.00
3	KIIDC	WRD	KIIFB-CMI-MRBC-Providing Community Micro Irrigation on the Ayacut of Extension of Moolathara Right Bank canal from Korayar to Varatayar-Zone-I-General Civil Work	₹ 13,22,54,848.00
4	KIIDC	WRD	KIIFB-Providing Community Micro Irrigation on the Ayacut of Extension of Moolathara Right Bank canal from Korayar to Varatayar Zone-III-CMI-DPR Preparation Work	₹ 14,18,53,391.00
5	KIIDC	WRD	KIIFB-Providing Community Micro Irrigation on the Ayacut of Extension of Moolathara Right Bank canal from Korayar to Varatayar- Zone-II-CMI General Civil Work	₹ 13,14,55,994.00
6	KIIDC	WRD	KIIFB-Construction of Retaining Wall for the Garden Area of Ummenchira RCB in Kannur District Construction of Retaining Wall for the Garden Area of Ummenchira RCB in Kannur District-General Civil	₹ 1,13,23,186.00
7	KIIDC	WRD	KIIFB-Community Micro Irrigation-Providing Community Micro Irrigation at the bank of Chinnar River In Idukki District-General Civil Work	₹ 2,25,97,438.00
8	KRFB	PWD	KIIFB-Improvements in Pazhakutty Mangalapuram Thiruvananthapuram district Reach 2 Mukkampalamoodu to Pothenkodu ch 7/020 to 13/760 part TS 5-General Civil Work	₹ 48,97,71,159.00
9	KRFB	PWD	KIIFB-PWD004-33-Kodinada - Vazhimukku Road (1.56 km) including Balaramapuram Junction development-Karamana -Kaliyikkavila road (Phase I -Reach III)-General Civil Work	₹ 25,15,43,598.00

10	KRFB	PWD	KIIFB-Improvements to Pulikkal Chavittanikunnu-Vettukad Road-Providing DBM and BC to Pulikkal-Chavittanikunnu Vettukad from km 0/000m to km 9/900 except km 6/600 to km 8/200 in Kondotty LAC, Malappuram dist-General Civil Work	₹ 6,41,45,959.00
11	KRFB	PWD	KIIFB-Widening and Improvements to Ottappalam Perinthalamanna road between Ch 11/0000 -16/850 at Palakkad district.- (Balance Work)-General Civil Work	₹ 13,05,06,926.00
12	KRFB	PWD	KIIFB Improvements to Thumpamon-Kozhenchery Road in Aranmula Constituency in Pathanamthitta dt Part TS General Civil Work-1	₹ 41,36,35,849.00
13	KRFB	PWD	KIIFB Project -2016-17-Improvements to Manjinikkara -Elavummthitta Kidangannoor-Mulakkuzha road in Pathanamthitta District (Balance work) Estimate-General Civil Work	₹ 14,12,06,836.00
14	KRFB	PWD	KIIFB-Construction of Kottarakkara ring road in Kollam District. (Phase 1)- Balance work- General Civil	₹ 6,29,40,006.00
15	KRFB	PWD	KIIFB - Improvements to Kallupalam Eravipuram Thannimukk Mayyanad Road- Balance Works	₹ 24,80,73,042.00
16	KRFB	PWD	KIIFB-Improvements To Hmt Junction-Kalamassery In Ernakulam District-General Civil Work-1	₹ 4,38,10,955.00
17	KRFB	PWD	KIIFB-Construction of Kannankattukadavu Bridge across Kallada River in Kollam -General Civil Work	₹ 30,24,68,872.00
18	KRFB	PWD	KIIFB Project Improvements to Umayanalloor-Kalluvettamkuzhi- Thaha Karikkode junction road in Kollam-Balance Work-General Civil Work.	₹ 20,92,10,228.00
19	KSCC	HOM	KIIFB 2025 26 Home Department Construction of Court Complex at Koothuparamba in Kannur District Composite Work	₹ 27,80,21,332.00
20	KIIFCON	IND	Development Of Carbon Neutral Coffee Park At Kalpetta, Wayanad District, Kerala - Package I (Civil Works) In Epc Mode	₹ 67,62,00,000.00
21	SKF	SYA	KIIFB-G V Raja Centre of Excellence at Menamkulam in Thiruvananthapuram District	₹ 23,46,03,846.00
22	IMCK	COOP	Implementation Of Aksharam Museum Phase II III IV	₹ 9,82,83,364.00

23	KRFB	PWD	KIIFB-Kunnamkulam Municipality Road Development (Junction Improvement) In Thrissur District -Construction of Rehabilitation Building-Part TS - 4-General Civil Work	₹ 5,05,43,634.00
24	KRFB	PWD	KIIFB-Construction of under pass near Kadakkavoor Road Over Bridge as part of Alamcode -Meeran kadavu road in Thiruvananthapuram District-General Civil Work	₹ 1,32,68,113.00
25	KRFB	PWD	KIIFB-Improvements to Nila Hospital to Kulappully road in Palakkad district - (IPT College Shornur to Kulappully Junction)- General Civil Work	₹ 7,84,72,560.00
26	KRFB	PWD	KIIFB 2016-17 Construction of Pullut Parallel Bridge across Kodungallur Kayal in Thrissur District-General Civil Work	₹ 30,74,36,348.00
27	KRFB	PWD	KIIFB-Improvements to Kuttoth Attakkundu Kadav Road -Ch 0/000 to Ch 11/695- MSS Overlay-General Civil Work	₹ 3,52,53,817.00
28	KRFB	PWD	KIIFB-Coastal Highway in Kasaragod District-Construction of Valiyaparamba Bridge -General Civil Work	₹ 50,58,81,125.00
29	KRFB	PWD	KIIFB-PWD006-25 Improvements to Kongad Mannarkad Tippu Sultan road in Palakkad district. Part TS-Reconstruction of minor bridge at Ch 2/100 across Kanhirappuzha Irrigation Canal-General Civil Work	₹ 1,67,50,752.00
30	KRFB	PWD	KIIFB-Upgradation of Roads by FDR Technology Under KRFB KOLLAM Division-Balance Work	₹ 22,86,26,239.00
31	KRFB	PWD	KIIFB-Improvements to Kundara Chittumala Edachal Munrothuruthu Railway station Road in Kollam District Balance Work-2 in KundaraChittumala Road Stretch from Pottimukku (Ch1/930) to Randuroad (Ch5/483) Including Road Restoration Work for KWA and Airte	₹ 3,27,13,765.00
32	KRFB	PWD	KIIFB-Construction of Neyyattinkara - Aayayil - Mullaravila Bridge across Neyyar, Thiruvananthapuram District Aayayil - Mullaravila Bridge (re-tender)-General Civil Work	₹ 9,45,78,900.00

33	KRFB	PWD	KIIFB-Part TS-Balance work In Thekkil-Alatty Road-Construction of Pulinchal bridge at KM 31/750 in Thekkil-Alatty road in Kasaragod District, Improvements to Bandadka Town-Pallathingal town road and Junction Improvement at Kuttikol Town .	₹ 6,62,67,101.00
34	KRFB	PWD	KIIFB 2016-17 Improvements and providing DBM and BC to Nileswram Edathod Road Km 0/000 To 13/125 In Kasaragod District Balance Work and Additional Work.	₹ 28,70,55,698.00
35	KSCADC	FSH	KIIFB -Shore Protection Works from Kollam Beach to Thanni-Groyne Head Protection Works(8 nos) (Re-Tender2	₹ 5,72,04,110.00
36	KSCADC	FSH	KIIFB-FSH003-08 -Strengthening of Fish marketing Infrastructure in Trivandrum, Pathanamthitta, Alappuzha and Thrissur districts Punnamoodu Fish Market, Trivandrum District - Civil and Electrical works	₹ 2,29,27,056.00
37	KITCO	HED	Balance work for the Construction of Infrastructure Facilities for SARBTM Government College Koyilandi Risk and Cost	₹ 3,41,00,000.00
38	KITCO	HED	Augmentation of Infrastructure Facilities at Govt Arts and Science College Pathiripala Palakkad	₹ 12,12,83,705.00
39	KITCO	HED	Augmentation of Infrastructural Facilities at Govt Arts and Science College Peringome	₹ 13,48,63,223.00
40	SKF	SYA	Construction of 8- Lane 400m Synthetic Athletic Track at EMS Stadium Alappuzha	₹ 8,56,63,519.00

Fund Mobilization Status	
Particulars	**Amount (₹ Cr.)**
Contribution from Government of Kerala	25,958
Fund mobilized from financial market	42,053
Total	**68,011**

** Provisional figure as on 31/03/2026*

PRAVASI Chitty Statistics as of 31ST MARCH 2026

Total number of customers	247213
Total number of subscribers	71728
Total amount collected	INR 6239.20 Cr
KIIFB Deposit bond subscribed	INR 877.70 Cr
KIIFB Security bond subscribed	INR 292.518 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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