

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 116
ANSWERED ON 11.02.2022

RAIL CONNECTIVITY TO VIZHINJAM CONTAINER TERMINAL

116. SHRI JOHN BRITTAS:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the DPR prepared by Konkan Rail Corporation Limited (KRCL) for rail connectivity to Vizhinjam Container Terminal was approved by Railways, enhancing the cost by more than double without any cogent reasons;
- (b) whether Government agrees to the fact that KRCL is the champion in the country in so far as the construction of rail tunnels are concerned;
- (c) the reasons for increasing cost of rail tunnel by more than 200 per cent by the Railways; and
- (d) the details of right of way acquired over underground rail tunnels in Kerala?

ANSWER

MINISTER OF RAILWAYS, COMMUNICATIONS AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 116 BY SHRI JOHN BRITTAS ANSWERED IN RAJYA SABHA ON 11.02.2022 REGARDING RAIL CONNECTIVITY TO VIZHINJAM CONTAINER TERMINAL

(a) to (d): The Detailed Project Report (DPR) for Vizhinjam Port rail connectivity project, prepared by Konkan Railway Corporation Limited (KRCL) which has executed many tunneling work, was approved by Southern Railway with observations and rectification in the estimated-DPR-cost from ₹ 1053 cr to ₹ 2104 cr, based on its experience of executing similar railway projects with tunnels in the same region. However, as the project has been proposed on Non-Government Rail (NGR) model of Participative policy of Ministry of Railways, the execution of project and bearing the entire project cost are the responsibilities of project proponent. Therefore, it has been decided that the requisite charges admissible to railway for examining the proposal, will initially be based on the party's estimate and will be revised only after completion on the basis of actual cost of completion.

The reasons for indicated increase in estimated cost are primarily on account of land cost, cost of tunneling, cost of permanent way and facilities of additional operating arrangements based on geographical and demographical considerations.

The decision regarding acquiring right of way above underground tunnels is based on geological factors and other local conditions in similar rail connectivity projects in the region including in the State of Kerala.
