

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1722
TO BE ANSWERED ON 13.02.2019**

SPEEDY IMPLEMENTATION OF BENGALURU SUB-URBAN RAIL PROJECT

1722. SHRI P.C. MOHAN :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware of the new conditions imposed by the Karnataka Government for Bengaluru sub-urban Rail Project;**
- (b) if so, the details thereof and the decision taken in light of said conditions;**
- (c) whether the Government proposes to discuss the issue with the Karnataka Government for speedy implementation of the project; and**
- (d) if so, the details thereof?**

ANSWER

**MINISTER OF STATE IN THE MINISTRY OF RAILWAYS
(SHRI RAJEN GOHAIN)**

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

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO. 1722 ASKED BY SHRI P.C.MOHAN TO BE ANSWERED IN LOK SABHA ON 13.02.2019 REGARDING SPEEDY IMPLEMENTATION OF BENGALURU SUB-URBAN RAIL PROJECT

(a) to (d) : Yes, Madam. Government of Karnataka (GoK) had imposed as many as 19 conditions for taking up Bengaluru Suburban Rail Corridor Project. The conditions are as under:-

S No.	GoK's Conditions
1.	The study does not provide mobility to important satellite towns and economically important clusters like Tumkur Industrial Node, Dodballapur, Hosur, Malur/Bangarapet, Bidadi/ Ramnagara. It would be beneficial if the proposed corridor routes are extended to these suburban/satellites of Bengaluru as it would provide sustainable public transport solutions to these clusters and create good linkage between rail and metro with proper interchange facility. Hence corridors need to be extended beyond Kengeri upto Ramangara, extending Rajankunte till Doddaballapur, beyond Soldevanahalli upto Vasanthanarsapur, Tumkur instead of Nelamangala, extending linkage from Heelalige to Hosur and Whitefield to Bangarapet which will be complementing the existing/ongoing Namma Metro alignment.
2.	Bangalore Metro is developing the link between Central Silk Board junction to Devanahalli via Outer Ring road serving the population of East and South sector of Bengaluru. However, the western, north western and central part of the city are not having direct connection to the airport by mass public transportation system. Hence, there is a need to connect these parts of the city to Airport (KSR Bengalur to Devnahalli) by suburban rail. Further, the seamless connectivity of Airport stop with BIAL terminal needs to be worked out with BIAL authorities through monorail type fast and convenient services.
3.	The study propose certain section (Kengeri-Whitefield and Soldevanahalli-Nelamangala), where sub-urban services would run parallel to or cater to same catchment areas as the existing Metro alignment and thus overlap with the Metro network having capacity potential of 60000 PPHPD. Therefore, it is proposed that these sections may be considered in later phases for implementation depending upon traffic demand.
4.	In the light of the above points (1-3) the corridors as proposed in the study report are to be modified and prioritized for implementation in the order of priority as indicated below. 1) Corridor-1: KSR-Bengalore City to Devenahalli. 2) Corridor-2: Vasanthanarasapura, Tumkur to Baiyyappanahalli. 3) Corridor-3: Ramanagaram to Jnanabharathi.

	<p>4) Corridor-3A: Whitefield to Bangarpet.</p> <p>5) Corridor-4: Hosur to Doddaballapur.</p> <p>6) Corridor-3B: Jnanabharati to Whitefield.</p>
5.	<p>The study report needs to take cognizance of certain technical aspects and requirements of sanctioned projects like Metro Rail and future ring road requirements at the intersections of Metro, Road Flyovers and Railway networks. It is observed that, at some points the proposed line is crossing the exiting/proposed Metro line as well as flyovers namely at Baiyyappanhalli, Lottegollahalli junctions and Yeshwanthpur/Golrguntepalya bypass. It appears that three levels of Railway/ Metro/Road infrastructure are proposed at the height of above 15 m, creation of infrastructure at three levels is going to be technically challenging it is suggested that technical solutions be arrived so as to ensure that the Sub-urban rail infrastructure at the crossings be planned at either grade or level one leaving other levels for Metro and Road Infrastructure.</p>
6.	<p>The feasibility report needs to ensure robust interchange arrangements on all corridors wherever the Sub-urban rail network crosses Bangalore Metro network so as to ensure quick, safe, comfortable and seamless interchange for commuters of metro and sub-urban rail. Elimination of all Railway level crossings existing in the corridors need to be incorporated in the project report.</p>
7.	<p>The cost of Railway land to be used for the project is to be taken as on nominal basis at Rs. 1 per acre. Similarly, land belongs to the State Government also will be given on the same principle.</p>
8.	<p>As per the Draft Feasibility Report 81 stations are proposed. The inter distance between the stations ranges between 1 to 2 kms. Some stations are proposed in the localities where not much boarding/alighting is expected. Further stoppages at short distance would slow down the average travel speed increasing travel time and making sub-urban commute unattractive. Hence the inter-distance between the sub-urban stations needs to be worked out considering 4 to 5 Km. distance between two stations. Further the station location would need to be decided looking at the density of the ward and other related parameters such as land availability, approach roads etc. The station locations, therefore, need to be reassessed.</p>
9	<p>As the corridors are proposed to extend to the Suburban Areas in all directions, it is desirable to acquire lands at the end of the terminal for depots instead of the locations as proposed in the feasibility report.</p>
10	<p>It is seen that a casting yard is proposed in city centre at Binny Mill land by taking the 3 acres of private land on lease basis and an amount of Rs. 72 Cr is estimated for land lease. In view of high cost involved, it is suggested to propose a casting yard in the outskirts.</p>

11	In the study report, it is proposed to induct Electric Multiple Unit (EMU) coaches instead of Mainline Electric Multiple Unit (MEMU) coaches. MEMU coaches for conversion of conventional trains and setting up of maintenance facilities have already been taken up as per the MoU signed between MoR and GoK. Therefore it is suggested to adopt MEMU coaches instead of EMUs.
12	In the draft report, it is observed that the platform length of 180m is taken which would accommodate 6 coaches only. Since train of 12 coaches is already implemented in the existing suburban rail network, it is suggested to explore the possibility of longer platform length of 190m which could accommodate 8 or more coaches.
13	While operational cash losses may be responsibility of the State Government, the shortfall in debt servicing, both interest payment and principal repayment, for the sovereign loans provided by Government of India to the SPV as PTA for and the loans arranged by the SPV directly from the domestic lenders / market should be made good by Government of India and State Government in equal proportion. A specific exception to para 22 of the draft National Suburban Railway Policy 2018 should be agreed to for this commitment.
14	The commitments of the State Government to fund cost of acquisition of private lands should be limited to Rs.2,180/- crore only as estimated in the feasibility report.
15	The Transferrable Development Rights related to unutilized FSI of 5 should be limited to area of the suburban rail stations only and not the area of suburban rail tracks, viaducts and other infrastructure.
16	The proceeds from sale of such TDR should be utilized first to fund the land acquisition cost over and above the commitment of Rs.2,180/- crore from the State Government.
17	Interest during construction should be funded by Government of India and State Government equally as part of the project cost.
18	The metro lines already prioritized by the State Government in the state budget for 2018-19 (phase 2A, revised 2b and 3) and capacities of those lines should be factored in while planning suburban rail lines. The lines competing with Bengaluru Metro projects (upto Phase-3) should be taken up only after due approval of the State Government. Further, each line should be taken up in stages with approval of GoK.
19	As required under para 7 of the National Suburban Railway Policy 2018 and Metro Policy 2017, the proposed lines with modifications proposed by the State Government in the above paras 1 to 4 should be included in integrated transport plan (Comprehensive Mobility Plan) and subjected to Alternate Investment Analysis for public transport.

Ministry of Railways did not find many of the conditions imposed by GoK acceptable. A suitable response in this regard has been sent to Government of Karnataka on 08.02.2019.
