

**പതിമൂന്നാം കേരള നിയമസഭ
പതിനൊന്നാം സമ്മേളനം**

നക്ഷത്രചിഹ്നമിട്ട ചോദ്യം നം. 591

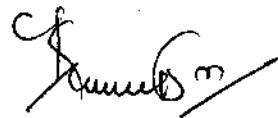
08.07.2014-ൽ മറുപടിയ്ക്ക്

**കേന്ദ്ര ബജറ്റിൽ പരിഗണിക്കുന്നതിലേയ്ക്ക്
സംസ്ഥാനത്തിന്റെ ആവശ്യങ്ങൾ**

	<p align="center">ചോദ്യം</p> <p>ശ്രീ. ബി.ഡി. ദേവസ്സി ഡോ. ടി.എം. തോമസ് ഐസക് ശ്രീ. എം. ചന്ദ്രൻ പ്രൊഫ. സി. രവീന്ദ്രനാഥ്</p>		<p align="center">ഉത്തരം</p> <p>ശ്രീ. ഉമ്മൻചാണ്ടി (മുഖ്യമന്ത്രി)</p>
(എ)	<p>കേന്ദ്രബജറ്റിൽ പരിഗണിക്കുന്നതിലേയ്ക്ക് സംസ്ഥാനത്തിന്റെ എന്തെല്ലാം ആവശ്യങ്ങൾ കേന്ദ്ര സർക്കാരിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുണ്ട് ; വീശദമാക്കുമോ ;</p>	(എ)	<p>കേരളത്തിന്റെ റെയിൽവേ വികസനവുമായി ബന്ധപ്പെട്ട പാലക്കാട് റെയിൽവേ കോച്ച് ഫാക്ടറി, പെനിൻസുലാർ റെയിൽവേ സോൺ, ചേർത്തലയിലെ വാഗൺ ഫാക്ടറി, പഴയ കോച്ചുകൾ മാറ്റുന്നതിനും മെയിന്റനൻസും, തിരുവനന്തപുരത്തെ റെയിൽവേ മെഡിക്കൽ കോളേജ്, മെമു സർവ്വീസ് കാര്യക്ഷമമാക്കുന്നത്, എറണാകുളം-ആലപ്പുഴ-കായംകുളം, എറണാകുളം-കോട്ടയം-കായംകുളം എന്നിവയുടെ ഡബ്ബിംഗ് എന്നീ പ്രശ്നങ്ങളിൽ അടിയന്തിര നടപടി ആവശ്യപ്പെട്ടുകൊണ്ട് 30-05-2014-ൽ പ്രധാന മന്ത്രിക്ക് മുഖ്യമന്ത്രി കത്തയച്ചിരുന്നു (പകർപ്പ് അനുബന്ധമായി വച്ചിട്ടുണ്ട്)</p>
(ബി)	<p>കേന്ദ്ര ധനകാര്യമന്ത്രിയെ മുഖ്യമന്ത്രി ഉൾപ്പെടെ സംസ്ഥാനത്തുനിന്നുള്ള ഏതെല്ലാം മന്ത്രിമാർ കാണുകയും ആവശ്യങ്ങൾ ഉന്നയിക്കുകയും ചെയ്തു ;</p>	യും	<p>ഇതിനുപുറമെ, കേന്ദ്ര ബജറ്റിനു മുന്നോടിയായി കേന്ദ്ര ധനമന്ത്രി 09.06.2014-നു വിളിച്ചു ചേർത്ത യോഗത്തിൽ കേരളത്തിന്റെ വിവിധ ആവശ്യങ്ങൾ കേന്ദ്ര സർക്കാരിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവന്നിട്ടുണ്ട്. സംസ്ഥാനത്തിന്റെ സാമ്പത്തിക വളർച്ച ത്വരിതപ്പെടുത്തുന്നതിനും സംസ്ഥാനത്തിന്റെ സർവ്വതോന്മുഖമായ വികസനത്തിനും കേന്ദ്രത്തിന്റെ നിർലോഭമായ സഹായം കേന്ദ്രധന മന്ത്രിയോട് അഭ്യർത്ഥിച്ചിട്ടുണ്ട്. പ്രസ്തുത യോഗത്തിൽ സംസ്ഥാന ധനകാര്യവകുപ്പ് മന്ത്രി കേരളത്തിന്റെ ആവശ്യങ്ങൾ ഉന്നയിച്ചു നടത്തിയ പ്രസംഗം അനുബന്ധം-2 ആയി ചേർക്കുന്നു. കൂടാതെ സംസ്ഥാനം മുന്നോട്ടുവച്ച മറ്റു പ്രധാന ആവശ്യങ്ങൾ ചുവടെ ചേർക്കുന്നു.</p> <p>1. Goods Service Tax (GST) നടപ്പിലാക്കുമ്പോൾ സംസ്ഥാനത്തിന്റെ ആശങ്കകൾ പരിഹരിക്കണമെന്ന് ആവശ്യപ്പെട്ടു.</p>

		<ul style="list-style-type: none"> 2. വിവിധതരം സേവനങ്ങളെ Negative List of Tax-ൽ ഉൾപ്പെടുത്തുവാനും ഒഴിവാക്കാനുമുള്ള അവകാശം സംസ്ഥാനത്തിന് അനുവദിക്കാൻ നടപടികൾ സ്വീകരിക്കുക. 3. Goods Service Tax (GST) നടപ്പിലാക്കുന്നതിനുള്ള കാലതാമസം വഴി ഉണ്ടാകുന്ന നഷ്ടം നികത്താൻ കേന്ദ്ര വിൽപന നികുതി നിരക്ക് 5% ആയി കൂട്ടുക. 4. സേവന നികുതി യുക്തിഭദ്രമായി കുറയ്ക്കുക. 5. സംസ്ഥാനത്തുനിന്നുള്ള കയറ്റുമതി പ്രോത്സാഹിപ്പിക്കുന്നതിനുള്ള എക്സൈസ് കസ്റ്റംസ് തീരുവകൾ ആനുപാതികമായി വർദ്ധിപ്പിക്കുക. 6. Aluminium Electrolytic Capacitors നിർമ്മിക്കുന്ന Keltron Component Complex Ltd. (KCCL) അടക്കമുള്ള സ്ഥാപനങ്ങൾ 28-02-1999-ലെ നം. 25/99 വിജ്ഞാപന പ്രകാരം 0% ഡ്യൂട്ടി ലഭിക്കുന്നതിനുള്ള ബുദ്ധിമുട്ടുകൾ ഒഴിവാക്കുന്നതിന് പ്രസ്തുത വിജ്ഞാപനം പുനഃപരിശോധന ചെയ്ത് പകരം ലളിതമായ ഒരു ബദൽ നടപടി ക്രമം നടപ്പിലാക്കുക. 7. കേരളാ മിനറൽസ് ആന്റ് മെറ്റൽസ് ലിമിറ്റഡിൽ ഉപയോഗിക്കുന്ന റൂട്ടൈൽ ഗ്രേഡ് റൈറ്റാനിയം ഡൈ ഓക്സൈഡിന്റെ ഇറക്കുമതി തീരുവ കൂട്ടുക, ടി സ്ഥാപനത്തിൽ ഉപയോഗിക്കുന്ന സിർകോൺ, റൂട്ടൈൽ ഇവയുടെ എക്സൈസ് തീരുവ എടുത്തുകളയുക. 8. കയറ്റുമതിയ്ക്ക് ഉപയോഗിക്കുന്ന അസംസ്കൃതവസ്തുക്കളുടെ കേന്ദ്ര വിൽപന നികുതി എടുത്തുകളയുക. 9. ഓൺലൈനായി ഫയൽ ചെയ്യുന്ന Export Oriented Unit Scheme -ന്റെ പ്രതിമാസ സ്റ്റേറ്റ്മെന്റ് പുതുക്കാനുള്ള സൗകര്യം ഒരുക്കുക. 10. പ്രത്യേക സാമ്പത്തിക മേഖലയിലെ Export Oriented Unit നൽകുന്ന Job Work-നെ കേന്ദ്ര വിലപന നികുതിയിൽനിന്നും ഒഴിവാക്കുക. 11. Micro Small and Medium Enterprises വഴിയുള്ള കയറ്റുമതികൾ വർദ്ധിപ്പിക്കുന്നതിന് ASIDE സ്റ്റീമിൻ
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			<p>നികുതിയിളവടക്കമുള്ള ഇൻസെന്റിവുകൾ ശക്തിപ്പെടുത്തുക.</p> <p>12. ചൈനീസ് സാധനങ്ങൾ വിലകുറച്ച് വിറ്റഴിക്കുന്നത് ഒഴിവാക്കുവാനും അതുവഴി തദ്ദേശീയമായി നിർമ്മിക്കുന്ന സാധനങ്ങളുടെ വിലന ശക്തിപ്പെടുത്തുന്നതിനും ചൈനീസ് വസ്തുക്കൾക്കെതിരെ ഉയർന്ന നികുതി ഏർപ്പെടുത്തുക.</p>
(സി)	<p>നാളിതുവരെ സംസ്ഥാനത്ത് നടപ്പിലാക്കിയിട്ടില്ലാത്ത മുൻ യു.പി.എ. സർക്കാരിന്റെ ഉറപ്പുകൾ എന്തെല്ലാമായിരുന്നു; ഈ ഉറപ്പുകളുടെ ഭാവി എന്തായിരിക്കുമെന്ന് അറിയിക്കുമോ ?</p>	(സി)	<p>കേന്ദ്ര സർക്കാർ അനുവദിച്ച മിക്ക പദ്ധതികളുടെയും പ്രവർത്തനങ്ങൾ തുടങ്ങിയിട്ടുണ്ട്. കൊച്ചി-മെട്രോ റയിലിന്റെ പ്രവർത്തനവുമായി ബന്ധപ്പെട്ട പാലങ്ങളുടെ പണി തുടങ്ങുകയും കണ്ണൂർ വിമാനത്താവളം, വിഴിഞ്ഞം തുറമുഖ പദ്ധതി, തിരുവനന്തപുരം ലൈഫ് സയൻസ് പാർക്ക്, കാസർഗോഡ് ചിമേനി 1200 മെഗാവാട്ട് ശേഷിയുള്ള ഗ്യാസ് ബേസ്ഡ് പവർ പ്ലാന്റ് തുടങ്ങിയ പദ്ധതികളുടെ നിർമ്മാണത്തിനാവശ്യമായ സ്ഥലമെടുപ്പ് ആരംഭിക്കുകയും, KSIDC, GAIL ഉമായി ചേർന്ന് ഒരു Joint Venture Contract (JVC) പ്രകാരം 'Kerala GAIL Gas Limited Company' ഉണ്ടാക്കുകയും, ഗ്യാസ് പൈപ്പ് ലൈൻവഴി വിതരണം ചെയ്യുന്നതിന് ആവശ്യമായ Pipe laying ജോലികൾ ആരംഭിക്കുകയും ചെയ്തു കഴിഞ്ഞിട്ടുണ്ട്.</p>



സെക്ഷൻ ഓഫീസർ

O. MOMMEN CHANDY
CHIEF MINISTER



GOVERNMENT OF KERALA

Secretariat,
Thiruvananthapuram-695 001

D.O. No. 7467/D2/2014/Trans., dated, 30/05/2014

Dear Narendra Modi ji,

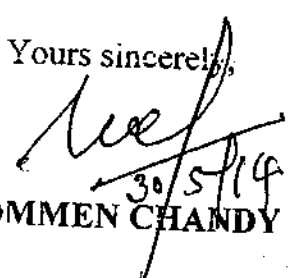
First of all let me convey congratulations and best wishes of the people and the Government of Kerala to the new Central Government.

I take this opportunity to present to you the enclosed list of the railway development needs of the State, which need to be implemented urgently.

Please bestow your personal attention favourably on all the requests therein, especially the critical projects like the Railway Coach Factory at Palakkad, Wagon Manufacturing Factory at Alappuzha, suburban rail service between Thiruvananthapuram and Kayamkulam/Harippad, new Railway Zone with Headquarters in Kerala, periodic overhauling and coach repair and maintenance centres in Kerala, completion of the doubling, electrification and gauge conversion works, construction of new lines including the Angamali - Sabari new line, the Nanjagud - Nilambur new line and the Kannur - Mattannur line to provide rail connectivity for the Kannur International Airport now under construction and sufficient budget provisions in the financial year 2014-15, for their realization.

With warm regards,

Yours sincerely,


30/5/14
OOMMEN CHANDY

Shri. Narendra Modi,
Hon'ble Prime Minister of India,
South Block, Raisina Hill,
New Delhi - 110 001.

OOMMEN CHANDY
CHIEF MINISTER



GOVERNMENT OF KERALA

Secretariat,
Thiruvananthapuram-695 001

D.O. No. 7467/D2/2014/Trans., dated, 30/05/2014

Dear Sadananda Gowdaji,

First of all let me convey congratulations and best wishes of the people and the Government of Kerala to the new Central Government.

I take this opportunity to present to you the enclosed list of the railway development needs of the State, which need to be implemented urgently.

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With warm regards,

Yours sincerely,

[Signature]
30/5/14
OOMMEN CHANDY

Shri. D.V. Sadananda Gowda,
Union Minister of Railways,
Government of India,
New Delhi.

**PRIORITIZED LIST OF PENDING PROJECTS/WORKS TO BE
IMPLEMENTED IN KERALA IN THE FINANCIAL YEAR 2014-15.**

I. RAIL COACH FACTORY, PALAKKAD.

- Declared in the Railway Budget 2008-09.
- The details of the land identified for the factory are as follows:
 - A. Land available on southern side of Palakkad-Kanjikkode Rail Line
 1. Land resumed from Industries Department 142.91 acres
 2. Land resumed from M/S Instrumentation Ltd 12.35 acres
 3. Panchayat/ Government puramboke 3.27 acres
 4. Vested Forest 92.75 acres
 5. Private land to be acquired 99.02 acres
 - Sub Total 350.30 acres
 - B. Land available on northern side of Palakkad-Kanjikkode Rail Line that was resumed from Industries department 80.29 acres
 - Grand Total (A+B) 430.59 acres.
- GOK has already transferred an extent of 239 acres of land to MOR at a cost of 33.70 Crores. The taking over of land function was held on 17.08.2012.
- Railways requested for the willingness of the State Government, for handing over of the remaining land measuring 94.85 acres in extent to railways at the same rate or lesser rate (being forest land) compared to the rate at which the 230.10 acres of land has been handed over to the railways. This proposal is being finalized in State Government.
- However, 92.75 acres of the balance land is vested forest and requires diversion. Application for the diversion of the vested forest land has already been made to Deputy Conservator of Forest (Central).
- Meanwhile, Chairman Railway Board, in the meeting taken by Adviser to PM on 25.09.2012, stated that a Detailed Project Report is being prepared by RITES and that Cabinet approval is required for finalizing JV through PPP/ICB mode. A time frame of six months is required for completing the processes.
- It may be noted that the Coach Factory in Raibareilly in U.P which was announced along with the Palakkad Coach Factory has started functioning.
- It is also understood that Railways have turned down the offer of SAIL for 74% equity in the JV and that procedure to select another partner is again to be followed.
- Consequently, apprehension that the project would be delayed again, is mounting among the people of Kerala and their representatives and therefore it is high time that attention at the highest level in Government of India is bestowed upon this dream project in Kerala for its early realization, by finalizing the JV partner urgently and making necessary provision for the project in the financial year 2014-15.

II. PENINSULAR RAILWAY ZONE.

- In 2007, the State Government had proposed, as resolved by the Kerala Legislative Assembly, that the Central Government may withdraw the proposal for the formation of the Salem Railway zone and instead form a Peninsular Railway Zone comprising of the Thiruvananthapuram, Palakkad and Konkan Railway Divisions.
- However, the Salem Division was formed and it weakened the Palakkad Railway Division. Subsequently, in reply to the request of GOK for the separate Railway Zone, the former Union Minister for Railways, Shri. Dinesh Trivedi, during his official visit of Kerala on 19.09.2011, had graciously stated that the proposal for a separate zone for Kerala is under the consideration of Government of India.
- The matter was brought to the notice of former MOR Shri. Pawan Kumar Bansal, and he was requested that the Thiruvananthapuram and Palakkad Railway divisions in the State are kept intact and the formation of the separate Railway Zone for Kerala, as already proposed, is expedited with necessary provisions in the Railway Budget.
- There were reports recently that Railways are actively considering the formation of the Mangalore Railway Division by taking away much of the area under the jurisdiction of the Palakkad Railway division. There are also reports regarding moves by Southern Railway to separate the Nemom-Chenkulam Railway line from the Thiruvananthapuram Railway Division and add it to the Madurai Railway Division and also to separate the Mangalore line from the Palakkad Division. Such moves would be detrimental to the proper development of Railways in the State and the implementation of prestigious projects like the Rail Coach Factory at Palakkad announced in 2008-09, which incidentally is yet to take off.
- In the circumstances, a stop may be put to all moves to form further divisions in Southern Railway by dividing the Palakkad and Thiruvananthapuram Railway Divisions in Kerala, especially in view of the fact that the long pending demand of the people of Kerala for a separate Railway Zone for Kerala is under the consideration of Government of India.
- The formation of the separate zone may therefore be declared as already assured and sufficient provision made in the financial year 2014-15 for its commissioning.

III. WAGON MANUFACTURING FACTORY, ALAPPUZHA.

- In the Railway Budget Speech 2011-12, it was announced that a Wagon unit would be set up at Alappuzha. A suitable site has been identified and agreed to by Railways. GOK has decided to give the land free of cost if MOR would give assurance that the factory would definitely be set up.
- Railways have asked for the remarks of State Government regarding PPP mode for the project and for signing an MOU. Both are being processed expeditiously by the State Government.
- Meanwhile, the assurance that the factory would definitely be set up may be declared and communicated and sufficient provision made in the financial year 2014-15 for the implementation of the project.

- Since the only hurdle is the unavailability of sufficient railway land, Government of Kerala has conveyed willingness to provide the required 25 acres of land for setting up the Railway Medical College at Thiruvananthapuram as already declared.
- In the Memorandum submitted by GOK to MR before the Railway Budget 2013-14, GOK had proposed that Railways may accept the offer of land and go ahead with the Medical College project also at Thiruvananthapuram and that the OPD & Diagnostic Centre, being a separate announcement, may also be implemented.
- The proposal is reiterated with request for at least token provisions in the Railway Budget 2014-15 for the implementation of both the Railway Medical College and the OPD & Diagnostic Centre projects at Thiruvananthapuram as declared.

VI. MEMU.

- Construction of MEMU Shed at Kollam has been completed. However sufficient staff has not been posted there yet. Urgent steps may be taken to post sufficient Railway personnel and to open the MEMU Shed at Kollam.
- The Ernakulam-Thrissur-Ernakulam Passenger and Palakkad Town - Erode-Palakkad Town MEMU trains declared in 2012-13 have not yet started services. They may be started at the earliest.
- Train no...No.66307/66308 Ernakulam - Kollam MEMU via Kottayam and T.No.66309/66310 Ernakulam - Kollam MEMU via Alappuzha too are yet to start services due to shortage of rakes.
- Sufficient MEMU rakes may therefore be urgently provided to start these services. Sufficient provisions may be made in the Railway Budget 2014-15 for the purposes.

VII. DOUBLING / ELECTRIFICATION / GAUGE CONVERSION WORKS.

- It is understood from SR that doubling from Mangalore to Ernakulam has been completed & commissioned. Ernakulam to Mulanturutti, Chengannur to Kayamkulam doubling have been commissioned in Ernakulam - Kottayam - Kayamkulam line. Works in balance portion are in progress. Harippad to Kayamkulam doubling has been commissioned in Ernakulam - Alappuzha-Kayamkulam line. The electrification of railway lines in Malabar is yet to become a reality. Requests for introduction of new trains in Kerala are not being agreed to by Railways stating line capacity constraints due to single line section between Ernakulam and Kayamkulam. The requirement of funds for 2014-15 for moving ahead with the doubling works is detailed below:

Sl. No.	Section	Amount (Rs In crores)
1	Mulanthuruthi-Kuruppanthara	80
2	Kuruppanhara-Chingavanam	100
3	Chingavanam-Chengannur	80
4	Ambalappuzha-Harippad	40
5	Ernakulam-Kumbalam	50
6	Kumbalam-Thuravoor	50
TOTAL		400

- Sufficient provisions may be made in the financial year 2014-15 to ensure the timely payment of compensation and the early time-bound execution of the works.
- Sanction of estimate for Ernakulam - Kumbalam, Kumbalam Thuravoor, Ambalapuzha - Thuravoor section may be accorded and sufficient provisions may be made in the financial year 2014-15 for the urgent completion of the work.
- Delay in taking over of land by Railways in Kottayam District. The doubling works of Ernakulam- Kottayam - Kayamkulam line have only nominal progress in Kottayam and Pathanamthitta Districts of the State. Inordinate delay occurs on the part of Railways in taking over of land along the alignment due to the paucity of sufficient funds for the purpose. Non arrangement of funds for paying the awardees by Railways is a major cause for delay in the project implementation in Kottayam District. If the land is not acquired within the mandatory timelimits, the whole LA procedure would become de nova and the procedures would have to be started once again. This would delay the works very badly.
- For the doubling of railway track from Thiruvananthapuram to Kanyakumari Railway Board has ordered updating survey. Updated Abstract Estimate is for Rs.617.26 crores. IRR is under vetting. Necessary approvals may be given so that work can actually start. It should be ensured that sufficient funds are readily available to complete and commission the remaining stretches.
- The Kollam-Punalur Broad gauge line may be electrified.
- Sanction for electrification of Shoranur-Nilambur line:

- Gauge conversion in the Palakkad-Pollachi and Punalur-Chenkotta sectors are pending due to paucity of funds. The works are in various stages of completion and the section may be commissioned in the current year duly allotting full requirement of funds. The fund requirement to complete the gauge conversion works is detailed below:

Sl.No.	Section	Amount (Rs in crores)
1	Pollachi-Palghat	150
2	Punalur-Sengottai	150
TOTAL		300

Sufficient provisions may be made in the Financial year 2014-15 for completing these doubling, electrification and gauge conversion works in 2014-15.

VIII. Construction/Survey of New Railway Lines.

A. Angamaly-Sabari Railway Line.

- Angamali - Sabari Rail Project is a dream project of Kerala which connects the world famous pilgrim centre Sabarimala with Angamali. The project was first declared in the 1997-98 Railway Budget and passes through three major districts viz., Ernakulam, Kottayam and Idukki. The areas from Angamaly towards southern side up to Kottayam are not connected by rail at present. By the completion of this project millions of people and pilgrims will benefit from the service of Railways.
- In order to avoid passage of the line through the buffer zone of the Periyar Tiger Reserve, and for ease of construction and resultant reduction in cost, the alignment has been fixed at Erumeli instead of taking it upto Azhutha.
- Even though there is budget allotment for the project each year, the sanctioned amount is not disbursed in time which causes much delay in the execution of the project. Hence steps may be taken to disburse the allotment of the project in a timely manner.
- Railways are requesting that GOK may share 50% of the cost and in reply GOK has informed that the poor financial condition of the State Government prevents it from making such large investments. In the circumstances, Government of Kerala requested Government of India to provide the amount to meet the 50% share of GOK.
- MOR may also kindly recommend the proposal of GOK to FM, GOI for funds from the Central Government and make a favourable declaration according necessary approvals and funds in the Financial Year 2014-15
- The requirement of funds to complete the line upto Perumbavoor is around Rs.100 Crores. This amount may also be allotted in the **financial year 2014-15.**

B. Development of Rail Infrastructure for Connecting the proposed Green Field Airport at Kannur With The existing rail infrastructure.

- Government of Kerala is in the process of building the fourth international airport in Kerala at Mattannur, Kannur as a public-private-partnership project. Government of India has identified the project as a Thrust Area for 2013. PMO, MOCA, GOI and GOK are monitoring the project periodically. The airport is being planned in 2000 acres of land at Mattannur, situated about 20 Km south east of Kannur town.
- Connectivity to this proposed airport with external services/infrastructure facilities is as important as the construction of the airport itself. It is most desirable to complete the supporting infrastructure by the time the airport is built to ensure that the airport is accessible to the people it is intended for and to make the airport viable. Railway services and the airport operations would complement each other.
- Government of Kerala has already decided to widen/develop the roads connecting to this proposed airport and the work related to this is going to start soon. The linking of airport through rail line with a railway station at the proposed Kannur Airport would facilitate multi model access to the airport.
- In the Central Railway Budget 2011-12, New Line survey for Kannur-Mattannur Line was proposed and same was reiterated in the Central Railway Budget of 2012-13.
- The Dy Chief Engineer (Land & General), CN/M, in its report dated 6-9-2013 has intimated that the Railway Board has sanctioned a Reconnaissance Engineering-cum-Traffic Survey for a Broad Gauge Lane between Kannur – Mattannur in the year 2012-13. The same has been conducted by the department and the Survey Report submitted to the Railway Board on 31-1-2013 (length 23 KM, cost Rs.237.23 crores). The Railway Board has shelved the project vide Railway Board's letter No.2013/W1-NL-SR-KM dated 7-8-2013.
- This proposal needs to be revived as the broad gauge lane between Kannur-Mattannur, parallel to the proposed Greenfield Road will facilitate multi model access to the airport, which will be a crucial factor in determining the operational success of the airport, as the existing and proposed road networks in and around the airport will not be sufficient to cater to the huge passenger and cargo movement expected to and from the airport after the commencement of operations.
- Necessary approvals may be accorded and sufficient provisions may be provided for the project in the Railway Budget 2014-15 for the construction of the line.

C. Nilambur-Nanjangud Railway Line.

- The proposed 236 Kms long Nanjangud –Sulthan Bathery- Nilambur railway line will help the comprehensive development of a vast area in Karnataka, Kerala and Tamilnadu. This line will connect Mysore with Cochin in 6 hours and provide a direct and shorter Bangalore-Kerala connectivity through Mysore This line will link the remotest South Indian regions of Wayanad, Nilgiris and Malappuram to the National BG rail network and will be a boon to the people of Wayanad, who are facing difficulties due to the ban of over night road traffic for the protection of wild animals.

- The line has immense tourist and pilgrimage potential as it will link Mysore, Wayanad, Nilgiris, Guruvayur and Sabarimala and will connect Wayanad with Mysore Airport and the IT cities of Mysore and Bangalore, by rail. This line would boost the economic development of tribal and backward areas located in the three states, and which do not have rail connectivity at present.
- During Hon'ble Chief Minister's discussion with the former Railway Minister on 28/8/13, sanction was assured for the 72km Nanjangud-Sulthan Bathery line as a first phase of the Nanjangud-Sulthan Bathery-Nilambur Road line if 50% of the cost for this line is shared by Kerala and Karnataka state governments.
- Cost of the 1st phase of this line is Rs. 641.78 crores as per the latest estimate. Hon Chief Ministers of Karnataka and Kerala in a joint meeting have agreed to move together to sanction this line.
- A new shorter realignment survey for the second phase Sulthan Bathery - Nilambur to save 80 Kms and thus Rs 2000 crores may also be considered.
- Earlier Hon'ble Chairperson to UPA Mrs. Sonia Gandhi had requested the former Railway Minister to consider sanctioning this line.
- Sufficient provision may be made for the project in the Railway Budget 2014-15.

IX. Coaching Depots / Pit Lanes/ Goods Shed.

- Coaching depots at Kottayam and Nemom were announced in 2011-12.
- In 2012-13 the surveys and feasibility studies for both were announced.
- Adequate land for the depot is available at Nemom and land has been identified for the construction of the depot at Kottayam.
- The prestigious new coaching terminal project at Kottayam announced in the last railway budget has kindled much enthusiasm among the people of central Kerala, but as of now it has not made much headway. Hon'ble Chief Minister of Kerala, who is personally overseeing the Mobility Hub project at Kottayam, is keen to ensure the early implementation of the coaching terminal project with provision of a dedicated halting station. to make the mobility hub truly integrated. It may be ensured that sufficient work and location specific work and location specific funds are provided for the above Coaching Terminal and Halting Station projects for completion at the earliest.
- There is also a rising demand for coaching depots at Kannur and Calicut.
- Maintenance facility is urgently required at Kannur. Pit lane has been sanctioned at Ernakulam and Kannur. All the development in Kannur Station is put on hold due to the absence of Pit Line which was sanctioned but not commissioned so far. Urgent action is required to commence the work of Pit Line at Kannur. The revised estimates, duly approved by GM, Southern Railways, Chennai, is pending for final approval by the Railway Board. It may be approved and funds provided early.
- The work of the pit lane at Kochuvelli has to be started at the earliest.
- A new Goods Shed at Kollam may be provided.
- A Goods Shed may also be started at Kadakkavur since the one at Kochuvelli is disbanded to accommodate passenger terminal.
- Sufficient provisions may be made in the financial year 2014-15 for the purposes.

X. SUBURBAN RAIL SERVICES.

- Government of Kerala have accorded "in - principle" sanction for the introduction of Suburban services in Thiruvananthapuram - Chengannur/ Harippad sector in Phase - I by installing automatic signaling and constituting a Special Purpose Vehicle to run air conditioned MEMU/EMU Rakes on this corridor and also to entrust Mumbai Railway Vikas Corporation (MRVC) Ltd to conduct a feasibility study for the implementation of the above project. This would be boon to the commuters and would reduce congestion in long distance trains. Rs.4.04 Cr, being 10% of the cost of the study, has been requested for the study and GOK is processing the release of the amount expeditiously.
- Sufficient provisions may also be made in the financial year 2014-15 for the project, for its early realization.

XI. UPGRADATION OF THE THIRUVANANTHAPURAM, ERNAKULAM AND CALICUT RAILWAY STATIONS TO INTERNATIONAL STANDARDS,

- The declared upgradations of Railway stations in the State are yet to be implemented.
- In the Railway Budget Speech 2011-12; it was also announced that in order to improve the look of Thiruvananthapuram Railway Station and its approaches 50:50 cost will be shared with Ministry of tourism as a part of Rail Tourism initiative.
- Work for development of Thiruvananthapuram station jointly with Ministry of Tourism at a cost of around 12 crores have been sanctioned and the tender for the first phase of such development is under process. These processes need to be expedited for early completion of the works.
- It may be noted that the Kannur and Kottayam Railway Stations too require to be upgraded to better standards.
- GOK has sanctioned a total amount of Rs.7,98,12,367/- for the development of facilities in Ernakulam town, Thrissur, Kottayam, Kollam and Kozhikode Railway stations.
- The development of Thiruvananthapuram station as a world class station is proposed to be done under PPP mode. Tender for providing preliminary consultancy services on the aspect of initial functional, statutory and commercial viability of the project has been awarded to M/s.KITCO. Ernakulam and they have submitted the reports. Railway may process the case and fix up a PPP parties urgently to develop the station to international standards.
- Ernakulam Junction has already been identified by Railway Board for development as World Class Station. Tender for providing preliminary consultancy services on the aspect of initial functional, statutory and commercial viability of the project for getting approval from Railways etc., has been awarded to M/s. KITCO, Ernakulam. The report submitted by M/s.KITCO and they have submitted the reports. Railway may process the case and fix up a PPP parties urgently to develop the station to international standards.

- Calicut, one of the major stations of the Palakkad division is an 'A' category station with 50000 passengers per day. The station is having 4 high level platforms. Tender for providing preliminary consultancy services on the aspect of initial functional, statutory and commercial viability of the project for getting approval from Railways etc., has been awarded to M/s. KITCO, Ernakulam and they have submitted the reports. Railway may process the case and fix up a PPP parties urgently to develop the station to international standards. As announced earlier, Kozhikode Railway Station may be elevated to World Class Standards without any further delay as much time has elapsed after the declaration 2009-10.
- Sufficient provision may be made in the financial year 2014-15 for the completion of these works.

XII. SECURITY OF PASSENGERS.

- In 2009-10 it was announced that the number of women commandos will be increased. Women RPF squads are being deployed for security of women passengers. Even though law and order is a State subject, Railways will work together with all agencies concerned to give passengers a safe journey.
- In 2010-11, it was announced that security of women passengers will be improved by raising 12 companies of women RPF personnel to be named "Mahila Vahini".
- It is reiterated again that the security of passengers, especially that of ladies and their valuables and luggage has to be vigilantly ensured. Sufficient passes need to be issued to the State Police Department. The vacant posts of the staff concerned need be filled up urgently. ARPF outposts may be started in all stations. Provision of ample lighting at platform ends and station premises and standardizing length of platforms with the length of trains and increasing height of platforms too since the recently introduced MEMU trains have larger doors, require urgent attention. This is required to ensure safety of passengers, especially those of women since the ladies' coaches are provided at the back end of trains. More ladies' coaches may therefore be allotted.
- In the wake of the Soumya tragedy, Railways conducted a work study and found that the strength of the RPF in Kerala at present is not sufficient to meet the existing safety norms and that the strength of the RPF should be enhanced suitably. Accordingly, a proposal to create posts as follows (TOTAL: 1503), in RPF in Kerala has been submitted by Southern Railway, Chennai, before the Railway Board for approval:
 - Inspector- 2
 - Sub Inspector- 41
 - ASI - 279
 - HC- 497
 - Constable- 684

The above vacancies may be filled up urgently to prevent further tragedies as in the Soumya case.

- Sufficient provisions may be made in the financial year 2014-15 for these purposes.

Xxx^^xxX



GOVERNMENT OF KERALA

No.8920/D2/2014 /Tran.

Transport (D) Department
Thiruvananthapuram,
Dated: 21.06.2014.

From

The Secretary to Government.

To

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Mavanal House, Kalanjoor.P.O,
Pathanamthitta, Kerala. Pin- 689 694

Shri.M.P.Achuthan.M.P.,
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Ernakulam North, Cochin - 682 018

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Kozhikkide - 673 602

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Smt. P.K. Sreemathi M.P
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The Secretary to Government of India,
Ministry of Railways,
Rail Bhavan, New Delhi.

The Chairman,
Railway Board, Rail Bhavan, New Delhi.

The General Manager,
Southern Railway,
Chennai.

The Additional Chief Secretary (Industries) / (Transport)/ (Finance)/

The State Police Chief, Kerala, Thiruvananthapuram

The Principal Secretary to Government,
(PWD)/ (Planning &EA) Department/ (Home)/ (Revenue)/ (Transport).

The Secretary (Revenue)/ (Forest)/ (S&YA)/ (GAD)/ (Tourism)

The Chief Administrative Officer,
Southern Railway, Ernakulam.

The Vice Chairman, Kerala State Planning Board,
Thiruvananthapuram

The Divisional Railway Manager,
Thiruvananthapuram / Palakkad / Madurai.

The Chief Engineer (Planning and Construction),
Southern Railway, Ernakulam / Chennai / Egmore.

The Resident Commissioner (Fax No.011-23368934),
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The Special Commissioner (Projects),
Kerala House, New Delhi.(Fax No. 011 - 23368934).

The Managing Director
Kochi Metro Rail Limited.,
Kochi.

The Managing Director,
Kannur International Airport Limited.
Kannur.

Managing Director,
Cochin International Airport Limited,
Cochin.

Managing Director,
Kerala State Industrial Enterprises Limited.
Thiruvananthapuram.

The Managing Director,
High Speed Rail Corporation Limited.
Thiruvananthapuram.

The Chief Engineer (Roads & Bridges),
Thiruvananthapuram.

The Chief Engineer (National Highways),
Thiruvananthapuram.

The Managing Director, Roads and Bridges Development Corporation,
Kerala Ltd. Palarivattom, Kochi.

Sir,

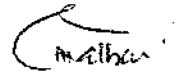
Sub:- Transport Department- Railway Budget 2014-15- Discussion on
Railway Budget - Meeting - Reg
Ref:- D.O Letter No. 7467/D2/2014/Trans dated 30.05.2014 of Hon'ble
Chief Minister to Union Prime Minister and Hon'ble Union Minister
for Railways.

Please find enclosed a copy each of the reference cited and its
enclosure being the list of important railway project works that are to be
implemented in 2014-15 by Railways in Kerala, proposed by Government of
Kerala to Government of India and Ministry of Railways.

I am to inform you that the Railway Budget 2014-15 by the
new Central Government is scheduled to be presented before the Union
Parliament on 09.07.2014 and therefore Government of Kerala has decided
to update the above said list of major demands in consultation with all
concerned, and to submit it to Government of India and Ministry of
Railways for ensuring sufficient allocation in the Railway Budget 2014-15
and their implementation in 2014-15 itself.

I am, therefore, request you to kindly furnish detailed note
regarding additions/ deletions/modifications required for the updation of
the above said list of demands by 27.06.2014, positively.

Yours faithfully,



SUSAMMA MATHAI
Joint Secretary

For Secretary to Government.

Copy for information
and for furnishing
proposals, if any, to:

PA to Principal Secretary to Chief Minister.
Private Secretary to Chief Minister.
Private Secretary to Minister (Power & Transport).
Additional Secretary to Chief Secretary.
PA to Additional Chief Secretary (Transport)/(Industries)/
(Finance) / Principal Secretary (Planning & Economic
Affairs) / Principal Secretary (PWD)/ Principal Secretary
(Home)/ Principal Secretary (WR&Aviation)
Secretary (Transport) / Secretary (GAD) / (S&YA) /
(Revenue) / Tourism / Joint Secretary (Transport).
Home Department/ Industries Department/PWD/General
Education (S&YA) Department/
GA (SW)Department/Tourism Department /Forest
Department / F&CS Department/ Ports
Department/Transport (A) / (C) Department.

Handwritten signature
Amal P. S. M. M.

20/02/2014

Hon'ble Union Finance Minister, my colleague State Finance Ministers, Union Finance Secretary and other senior officials of the Union Government and States, Ladies and Gentlemen,

2) At the very outset, I convey my whole-hearted congratulations to the new Union Minister for Finance. I would also like to use this occasion to thank Hon'ble Union Finance Minister for arranging pre-budget consultations for sharing views and hearing concerns of every individual State before entering into the formidable task of formulating the maiden Union Budget of the new ministry. I feel this has paramount importance in the wake of economy opened up to daunting challenges of higher inflation, sluggish growth and mounting fiscal deficit.

3) The growth of economy in the last two fiscal was below five percent. This was after the growth touched the higher trajectory of eight to nine percent in the preceding years. The recent sluggishness in the economy has inflicted severe setbacks in different sectors of the economy. The economic growth during the past two years was 4.5 % in 2012-13 and 4.7% in 2013-14. This down turn was evident in the growth of the Industry and Service sectors. The growth of Industrial sector was just 1 per cent and 0.7 per cent in 2012-13 and 2013-14 respectively. The Service sector recorded growth of 7% and 6.9% during this period. The slower growth coupled with higher inflation has put economy in the doldrums. The immediate task before the Union and State governments is therefore to take bold fiscal measures for the revival of the economy and reining in consumer price inflation.

4) The Government of Kerala is committed to put the State's economy on a sound macro economic footing for catalyzing overall economic development. However, the fiscal consolidation is a daunting task in the context of prevailing uncertainties in the national and global economic scenario. State's fiscal consolidation initiatives suffered inevitable setbacks recently. The general economic slowdown prevailing in the country has also affected the progressive growth of states economy in many ways. This is evident from the reduced level of buoyancy of states taxes especially commercial taxes, Motor vehicle tax etc. The slowdown in the real estate sector has also resulted in negative growth in the case of revenue from stamp duty and registration fee.

5) During the last two financial years, Union government had imposed cuts on Plan expenditure due to resources constraints. This has resulted in shrinkage of public expenditure

which contributed to the sluggishness in growth of economy. The cut in plan expenditure also resulted in reduced level of central assistance to state governments. Further to this, there was also a reduction in share of central taxes devolved to state governments. This in turn had adversely affected the growth of state's economy. In the interest of accelerated economic growth, curtailing of Plan expenditure needs to be avoided.

6) Substantial stimulus measures is inevitable for the quick revival of the economy. Suitable stimulus package is to be devised and implemented in the country. The package should aim at rejuvenation of industrial sector, especially manufacturing and construction. This would assist creation of employment opportunities and income generation to overcome the ill effects of the prevailing slowdown to a significant extent. In order to attract investment in the industrial sector and to stimulate industrial production, government may have to consider relief on Excise Duty for industrial units, especially new industrial units for a period of five years.

7) The customs duty presently levied on imported wood log is 5%, exclusive of Education Cess and Higher Education Cess. Substantial quantity of wood log imported to the State is used in the manufacturing sector of various building products, furniture items, etc, The importing of wood log may be exempted from customs duty which will lead to growth of this sector in the State and resultant employment opportunities in the sector.

8) The spiraling food price inflation has severely affected life of common man. Effective policy measures have to be devised for addressing issue of rising food prices. The situation demands the need for more investment in agriculture sector. Recognizing this reality, the State Government have introduced latest techniques in the agriculture sector for augmenting food production. Introduction of hi-tech farming all over the state is huge breakthrough in this direction. More central assistance is indispensable for enhanced public investment for promotion of agricultural growth and for the marketing of agricultural produces. Structural policy changes need to be made to attract more stake holders for promoting investment in agriculture sector. Coconut and rubber are the two main cash crops of the State of Kerala. In order to ensure fair returns to coconut and rubber farmers , import of coconut oil and copra and natural rubber has to be restricted.

9) The slowdown of the global economy have negatively impacted the export of Kerala's agricultural products like spices, rubber, fisheris etc. Policies need to be framed for promoting export of traditional agricultural products. I would also urge the Union Government

to consider setting up a special fund to support State Government efforts to combat the adverse effects of economic slowdown in agricultural sector.

10) The Public Distribution System operational in Kerala is very effective and have impression all over the country. In the prevailing situation of alarming price rise the strengthening of the Public Distribution System is indispensable. Schemes supporting the Public distribution system may be considered in the Union budget and ample central assistance to the state is expected for market intervention operations.

11) Investment for improving infrastructure is essential for maintaining the growth prospects of the economy. The state have already taken strong policy initiatives to create a conducive environment for attracting long term investment and determined efforts are taken to explore alternative financial sources for funding major infrastructural projects of the state. The share of government spending on capital projects was very marginal till recently. A positive change in this spending pattern is visible now. In the last three years capital expenditure has shown perceptible improvement. A special stimulus package for reviving states economy focusing on infrastructural development and industrial growth is necessary. Development of major roads, minor ports etc needs to be taken up under this package. The state government gives utmost care on issues relating to ecology, environment and climate change also, for the sustainable development of the state, while taking up such mega projects. The Kerala's IT Vision 2020 aims to make the state as the most preferred IT destination of the country. To attract investment in IT Sector infrastructure development is imperative. If adequate central assistance is extended, it is expected that great leap can be achieved in front.

12) The manufacturing PSUs in the state provide employment to around 50000 persons. These PSUs need to be modernized and converted in to viable and self-sustaining entities. The traditional industries sector provides employment to a large segment of workers in the state. These traditional industries need to be strengthened through introduction of technologies to reduce drudgery and increase productivity of labour. We look forward for higher central assistance for the revival of State PSUs and traditional industries of the State.

13) The State of Kerala has set ambitious goal of achieving hundred percent digital literacy with strategic investment in technology and e-governance. The government aims to shift all administrative operations to e- platforms to bring in transparency and accountability for the delivery of public services. The pilot projects under e-district initiative launched in a few districts of the state has become a huge success. With the implementation of the project in

all the 14 districts, the electronic delivery of citizen -centric services at common service delivery outlets will become a reality. The State has already taken the initiative of integrating various government departments using information and communication technologies (ICT). I urge the Central government to extend all financial support for the e-governance project of the State to improve the quality of public services.

14) Housing is a key area requiring special attention of both union as well as state governments. Housing initiatives needs to be supported in a large way. Cheaper loans need to be made available for housing purpose. The prevailing rate of interest on housing loans needs to be reduced to a reasonable level so that the housing needs of the people could be addressed in an effective manner.

15) Till recently states my economy was registering a faster growth rate which had attracted migrant workers from various regions of the country to this state for finding means of their livelihood. The estimated number of such migrant workers in the in the State is 2.5 million. The retarding growth of state's economy can push these migrant workers to distress. I hope that a special package for the migrant workers would be announced in the Union Budget 2014-15

16) Replacing of the existing tax regime with GST has been under consideration for very long time now. Introduction of GST may go a long way in augmenting resources for Union as well as State governments. Hence the implementation of GST needs to be given high priority in the agenda of new union government. The State government's apprehensions while switching over to Goods and Services Tax may be addressed and resolved for the early introduction of the system.

17) The prevailing rates of service tax are often seen to be on the higher side and a deterrent for growth of service sector. So as to stimulate growth in this sector Government may have to consider relief on service tax also. The real estate sector also requires some incentives to boost up growth.

18) I hope these issues will be properly addressed in your budget for the financial year 2014-15.

Jai Hind

*Members on
Dashed Budget*