

പതിമൂന്നാം കേരള നിയമസഭ

പന്ത്രണ്ടാം സമ്മേളനം


നക്ഷത്രചിഹ്നമിടാത്ത ചോദ്യം നമ്പർ: 2295

09.12.2014 ൽ മറുപടിക്ക്

പുതിയ റെയിൽവേ പാതകൾക്കായി സർവ്വേകൾ

ചോദ്യം	ഉത്തരം
<p>ശ്രീ. പി.ശ്രീരാമകൃഷ്ണൻ : ശ്രീ. എസ്.രാജേന്ദ്രൻ : ശ്രീ. വി.ശിവൻകുട്ടി : ശ്രീ. പി.റ്റി.എ. റഹീം :</p>	<p>ശ്രീ. ആര്യാടൻ മുഹമ്മദ് (ഉൾജജ വകുപ്പുമന്ത്രി)</p>
<p>(എ) സംസ്ഥാനത്ത് വർഷങ്ങളായി പുതിയ റെയിൽപ്പാതകൾക്കായി സർവ്വേകൾ നടത്തുന്നുണ്ടെങ്കിലും അവയൊന്നും നടപ്പിലാക്കുന്നതിനുള്ള തുടർ പ്രവൃത്തികൾ നടക്കുന്നില്ലെന്ന ആക്ഷേപം സർക്കാർ വിലയിരുത്തിയിട്ടുണ്ടോ;</p>	<p>(എ) വിലയിരുത്തിയിട്ടുണ്ട്.</p>
<p>(ബി) സംസ്ഥാനത്തു നടത്തിയ പാതകളുടെ സർവ്വേകൾ എത്രയാണെന്നും, അവ ഏതൊക്കെയാണെന്നും വ്യക്തമാക്കുമോ;</p>	<p>(ബി) കാലാകാലങ്ങളായി റെയിൽവേ പ്രഖ്യാപിച്ച വിവിധ റെയിൽവേ ലൈനുകൾക്കായുള്ള സർവ്വേകളുടെയും അവയുടെ ഇപ്പോഴത്തെ സ്ഥിതിയുടെയും വിശദാംശം അനുബന്ധമായി വെച്ചിരിക്കുന്നു.</p>
<p>(സി) സർവ്വേകൾ പൂർത്തിയാക്കിയ ശേഷം തുടർ പ്രവൃത്തികൾ നടത്തുന്നതിനു തടസ്സമായി നിൽക്കുന്ന ഘടകങ്ങൾ എന്തൊക്കെയാണെന്ന് സർക്കാർ പരിശോധിച്ചിട്ടുണ്ടോ; വിശദമാക്കാമോ;</p>	<p>(സി) പരിശോധിച്ചിട്ടുണ്ട്. കാലാകാലങ്ങളായി റെയിൽവേ പ്രഖ്യാപിക്കുന്ന പുതിയ റെയിൽവേ ലൈനുകൾക്കുള്ള സർവ്വേ പൂർത്തീകരിച്ച് റെയിൽവേ ബോർഡിന് സമർപ്പിക്കുന്ന റിപ്പോർട്ടുകളിൽ സാമ്പത്തിക മെച്ചം (Economic viability) നേടുന്നതിനുള്ള ന്യായീകരണങ്ങൾ ഉൾക്കൊള്ളുന്നവയ്ക്കാണ് സാധാരണയായി റെയിൽവേ അംഗീകാരം നൽകുന്നത്. അങ്ങനെ അംഗീകാരം ലഭിക്കുന്ന പദ്ധതികളുടെ നടത്തിപ്പിന് ആവശ്യമായ</p>

			ഫണ്ടിന്റെ ദൗർലഭ്യം ബാധിക്കാറുണ്ട്. പുതിയ ലൈനുകളുടെ അലൈൻമെന്റ് അന്തിമമായി തീരുമാനിക്കുന്നതും സ്ഥലമേറ്റെടുപ്പ് പൂർത്തിയാക്കുന്നതും ഇത്തരം പദ്ധതികളുടെ നടത്തിപ്പിനെ ബാധിക്കുന്ന മറ്റു കാരണങ്ങളാണ്.
(ഡി)	ഇതിൽ സംസ്ഥാന സർക്കാരിന്റെ വീഴ്ച കാരണം തുടർ പ്രവൃത്തി സാധിക്കാത്ത ഏതെങ്കിലും പ്രോജക്റ്റുകൾ ഉണ്ടോയെന്നു വ്യക്തമാക്കുമോ;	(ഡി)	അത്തരത്തിലുള്ള പദ്ധതികളൊന്നും ഇല്ല.
(ഇ)	തുടർ പ്രവൃത്തികൾ നടപ്പാക്കാത്തതിനു കാരണം വ്യക്തമാക്കുമോ ?	(ഇ)	വിശദാംശം അനുബന്ധത്തിൽ വിശദീകരിച്ചിട്ടുണ്ട്.


 സെക്ഷൻ ഓഫീസർ

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 Erumeli 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.
- The approval for the revised alignment duly curtailing the line at Azhutha, though agreed to by State Government, is yet to be received from the Railway Board.
- 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 this is a continuing project and 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.
- The estimate for the project is pending in the Railway Board for sanction. The part estimate sanctioned is only for a small stretch upto Perumbavoor. The progress of the work is affected for want of sanction of estimate and allotment of funds.
- 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 in the Budget Speech 2015-16 and sufficient provision in the Railway Budget 2015-16.
- It is also a matter of concern that the budget allocation for Angamali - Sabari railway line is diminishing every year and the delay is escalating the costs. The land owners in Ernakulam district are waiting for quite a long time now for the compensation for the acquired land.
- Shri. Innocent M.P, has specifically requested that at least Rs.250 Crores should be allotted for this new line.
- The requirement of funds to complete the line upto Perumbavoor is around Rs.100 Crores. These amounts may also be allotted in the Railway Budget 2015-16.

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

- It is reiterated that 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, Ministry of Civil Aviation, 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 his 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 2015-16 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 lack 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.
- **GOK has agreed to bear the pro rata share of the 50% of the cost of construction and has initially announced Rs.5 Cr. in the State Budget for the same in 2014-15.**
- **Sufficient provisions may be made for the project as Railway share in the Railway Budget 2015-16.**

D. Guruvayoor -Thirunavaya Railway Line

- The Guruvayoor – Thanoor Railway line was announced in the Railway budget 1995-96 with a view to introduce more trains in the Malabar region of the State to cater to the needs of the traveling public. Land acquisition proceedings have already been initiated in Thrissur district.
- Keeping the larger public interest in view, the alignment of this new railway line has been fixed near the Canoli Canal in Malappuram District and through Kunnumkulam in Thrisuur district, in consultation with all peoples' representatives and others concerned.
- **The line is of utmost importance and may be given due consideration in the Railway Budget 2015-16.**

E. Kochi - Madurai Railway line.

- The proposed Kochi - Madurai railway line provides better connectivity from Kerala to Tamilnadu and would benefit lakhs of people. Railway Board has shelved the project. **Budget allocation for this line should be considered and the line taken up for construction.**

F. OTHER LINES

- i. **Tirur-Angadippuram** (2004-05); Proposal shelved by Railway Board in 2008.
- ii. **Kollangode-Thrissur** (2005-06); (2012-13): Project has not been sanctioned so far. Railway Board have sanctioned in the year 2012-13, an updating of Reconnaissance Engineering cum traffic survey for a new BG line between Kollangode and Trichur for a length is 59.00 Km. The report was sent to Board in August 2013. The updated abstract estimated cost is Rs. 480.59 Cr., Internal Rate of Return is (-) 7.673%. Proposal shelved by Railway Board.
- iii. **Edappally- Guruvayoor** (2005-06); (2012-13): (Present Status The survey of Edappally - Guruvayoor coastal line may be taken up immediately, which line would reduce the distance between towns and traffic problems of related highways and roads. Survey is in progress.

- iv. **Sabarimala-Chengannur** (2005-06); (Present Status: Proposal shelved by Railway Board on 01.10.2009.).
- v. **Thalasserry-Mysore Line** (2007-08); (Survey updation announced in 2010-11 & 2011-12). Thalasserry - Mysore Railway line is to be sanctioned immediately which is pending for the clearance of the department even after several surveys, but did not see the light of the day for reason not known. This is a long cherished dream of the people of Kerala as well as Karnataka. This line will cater to the overall development of northern region of the state of Kerala and southern part of Karnataka state as well. As per Railway Board's directives, an updated survey of Reconnaissance Engineering cum Traffic for a New BG line from Thalasserry to Mysore (via) Coorg & Wayanad was carried out and survey estimate was submitted to Railway Board on 16-05-2013. Length: 247.50 km (via Wayanad) at a cost of Rs. Rs.3209.01 Crores, ROR: (-) 6.969 % and length: 298.75 km (via Kotuku) at a cost of Rs. 3778.71 Crores, ROR: (-) 6.557 %. Railway Board has shelved the project on 31.07.2014.
- vi. **Angadippuram-Kozhikode** (2008-09); The proposed Angadippuram-Malappuram-Airport-Kozhikode line will link Nilambur with the district HQ at Malappuram, Calicut Airport and the major city of Kozhikode (Calicut) by rail and will boost the economic development of Malappuram and Kozhikode districts. The survey of this line has been completed in June 2009 and report submitted to Railway Board. Decision of Railway Board awaited.
- vii. **Kanhangad-Panathur** (2008-09): The first phase survey in Kerala portion has been completed and included in the pink book of Railway after the approval from the Planning Commission. The second phase, which is in the Karnataka portion (31 KM) the survey, is still pending for want of permission from the Forest Department, Karnataka. The matters may be expedited. The survey in the Karnataka portion may be speeded up and token amount set apart in the Railway Budget 2014-15 for laying the new line starting from Kanhangad, which is already found feasible and financially viable. Survey report sent to Railway Board on 26.06.2009. Decision of Board awaited.
- viii. **Madurai-Ernakulam** (2009-10); In 2011-12 it was announced that survey will be completed in 2011-12. Proposal shelved by Railway Board.
- ix. **Erumeli-Pathanamthitta-Punalur-Thiruvananthapuram.** (2009-10). Survey updation announced in 2010-11. In 2011-12 it was announced that survey will be completed in 2011-12. Survey report sent to Railway Board in June 2013. Decision of Board awaited.
- x. **Erumeli-Punalur-Trivandrum.** In 2011-12 it was announced that survey will be completed in 2011-12. Survey report sent to Railway Board in October 2013. Railway Board has shelved the project.
- xi. **Madurai-Kottayam** (Survey updation announced in 2010-11). In 2011-12 it was announced that survey will be completed in 2011-12. Survey report sent to Railway Board on 19.01.2010. Decision of Board awaited.
- xii. New line survey **Chengannur-Trivandrum via Adoor-Kottarakkara** (2010-11); Survey report sent to Railway Board on 28.06.2013. Decision of Board awaited.

- xiii. **New line survey Paanathur-Kaniyur** (2010-11); In the Railway Budget 2012-13, the survey report for this railway line was decided to be submitted before the Planning Commission for appraisal. The follow up work on I phase survey report i.e., Kanhangad - Panathur is to be undertaken at the earliest, by the railway authority. The survey of the balance portion in Karnataka state (31KM) should be completed and the whole be added to the PINK BOOK of railways in 2013-14. Decision of Railway Board on survey report is awaited.
- xiv. **Kaniyoor-Kottikulam New Line** survey declared in 2013-14. Being done by South Western Railway.
- xv. **Thakazhy-Thiruvalla new line** (2011-12); Proposal shelved by Railway Board on 01.10.2013.
- xvi. **Kannur-Mattannur new line** (2011-12); Proposal shelved by Railway Board on 07.08.2013.
- xvii. **Thiruvalla-Ranni-Pampa new line** (2011-12); Proposal shelved by Railway Board on 09.10.2013.
- xviii. **Kozhikode-Beyepore new line** (2011-12); Railway Board's decision on survey report awaited.
- xix. **Ernakulam-Shoranur 4th line survey** (2011-12); Survey completed. Vetted report under consideration.
- xx. **Podanur-Palghat 3rd line survey** (2011-12); Survey completed. Report sent to Railway Board during Oct 2014.
- xxi. **Kannur-Kannur airport link** (2012-13); The Railway Line connecting the proposed Kannur Airport and Kannur Railway Station having a route length of approximately 23 KMs needs to be planned urgently and for construction and commissioning the line at the earliest. Proposal shelved by Railway Board.
- xxii. **Balaramapuram station-Vizhinjam Port** (2012-13); Survey/Construction work executed by port authorities.
- xxiii. **Angadippuram-Ottappalam** (2012-13); Survey in progress.
- xxiv. **Chengannur-Thiruvananthapuram** (2012-13); Report submitted to Railway Board on 28.06.2013.
- xxv. **Kollengode- Palani; Gauge conversion in progress.**
- xxvi. **Sabarimala- Chengannur**; Proposal shelved by Railway Board on 01.10.2009.
- xxvii. **Extension of Sabari to Punalur-Thiruvananthapuram. Report submitted to Board on 25.10.2013.**
- xxviii. **3rd line between Shoranur & Mangalore** (2013-14): Survey report being finalized.



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