K-RAIL
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Soon, Kerala will change the way it travels

VOICE OF K-RAIL

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The Kerala Rail Development Corporation Ltd
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An Agreement was signed between Government of Kerala and Ministry of Railways on 11th March 2020 for implementation of Kerala Rail Vision in the premises of Kerala Secretariat during the COVID19 lockdown period. A Joint Venture Company was constituted on 3rd January 2021 named Kerala Rail Development Corporation Limited (K-RAIL).

Rail Corridors project development works for an Underground Rail Corridor, which will inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting massive approvals, preparation for transitioning of identified projects and implementation of the sanctioned projects.

EVENTS AND UPDATES

DPR Completion of Silver Line

RVY for Silver Line Project was completed during the month of March 2020 by M/s Systra, General Consultant of K-Rail. The meeting of the Board of Directors held on 30th March 2020 at Kochi, chaired by the Chairman, K-Rail, gave the unanimous allowance arising out of COVID19. DPR was sent for the approval of the Government of Kerala, once the Board recommendations and approvals were over.

The 532 km Silver Line is a double line Railway Corridor between Kasaragod and Thiruvananthapuram with a maximum speed of 200km/h, would ease the travel between the two extreme ends of Kerala in just 4 hours. It would be the fastest link to travel from Kasaragod, Kerala connect with the present 5 to 16 hours.

The semi high-speed corridor connects the districts of Kerala longitudinally and at a growth engine for the socio-economic development of Kerala. Kerala is set as a social development model among residents as it connects the entire state and promotes growth in industrial, agricultural, and tourism sectors. Unprecedented since Google, Facebook, Amazon and Microsoft, Kerala's growing point of view, it will facilitate new growth of much social, much nature-friendly and much economic growth and will act as-distributor for precious flows from existing urban spaces. From the restricted

spaces, Kerala's current growth will extend outwards to connect "high and dry" areas that are safe and have the potential to increase socio-economic opportunities in the coastal belt. Kerala's current growth is concentrated in the coastal belt, which is prone to natural calamities and has been characterized with the occasional floods.

From a connectivity point of view, the Silver Line will connect the airports, hotels, hospitals, colleges, universities and other educational institutions. Along with the social benefits, the corridor will also promote long term economic benefits. Increased connectivity between the cities will lead to the growth of industrial parks, commercial complexes, residential and also, where employment opportunity. Besides connecting the entire State, it will also reduce travel time, increase passenger comfort, increase safety, reduce pollution and lead to socio-economic development. Along the corridor, Kerala will witness a boost in the inter-regional and inter-state trade, further economic development in the 1 & 8 towns along the corridor and also increase employment opportunities. The corridor will also expand tourism opportunities. Overall, the high-speed corridor will integrate the districts that can function as a single economic unit.

This line will reduce pollution and congestion and increase the quality of life and dependence on imported oil. Last-mile connectivity with system driven e-rickshaw public transport services, multi modal transportation, charging and parking stations etc are expected to take Kerala to the next generation of urban mobility.

Silver LEAN survey was the first and major survey for the preparation of the DPR for Silver Line project.

The first land has a width of 600 m was surveyed (longitudinally) and extended to the flying of around. The equipment used included a land rover, GPS receiver. The laser was scanned for the land survey and the information was stored in the memory and converted to map features on ground. Accurate details of the land survey, the difference without disturbing the people life.

Environmental Impact Assessment and Social Impact Assessment are being carried out to interpret and communicate the impact of logistics projects, policies, programs, plans and operational procedures on the natural environment, all relevant spheres of human life, including aesthetics, culture, the environment, physical, chemical, biological, and socio-economic well-being and amenities.

Soil Investigation Geotechnical investigation was done to give necessary input for the design of foundations and to arrive for barrow-type borrow pits.

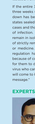
The Geotechnical investigation was done in the proposed alignment. The soil conditions below the surface for safety subsurface exploration was required. Methods of investigation, tests for the surface included Boring. In situ tests for subsurface included Standard Penetration Test and Vane Test.

The various environmental components/aspects considered for the study are Air, Noise, Water, Land, Biological environment, Cultural heritage, Socio economic, Land use, Landscape, Natural Hazards, Climate, Noise Level, Vibrations, Ground water, and water conservation, Geology, Soil and Sediment quality, Traffic and Transportation, Public Health, Occupational Hazards and Occupational Health, and Occupational Safety and Health. Noise and Vibrations, Ground water, Surface water, Air quality, Ecological Conservation of the Protected Areas, Wetlands, and Noise pollution. Quantitative Risk Assessment and Risk Management.

Traffic and Transportation survey was done to study the existing traffic and transportation characteristics of the commuters between Thiruvananthapuram and Kasaragod. All the existing modes of transport were covered under the survey.

Traffic Survey for feasibility of Tourist Train Tourist train operations are a major attraction of Indian Railways. Its operation at night time in both AC buses and Trains, the amenities of passenger travelling all the classes in trains during day time is shift to night time. The Restaurant cars were introduced.

Traffic Survey for feasibility of Vande Bharat Express Vande Bharat Express is the fastest train in India. It is a semi-high speed train operation at the maximum speed of 180 km/h. The Vande Bharat Express offers a comfortable journey to the passengers who would travel the distance.



Traffic Survey for feasibility of Deccan Express Deccan Express is a popular train that connects Kerala to the north of India. It is a fully AC train with the number of tourists willing to shift to the Silver Line, it will be the potential number of passengers who would shift from the Deccan Express.

K-Rail for a Brighter and Sustainable Future

Green protocol defined as the "set of measures which is adopted with the primary focus on preservation of use of dissipated and using reusable resources and reducing resulting in significant reduction of waste generation, recycling and reuse of waste goes for operations of K-Rail.

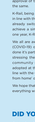
In line with the Green – Silver Line project, K-Rail has decided to implement "Zero Emission initiatives". K-Rail Offices, Going Green when Silver Line is in operation, K-Rail Offices will be heavily around you. Taking the small steps to be green can make a big impact on the people and the world around you.

The initiatives adopted include:

Use of e-Office

Doing papers by adopting technology driven measures, for massive reduction in paper consumption. Use of e-Office platform, methods like scanning and uploading of sharing documents electronically, transition to paperless meetings, moving to e-filing, e-leave applications, e-signatures etc.

Strictly avoiding use of all kinds of disposable items, use of plastic bin liners, biscuits, decorations, use of disposable pens and half used pens, use of disposable cups and paper pens, separation of reusable and non-degradable waste and use composting facility, high capacity bin-gas plant system and incinerators to treat the biodegradable waste.



Sanitisers and Handwash were provided at common points. Employees were directed to use the sanitiser before entering office premises.

Employees were requested to wear masks, practice cough etiquette, hygiene. Tissues, tables, door handles, chair handles, etc. were sanitised regularly. Employees were requested to avoid shaking office hours under normal conditions. In emergency situations, were also instructed for checking the body temperature.

In line with the decision of Government of India, the Kerala Rail Development Corporation Office was closed and work from home started from 24th March 2020.

GUEST ARTICLE

KEEP ALOOF IS THE MESSAGE

Dr. R Ramesh
Director, Health
Kerala Rail Vision (K-RAIL) General Society
Managing Director, KIMHAS

"Hello, we are the battle against COVID 19 in our state even now. A whopping 81% of the cases are those who have travelled from other states. Kerala has managed this the pomp-pomp COVID19 pandemic. Those years we are yet to see a single instance of COVID 19 without a clear-cut epidemiological connection. Kerala has

a.n.n.ounce for contemporary measures to prevent the spread of COVID19. Even then, we can stop the virus spreading by strictly adhering to the regulations.

The most measures of these regulations to that of a "Social Distancing" and the need to keep essential services going, should remain in our houses for three weeks. Most people will be able to recover from the journey or medicine, with little to no hearing distance of 1 to 2 mts from others. And, wash your hands with soap and water frequently, or use hand sanitizer, and avoid touching your face, nose, and mouth.

We have to take extra care of elderly people in our households. It is said the vulnerability of the elderly to the virus is directly correlated by pounding on their near-and-dear ones. Similarly, people with Diabetes, Hypertension, Renal diseases, Respiratory diseases, Immunosuppressive conditions, Cancer patients, and people in the ones who can contract the disease easily and are at risk of developing serious complications leading death. These people are to strictly remain indoors and isolated from everyone.

If the entire 3.4 crore population of our state follow this drill strictly for the next three weeks, we can easily overcome the COVID 19 menace. The 21 days lockdown period, the ones who can contract the Government and bodies, will be able to take the states worked without allowing any public transport, only those already confirmed cases, and those who are in the process of being tested and those who are suspected of infection. We are not saying that people should not go out at all, but to remain in isolation for three weeks. Each one of us has to pass the time wisely. Most of clinically recovering in our homes need not go to the hospital for any kind of medicine. Even that should be done by following all due precautions. The Government of Kerala has made it clear that the state will be able to provide medicines and other necessities to people in self-isolation. It will also be ready to COVID 19 for them to develop and manifest symptoms. They are the potential hosts of the virus and can infect others. Even if they are not showing any signs of the virus, they will come to know that in two to three days. So keep aloof from all. That is the well-comes to know that in two to three days. So keep aloof from all. That is the well-comes to know that in two to three days. So keep aloof from all. That is the well-comes