

About K-Rail

Kerala Rail Development Corporation (K-Rail) is a Joint Venture company of Government of Kerala and Ministry of Railways for the Infrastructure Development of Railways in Kerala as per the aspirations of the people of Kerala. K-Rail undertakes Project development works for an identified basket of Projects, which will inter-alia include surveys, preparation of Detailed Project Report (DPR) and getting requisite approvals, processing for sanctioning of identified Projects and implementation of the sanctioned Project.

EVENTS AND UPDATES

DPR submitted to Ministry of Railways

Detailed Project Report (DPR) and Alignment of Thiruvananthapuram-Kasaragod Semi High-Speed Rail Corridor-SilverLine has been submitted to the Ministry of Railways. The DPR got the State Cabinet nod in June 2020. The alignment of the SilverLine will be parallel to the existing railway line in Kasaragod-Tirur stretch and will deviate from the present railway line in the Tirur-Thiruvananthapuram section.

The works of the 529.45 km long SilverLine connecting North-South ends of the State in less than 4 hours is expected to be completed by 2025.



SilverLine Stations at a glance:

SilverLine stations are proposed in such a manner they are located in the city centre or as close to them so that the people could easily reach the stations located within a short distance.

(Continuation from the previous issue)



KOTTAYAM STATION
The Kottayam station for SilverLine is proposed as an At-grade station. The station will be at a distance of 3.5 km south of existing Kottayam Railway Station, near Devalokam.



CHENGANNUR STATION
The Chengannur station for SilverLine is proposed as an At-grade station. The station is proposed at a distance of 4.30 km from the existing Chengannur Railway Station, and adjacent to M.C. Road, near Mulakuzha area.



KOLLAM STATION
The SilverLine station at Kollam will be an At-grade station. The station is proposed at a distance of 7 km from the existing Kollam Railway Station and will be on the Eastern side of Kollam bypass at a distance of 2.5 km, near Mukhathala. The proposed station will also have a main depot with a workshop facility.

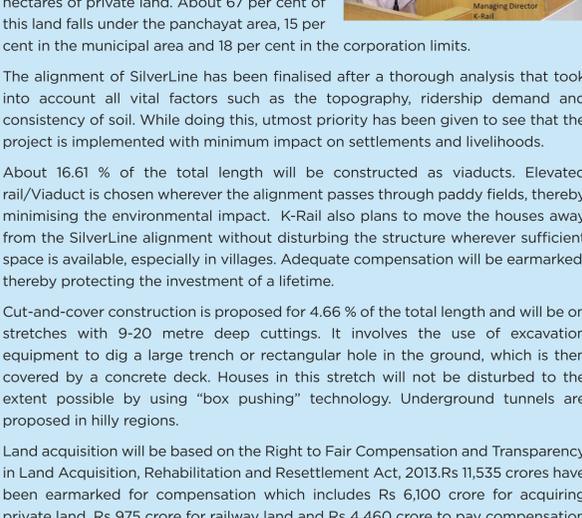
An additional RORO station is also proposed at Kollam, which will provide RORO services for transporting conventional goods vehicles using special types of wagons.



THIRUVANANTHAPURAM STATION
The SilverLine station at Thiruvananthapuram is proposed as an elevated station, on the Eastern side of the existing Kochuveil Railway station. It will be parallel and adjacent to the existing railway network for easy integration.

An additional RORO station is also proposed in Thiruvananthapuram, which will provide RORO services for transporting conventional goods vehicles using special types of wagons.

SilverLine Civil Structures:



FROM MD'S DESK

The DPR which was approved by the State Cabinet on June 2020, has been submitted to Railway Board for approval.

As per the DPR, K-Rail will have to acquire about 1,383 hectares of land for the prestigious 529.45 km SilverLine corridor. This includes 185 hectares of railway land and 1,198 hectares of private land. About 67 per cent of this land falls under the panchayat area, 15 per cent in the municipal area and 18 per cent in the corporation limits.



The alignment of SilverLine has been finalised after a thorough analysis that took into account all vital factors such as the topography, ridership demand and consistency of soil. While doing this, utmost priority has been given to see that the project is implemented with minimum impact on settlements and livelihoods.

About 16.61 % of the total length will be constructed as viaducts. Elevated rail/Viaduct is chosen wherever the alignment passes through paddy fields, thereby minimising the environmental impact. K-Rail also plans to move the houses away from the SilverLine alignment without disturbing the structure wherever sufficient space is available, especially in villages. Adequate compensation will be earmarked, thereby protecting the investment of a lifetime.

Cut-and-cover construction is proposed for 4.66 % of the total length and will be on stretches with 9-20 metre deep cuttings. It involves the use of excavation equipment to dig a large trench or rectangular hole in the ground, which is then covered by a concrete deck. Houses in this stretch will not be disturbed to the extent possible by using "box pushing" technology. Underground tunnels are proposed in hilly regions.

Land acquisition will be based on the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. Rs 11,535 crores have been earmarked for compensation which includes Rs 6,100 crore for acquiring private land, Rs 975 crore for railway land and Rs 4,460 crore to pay compensation for damage caused to structures. Another Rs 1,730 crore has been set aside for Resettlement and Rehabilitation.

The final decisions regarding the land acquisition will be taken only after analysing the social impact. Social impact studies will be conducted by District Collectors of each district and discussions with public forums, and other procedures will happen in the next stage.

Experts Speak

SilverLine: A Booster for Kerala Economy



Mr. Abhishek Shrivastava
Sr. Procurement Expert,
Systra

SilverLine, Semi High-Speed Rail Corridor is a much-awaited & one of the most ambitious project of the State Government of Kerala. For the development of any region or country, Railway plays a vital role there. Today, the average speed of road or rail transport system varies between 30-45 kmph, which is almost 30% lesser than neighbouring states.

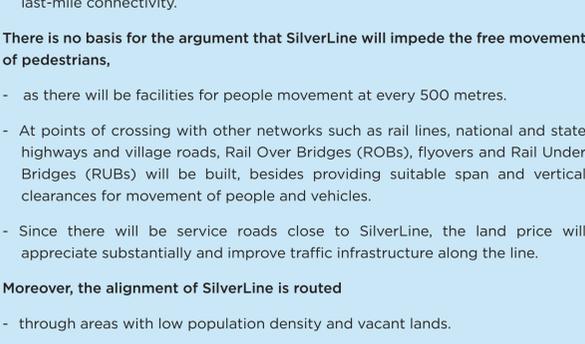
Poor transport system became a key reason for the slow development of Kerala state. Kerala is having plenty of potential for development, e.g. Tourism, Spice hub, Education, Healthcare, IT and various other industries. The Government of Kerala has initiated this dream project of running a Semi High-Speed Train with a speed of 200 kmph, connecting South Kerala to North Kerala (Thiruvananthapuram to Kasaragod).

Kerala's economy is mainly dependent on two types of inflows -- travellers and remittances-- a look at the data explains Kerala's reliance on the two key segments-- foreign exchange earnings from tourism stood at a whopping 10,271.06 crore in 2019, healthy growth of 17.19 per cent over the previous year. Similarly, Kerala accounts for 19 per cent of the total forex remittances to India, which is the highest among the states.

SilverLine corridor will have a positive impact (directly or indirectly) on the following which contributes about 63% to Kerala's economy,

- Construction
- Trade
- Hotels & restaurants
- Railways
- Road Transport
- Real estate, ownership of dwelling & professional services
- Manufacturing

Today, due to the pandemic situation economic environment is under stress not only in Kerala but all around the world. RBI & GOI has initiated many Monetary & Fiscal measures to boost the economy. Government Expenditure in public infrastructure is one of the key measures which contribute to GDP growth.



SilverLine corridor implementation brings an investment of INR 64,000 crores in 4 years, which will have an economic multiplier effect of about 2.5 times, i.e. 1,60,000 crores to add in state GDP over four years. By implementing the SilverLine corridor, it will have a multi-facet positive effect on Kerala's economy by,

- **Generating employment in**
 - o Construction sector
 - o Transportation sector
- **Complement Tourist Sector by**
 - o Attract more tourist from worldwide
 - o Develop more tourist spots along the corridor
 - o Increase business for hotels & restaurants
- **Enhance the real estate**
 - o Real Estate value will get increase along the corridor
 - o Increase commercial development around SilverLine stations
- **Surging business opportunities**
 - o Associated & Allied services will get an increase.
 - o Increase the opportunity for local manufacture & traders
- **Opportunity to become a business hub for**
 - o Education
 - o Healthcare especially for Ayurveda
 - o Spice Capital for India

With all above, we can see that SilverLine: Semi High-Speed Rail Corridor, a dream of the state of Kerala will not only revolutionise the transport system of the state, but in addition, it will bring millions of benefits to the people of the state by boosting economy perpetually.

Reply to Public Queries

SilverLine: Misgivings over land acquisition unfounded;

Compensation up to four times above market rates

Misgivings voiced by certain quarters over the proposed SilverLine - Semi-High Speed Rail corridor connecting Thiruvananthapuram-Kasaragod are unfounded.

Mostly, apprehensions have been raised about the acquisition of land and in a few places, protests were orchestrated

- But the fact is that the alignment was chosen in such a manner that the line passes through least populated areas with minimum possible land acquisition, and a higher compensation that will be about two to four times the market value will be provided for the acquired land. The land acquisition, as well as compensation and rehabilitation proceedings, will be conducted in a completely transparent manner under the provisions of the Land Acquisition Act of 2013. The propaganda to the contrary is baseless. The alignment of SilverLine has skipped populated areas. Houses, other buildings and even trees are entitled to compensation that will be double the market rates.

A question has been raised whether laying a new line parallel to the existing Thiruvananthapuram-Mangalore railway line will not be more feasible

- The fact is that construction of a new line parallel to the existing one will not solve the present problems, which SilverLine seeks to address. The Thiruvananthapuram-Tirur stretch of the existing line has a large number of curves. A new line laid parallel to that will also have to pass through these points and will fail to achieve the targeted speed of 200 km per hour. However, SilverLine will be running parallel to the existing line from Tirur to Kasaragod since this stretch does not have many sharp turns.

- SilverLine uses Standard Gauge to reduce the extent of land acquisition, and it cannot be integrated with the existing Broad Gauge line. Standard Gauge, which is adopted by most countries, has been opted as it is technologically advanced and requires less land compared to Broad Gauge tracks. SilverLine stations at Thiruvananthapuram, Thirissur, Kozhikode, Kannur and Kasaragod is planned adjacent to the existing railway station for interchange facility. Ernakulam station also may get connectivity with Kochi metro in future.

There are also demands from certain places for having more stoppages along the SilverLine than what has been planned

- However, people in all places can benefit from SilverLine through proposed last-mile connectivity.

There is no basis for the argument that SilverLine will impede the free movement of pedestrians,

- as there will be facilities for people movement at every 500 metres.

- At points of crossing with other networks such as rail lines, national and state highways and village roads, Rail Over Bridges (ROBs), flyovers and Rail Under Bridges (RUBs) will be built, besides providing suitable span and vertical clearances for movement of people and vehicles.

- Since there will be service roads close to SilverLine, the land price will appreciate substantially and improve traffic infrastructure along the line.

Moreover, the alignment of SilverLine is routed

- through areas with low population density and vacant lands.

- Viaducts (track on pillars) has been planned for 88 km to spare paddy fields and built-up clusters, which will considerably reduce acquisition of land.

- While the land that has to be acquired for National Highway is 45 metres, SilverLine requires land only in the range of 15-25 metre.

- At hilly regions and high-density locations like Kozhikode, an underground tunnel has been proposed, leaving the normal life undisturbed.

- Cut and cover technology will be adopted at different places to avoid impacts to the extent possible on houses and demolition of houses will also be avoided as far as possible.

- House lifting technologies will be used wherever possible to shift the affected structures/houses to nearby locations, thereby saving a large number of houses.

- Retaining walls will be built for the safety of houses close to the corridor.

Social Media

Media Coverage

EMPLOYEE OF THE MONTH

Congratulations to **Mr. Prasanth S !!!**

Mr. Prasanth S, Section Engineer/K-Rail has been selected as the Employee of the Month for the month of July, 2020. He acted as pivotal link between K-Rail and Systra in finalising DPR when all were forced to opt work from home.

Editor
Anil Kumar G, JGM/CS

Sub-Editor
Nidhiya Joseph, Technical Assistant

Contact us: Kerala Rail Development Corporation Ltd., 5th Floor, Trans Towers, Vazhuthacaud, Thycuda P.O., Thiruvananthapuram, Kerala-695 014

krdclogk@gmail.com | 0471 232 4330 / 232 6330 | 0471 232 5330 | keralarail.com

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