K-rail

Soon, Kerala will change
the way it travels

VOICE OF
K-RAIL

A Monthly Newsletter from
The Kerala Rail Development Corporation Ltd
Issue: August 2020

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 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 current railway line in the Tirur - Thiruvananthapuram section.

The works of the 529.45 km long SilverLine connecting North and South ends of the State in less than 4 hours is expected to be completed by 2025. This project will serve as a stimulant for the post-COVID economic resurgence of the state. It will accelerate the economic activity across sectors by connecting commercial hubs, airports, other major transit points and tourism destinations, making them easily accessible. By optimising the use of clean energy, including solar power, SilverLine will be a clean transportation option. Moreover, a reduction in the number of vehicles on the road and a significant reduction of road accidents is another advantage of SilverLine.

SilverLine – Towards a Greener future

K-Rail has decided to adopt a sustainability policy, which includes an urban forestry program, for the construction of the Thiruvananthapuram - Kasaragod Semi High-Speed Rail corridor, SilverLine.

The policy is proposed to be worked out in collaboration with the Indian Institute of Management –Ahmedabad and other nodal agencies. Preliminary discussions on its basic framework and parameters were held with representatives of IIM - Ahmedabad.

K-Rail will be working with agencies concerned to implement an urban forestry program to offset greenhouse gas (GHG) emissions associated with the construction. This program will deliver additional benefits, such as providing shade and recreation for communities within the train corridor. The strategies to be adopted during construction of the project include recycling of all steel and concrete; diversion of construction waste from landfills through reuse and recycling; use of raw, low emission construction equipment and replacement of inefficient truck engines and irrigation pumps.

SUSTAINABLE INITIATIVES
FOR A GREENER FUTURE.
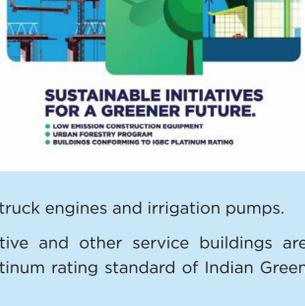
The station buildings, depot, administrative and other service buildings are planned to be designed based on the platinum rating standard of Indian Green Building Council (IGBC).

A game-changing the form of sustainable transportation in India, K-Rail anticipates that travellers will increasingly opt for SilverLine, switching from driving or flying right from 2025, the system's first year of operation. Every subsequent year, the system is projected to increase its ridership, thereby reducing the emission of GHG and other air pollutants steadily.
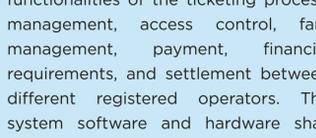
In 2025, the SilverLine rail system will reduce approximately 287994 tonnes of carbon dioxide equivalent, which is expected to go upto approximately 594636 tonnes by 2052.

Ticketing and Fare Collection System

SilverLine rail transit system is expected to handle a large volume of passengers. The ticketing system shall provide world-class ticketing facility to the passengers. The ticketing system shall be a computerised system for effective management of the process of reservation, ticket issue and inspection with a view of improving the convenience of the users.

FORGET QUEUES
WITH AUTOMATIC
TICKETING FACILITY.

The system shall handle all functionalities of the ticketing process, management, access control, fare management, payment, financial requirements, and settlement between different registered operators. The system software and hardware shall ensure, secured transaction, processing of ticket and payment using appropriate high-level security technology. The system shall ensure the ability to obtain complete and clear data backup and recovery of the operation process. The Ticketing and fare collection system shall be connected on a network with a station server controlling the activities of all the local station machines.
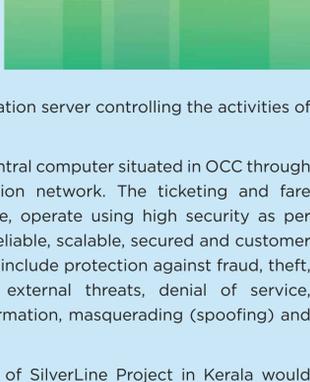
The station servers will be linked to the central computer situated in OCC through the communication backbone transmission network. The ticketing and fare collection system shall, as far as possible, operate using high security as per industry standards and shall be a highly reliable, scalable, secured and customer friendly facility. The system security shall include protection against fraud, theft, falsification of data, false accounting, external threats, denial of service, eavesdropping, loss or corruption of information, masquerading (spoofing) and unauthorised access, etc.

The ticketing and fare collection system of SilverLine Project in Kerala would comprise of, but not limited to the following subsystem for providing state-of-the-art ticketing facility to the passenger. Central Computer System (CCS), Smart Card (EMV based), Mobile Apps/ Mobile Application, Station Computer System (SCS), Ticket Office Machine (TOM), Ticket Vending Machine (TVM)/ Self- Service Ticketing KIOSKS, Mobile Ticket Counter (MTC), Portable Processing unit (PPU), Automatic Gate (AG).

FROM MD'S DESK

The DPR for the SilverLine Project has been submitted to Railway Board for approval.
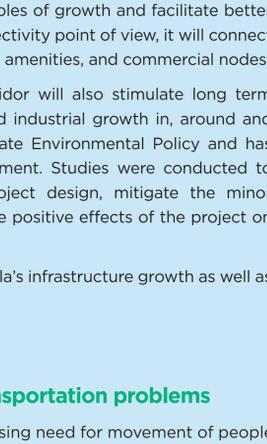
The State of Kerala needs a modern, efficient, faster, safer, affordable, sustainable and eco-friendly means of transport across the state between Thiruvananthapuram and Kasaragod to meet its growing transport requirements and a Semi High-speed rail Corridor – SilverLine will be the best option for the same.

It will enhance the social cohesion among residents as it connects the entire state and promotes a sense of togetherness, by bringing distant populated areas close together.
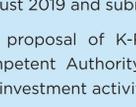
From the planning point of view, it will facilitate new growth of multi zonal, multinuclear urban structure in and around, to reduce and redistribute the pressure from the existing urban spaces. From the resilient point of view, the corridor will open avenues to connect "high and dry" areas that are safe and have the potential to increase socio-economic opportunities of the State. Integrating multimodal transportation along the corridor will create ripples of growth and facilitate better connectivity with the surrounding. From a connectivity point of view, it will connect the airports, health facilities, institutions, cultural amenities, and commercial nodes.

Along with the social benefits, SilverLine corridor will also stimulate long term economic benefits - encourage commercial and industrial growth in, around and along the corridor. K-Rail has adopted Corporate Environmental Policy and has developed procedures for sustainable development. Studies were conducted to streamline environmental consideration in project design, mitigate the minor adverse environmental impacts and enhance the positive effects of the project on the environment and society.

SilverLine is going to be a game-changer in Kerala's infrastructure growth as well as economic development.

Experts Speak

SilverLine: A key to solve today's transportation problems

In Kerala, the increasing need for movement of people and products at the local, regional, national, and international levels has placed extreme demands on developing an integrated transportation system.

Dr. Amit Misra
Project Management Expert
Systra

The key to solving today's such transportation problems in the state is to develop systems that meet the needs of the markets served poorly by the existing transportation infrastructure and provide a faster, more efficient, reliable, comfortable, safer, affordable, least obtrusive and sustainable transport system for intra-state passengers. SilverLine fits snugly in just such a niche: the medium-distance travel market—too far to drive and too short to fly- ideally fit for a semi high-speed Rail line.

The SilverLine: Benefitting the local population

SilverLine will create numerous job opportunities and ensure easy access to international airports, commercial hubs, hospitals and cultural centres while slashing the travel time between Thiruvananthapuram and Kasaragod from the current 10-12 hours to just under four hours.

As tourism is one of the major contributors to the state's economy, a reliable, comfortable, safe, sustainable and affordable transport system is key to ensuring that it remains attractive to tourists while improving the everyday life of the population.

It is estimated that around 500 trucks will be taken off the roads per day through RO-RO services once the line is opened, decongesting traffic and reducing atmospheric pollution.

Showcasing Sustainable Mobility

Inline to create a transport system that is green and sustainable, it is envisaged that the SilverLine will derive 100% of its power from renewable sources such as solar energy through the purchase of renewable energy from third parties. K-Rail is also proposing to develop a sustainable environment-friendly policy. Furthermore, the station buildings with world-class standards along the SilverLine, the depot, the administrative building and other service buildings are planned to be designed in line with the platinum rating standard of the Indian Green Building Council (IGBC).

Study Conducted for SilverLine

K-Rail had conducted a detailed feasibility study for SilverLine with a commercial operating speed of 200 kmph and report was submitted to Government of Kerala in May 2019. The Feasibility Report was approved by the Government of Kerala in August 2019 and submitted to Railway Board, Government of India for approval.

The proposal of K-Rail was examined in the Ministry of Railways, and the Competent Authority has accorded In-Principle Approval (IPA) for taking up pre-investment activities for the SilverLine project in December 2019.

Towards Sanction to this Project

In pursuance of the above, K-Rail conducted the detailed study and finalised the Detailed Project Report (DPR) for SilverLine, linking the cities of Thiruvananthapuram and Kasaragod with alignment passing through Kollam, Chengannur, Kottayam, Ernakulam, Thrissur, Tirur, Kozhikode and Kannur and submitted the same to the Government of Kerala for approval. Government of Kerala has accorded approval on this DPR in June 2020. Currently, the DPR is with the Ministry of Railways, Govt of India for their appraisal and final approval. A formal discussion has also been initiated with the NITI Aayog, Govt. of India, for according clearance to this project

Reply to Public Queries

Why is Semi High-Speed Rail corridor of Kerala named as SilverLine?

A silver lining is a metaphor for optimism in the common English-language. Semi High-Speed Rail Corridor of Kerala was named as SilverLine to emphasise the importance of the corridor in Kerala's future development. SilverLine, the prestigious rail corridor project will soon change the way the people of Kerala travels. It will not only revolutionise the transport system of the state but in addition, will bring numerous benefits to the people of the state by boosting economy perpetually.

Has the Land acquisition procedures started?

A safer, comfortable and world-class travel is offered to the people of the State. Moreover, it will be a less polluting mode of travel which will also help in a substantial reduction of vehicles on road and road accidents.

Administrative processes required prior to land acquisition is going on now. The final decisions regarding the land acquisition will be taken only after analysing the social impact. Social impact studies will also be conducted by District Collectors of each district and discussions with public forums, and other procedures will happen in the next stage.

Is there provision for Feeder stations?

Feeder stations are not included in the initial phase. However, last-mile connectivity using e-vehicles is considered. Also, feeder stations at Thiruvananthapuram, Thrissur, 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.

Social Media

EMPLOYEE OF THE MONTH

Mr. Krishna Kumar V

Congratulations, **Mr. Krishna Kumar V !!!**

Mr Krishna Kumar V, Administrative Assistant/ K-Rail has been selected as the employee of the month for the month of August 2020.

A conscientious employee, he takes keen interest to ensure that official work is not getting delayed and targets are met, even during the lockdown period.