

SOUTH WESTERN RAILWAY



No.T.143/Corridor Rail System/SWR

Transportation Branch,
Hqrs Office, 2nd floor,
East Block, New GM's Building
Gadag Road, Hubli - 580 020
Date: 20.03.13

Additional Member/Planning
Railway Board

Sub: Commuter Rail System for Bangalore.
Ref: Railway Board Ir. No. 2010/Proj./Bangalore/9/1 Land (Pt.II) dated 07.03.13.

Establishing a Commuter Rail System for meeting the comprehensive transport requirement of Bangalore commuters is envisaged which encompasses development of Bangalore area infrastructure. In this regard M/s RITES has been engaged by GoK to study and prepare feasibility report. M/s RITES recommended to use existing IR network as backbone and develop a CRS which includes the development of double/third line, improved signaling systems, electrification, introduction of MEMU rakes in place of conventional rakes and maintenance facilities along with remodeling of Bangalore Station. The project cost estimate is approximately 8500 cr. Govt. of Karnataka has been seeking SWR to endorse this project. In the last meeting, Chief Secretary/Govt. of Karnataka indicated that they would approach GoI for this project. SWR has indicated that since existing network is being upgraded, for introduction of CRS, GoK may fund the full development & an SPV may be created to bear O&M costs of CRS. GoK & MOUD may be impressed upon to adopt the SPV method and proceed in PPP mode instead of taking up this project under cost sharing basis. Existing KRIDE organization may be advised to take over the SPV role.

After thoroughly going through the report, this office has made the following observations to be considered before finalizing the report and the same was communicated to GoK.

CONCLUSIONS

1. Acquisition and handing over of Binny Mills Land for remodelling of SBC station by shifting maintenance pit lines to Binny Mills and construction of additional platforms in released space. is foremost for allowing commuter services as proposed into SBC.
2. Ambitious plan to replace existing commuter rakes with EMU rakes without developing maintenance facilities not feasible. Development of EMU car shed to be included in phase 1A.
3. Introduction of EMU rakes to start after development of maintenance facilities.
4. Introduction of additional 24 services (six pairs of services in SBC-BWT & SBC-MYA) to be undertaken duly remodelling SBC yard.
5. No. of services as calculated in the phase-wise development in terms of potential and proposals need to be analysed as the simulation model is not shared with SWR.

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6. Bearing of O&M costs and losses by IR is not feasible.
7. Existing Rail Network shall be the backbone. It forms the stake of IR.
8. GoK and GoI (MOUD) may raise funds for investing.
9. SPV design and formation to be done on priority.
10. SPV to go into details of financing, design, execution and operation issues and carry out implementation as mandated.
11. Projects identified for development of CRS (SBC-yard remodelling, development of pit lines etc.) to be funded by SPV.
12. Private land to be acquired by GoK and transferred to SPV on nominal fee.
13. Operations to be undertaken by IR.
14. O & M cost to be borne by SPV.
15. Revenue from CRS to be collected by IR and net of O&M costs to be passed on the SPV.
16. Separate revenue reckoning mechanism for the entire CRS area for CRS trains is possible by introducing separate ticketing arrangements.
17. Costing can be separated by apportioning to different services using latest costing techniques and establishing a separate cell.
18. Decision on sharing Non-Fare Revenue from existing stations and existing assets of IR and SPV may be done on apportioned basis as mutually agreed between IR and GoK.
19. Policy letter issued by Railway Board with regards to participative models for capacity augmentation projects may be followed for taking up this project under PPP mode and not on cost sharing basis. The essential feature of the policy by Railway Board is not to create any additional encumbrances on the assets of IR or additional obligation on IR. State Government shall be full responsible to meet their commitments to IR irrespective of project profitability.

This issues with the approval of GM/SWR.

N. Srinivas
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Chief Traffic Planning Manager

- C/- Executive Director/Works (Plg)/ Railway Board.
- C/- Executive Director/Planning/Railway Board