

274

SOUTH WESTERN RAILWAY



Headquarters Office,
Transportation Branch
Hubli - 580 020
Date: 26.03.2014

No. T.143/B/Commuter Rail Service/SBC

Director/Works Planning
Railway Board
New Delhi

Sub: Proposal for implementation of Bangalore Suburban Rail Project.

Ref: Your letter No.03.02.2014.

In response to the above referred letter, the following remarks are offered:-

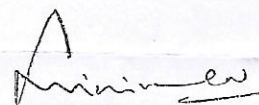
1. With regards to development of bye passes and new freight terminals RITES report has mentioned of these activities in phase-III of RITES report.
2. RITES report has specifically recommended for an SPV to manage these activities and arrangements have been discussed at para 11.5 to 11.6 of the RITES report. It is premature at this juncture to assess the extent of involvement of individual stakeholders. This issue has already been commented upon by SWR in its letter dated 20.03.13 (Copy enclosed). It is opined that an empowered committee or the SPV may have to find a way ahead in consultation with the stakeholders to raise funds from alternative means.
3. To ensure that the future of basic traffic of railways is protected the involvement of responsible railway officers is essential. Hence, SWR has requested for Railway Board guidelines vide its letter dated 03.02.14 (copy enclosed).
4. With regards to the number of suburban services and putting a cap thereof, it is a decision which can be enforced by participating in the SPV and matching the services with the infrastructure.
5. The essential point to be noted in the entire proposal is that GoK's proposal to develop Commuter Rail System in Bangalore is essentially utilizing IR infrastructure to develop further infrastructure to offer least cost solution to all concerned. In view of this, it may be prudent on the part of IR to agree to participate in such projects where IR is the backbone of the developments.
6. The proposal from GoK has also asked for participation in the project and commit equity participation. Since, IR is going to be the backbone of the project, it may be informed that the assets of IR will themselves be equity participation of IR and no additional involvement is required other than a token representation.
7. With regards to the commitment of 50% of the cost by IR, this issue can be dealt after formation of SPV and exploring alternative means of raising the finances for carrying out the project. Again, this is possible only if IR is participating and is a part of the empowered committee which will prepare the modus operandi for carrying out this project.

213

8. For additional facilities/lines requirement of land has not been worked out which may be a real bottleneck in metropolitan areas.
9. State Government has not spelt out anything about any surcharge on existing fares.
10. It will be worthwhile to examine constraints of yard remodeling at major junction points before giving go ahead of any kind.

This issues with the approval of GM.

Encl: As above.



(N.Srinivas)

Chief Traffic Planning Manager