

Note # 3

03/06/2020 04:55 PM

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COMMISSIONER

Note # 4

1. The Managing Director, KRIDE has requested the Government to finalise the priority of suburban rail corridors, as directed in the Board of Directors of KRIDE, to enable him to take further action.

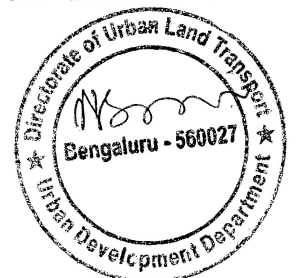
2. Government while approving the suburban rail project vide its order No. UDD 06 PRJ 2019, dated 14/08/2019 indicated that the following corridors be taken up for construction.

slno	corridor	Description
1	Corridor 1	KSR Bengaluru-Yelahanka-Devanahalli/Airport
2	Corridor 2	Baiyyappanahalli-Mattikere-Chikkabanavara
3	Corridor 3	Kengeri-KSR Bengaluru-Whitefield
4	Corridor 4	Heelalige-Yelahanka-Rajanakunte

3. The MD, BMRCL in his letter at Page 8 c/f raised certain issues with respect to design and priority of implementation of sub-urban corridors. MD, BMRCL suggested that the suburban rail corridors be taken up in the order of priority of Corridor 2, 4, 1 and 3.

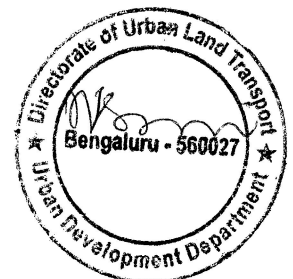
4. The following facts need to be considered before the order of priority of implementation is decided.

Corridor 1 and 2 have higher PHPDT when compared to the other two corridors in the year 2025. It may be recalled that a High level Committee of GOI has recommended that procurement of rolling stock and operations could be on PPP mode. Private sector will not be interested if ridership and the possibility of generating revenues soon after the



completion of construction is low. Hence, from this perspective, Corridors 1 and 2 need to be taken up on priority.

- Though Metro has also proposed connectivity to the airport, the route of the metro and sub-urban rail is different for a significant length of the corridor. The metro and sub urban rail connections from trumpet interchange are parallel. As the sub-urban rail corridor also goes up to Devanahalli, it provides connectivity to areas which are located beyond the airport and provides viable public transport options to people coming to the airport from that area.
- The airport link section of sub-urban corridor is only 5.5 km long costing about Rs. 340 crore. As, by spending Rs. 340 crore, ease of access is provided to commuters coming from the catchment area, the airport link of sub-urban rail could be considered as a worthwhile expenditure.
- Moreover, if a decision has to be taken on which mode must be preferred for providing connectivity to the airport, then, cost of construction as well as time required for construction would be important parameters to consider. Construction cost of suburban rail Corridor 1 is Rs. 3700 crore including airport link. Construction cost of airport metro line is Rs 9617 crore.
- The suburban rail corridor 1 's passenger carrying capacity with six cars is 2000 passengers while that of metro is 1200-1400 passengers.
- From Yelahanka, suburban rail corridor 1 is at grade: cost of construction is only Rs 680 crore or so for the section from Yelahanka to the airport.
- The cost of construction of metro for the same section is ~Rs 5000 crore.
- Hence, if airport connectivity has to be limited to one mode, then, suburban rail will emerge as the preferred choice as cost is less when compared to metro rail; it provides access to the airport to Devanahalli and beyond( Devanahalli could be developed as a park and ride station) and has more carrying capacity.
- Metro airport link could be integrated with suburban rail at Yelahanka or even at an earlier stretch, and airport bound passengers could transfer from metro to suburban system to go to airport, in case it is decided that only one mode will connect to the airport.



- Hence, the recommended order of priority of implementation of suburban rail corridors by DULT is Corridor 1, 2, 4 and 3.

Slno	Priority	Corridor	Description
1	1	1	KSR Bengaluru-Yelahanka-Devanahalli/Airport
2	2	2	Baiyyappanahalli-Mattikere-Chikkabanavara
3	3	4	Heelalige-Yelahanka-Rajanakunte
4	4	3	Kengeri-KSR Bengaluru-Whitefield

**5. Design changes suggested to Corridor 1:** These need to be assessed jointly by K-RIDE and BMRCL and resolved. Some suggestions of BMRCL are unviable even on a cursory examination-Suburban rail line to go underground, with section deep enough to be below the metro pile structures, for instance. The underground section of the suburban corridor is done through cut and cover method and is not through tunnelling.

6. Sub-urban Rail Company (KRIDE) should have the option of exploring funding from various sources. It cannot be stated that one should not approach ADB or JICA for funding as metro is exploring these options. It is left to these agencies to decide whether they would fund both or either one of the projects.

7. I agree with the MD, BMRCL that the State Government should continue to insist that the SWR explore the possibility of using SWR tracks beyond approved suburban rail network to extend services to cities/towns/areas in the larger hinterland of Bengaluru.

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Note # 5  
For Comments.

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