

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2628
TO BE ANSWERED ON 07.08.2024**

KONKAN RAILWAY UTTARA KANNADA REGION

2628 SHRI VISHWESHWAR HEGDE KAGERI:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the progress and position of the Railway Project relating to establishment of Talguppa to Tadas, Ankola to Hubli and Dharwad to Belagavi rail lines;**
- (b) the details of the actions taken by the Government to improve Karwar, Gokarna, Kumta and Murdeshwara stations in Konkan Railway Uttara Kannada region; and**
- (c) whether any proposal for overbridges on railway level crossings for locals and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (c): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 2628 BY SHRI VISHWESHWAR HEGDE KAGERI TO BE ANSWERED IN LOK SABHA ON 07.08.2024 REGARDING KONKAN RAILWAY UTTARA KANNADA REGION

(a) to (c): The details are as follows:-

- **Talaguppa – Sirsi – Hubballi New Line: Final Location Survey (FLS) for Talaguppa – Sirsi – Hubballi New Line (158 Km) via Tadas has been sanctioned for preparation of Detailed Project Report (DPR).**
- **Hubballi – Ankola: Earthwork & Bridge works has been completed in Hubballi-Kiravati (47 km) section, further work could not be executed for want of forestry and Wild life clearance of 569.64 Ha forest land and related litigations. Now after resolution of the litigation, it has been decided that line should be planned with double line in forest area to avoid repeated disturbances to Wildlife. Accordingly preparation of Detailed Project Report (DPR) for double line has been taken up in consultation with all stakeholders.**
- **Belgaum – Dharwad: New line between Belgaum and Dharwad via Kittur (73 Km) has been sanctioned on 50:50 cost sharing basis between Railway and State Government of Karnataka and land to be provided free of cost by State Government of Karnataka. State Government has entrusted the land acquisition to KIADB (Karnataka Industrial Area Development Board). Requisitions for acquisition of 888 Acre land have been submitted to KIADB, out of which no land has been handed over.**

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forestry clearance by officials of forest department, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project site, number of working months in a year for particular project site due to climatic conditions etc. All these factors affect the completion time of the project. With above constraints, every effort is being made to execute the project(s) expeditiously.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects in State of Karnataka as under:-

Period	Average Outlay	Increase w.r.t. average allocation of 2009-14
2009-14	₹835 crore/year	-
2023-24	₹7,561 crore	9 times
2024-25	₹7,559 crore	9 times

Commissioning of infrastructure projects falling fully/partly in the State of Karnataka is as under:

Period	Total Track Commissioned	Average Track Commissioned	Increase w.r.t. average commissioning during 2009-14
2009-14	565 Km	113 Km/year	-
2014-24	1,633 Km	163 Km/year	nearly 1.5 times

Ministry of Railways has recently launched Amrit Bharat Station scheme. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks etc., as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far, 1324 stations have been selected under this scheme out of which 59 stations in the State of Karnataka have been identified for development under the scheme.

The names of stations identified for development in the State of Karnataka are as below:

State	No. of Stations	Name of Stations
Karnataka	59	Almatti, Alnavar, Arsikere Junction, Badami, Bagalkot, Ballary, Bangalore Cantt., Bangarpet, Bantawala, Belagavi, Bidar, Bijapur, Chamaraja Nagar, Channapatna, Channasandra, Chikkamagaluru, Chitradurga, Davangere, Dharwad, Dodballapur, Gadag, Gangapur Road, Gangavathi, Ghataprabha, Gokak Road, Harihar, Hassan, Hosapete, Kalaburagi, Kengeri, Kopal, Krantivira Sangolli Rayanna

		(Bengaluru Station), Krishnarajapuram, Malleswaram, Malur, Mandya, Mangalore Central, Mangalore Jn., Munirabad, Mysore, Raybag, Raichur, Ramanagaram, Ranibennur, Sagar Jambagaru, Sakleshpur, Shahabad, Shivamogga Town, Shree Siddharoodha Swamiji Hubballi Jn, Subramanya Road, Talguppa, Tiptur, Tumakuru, Udupi, Wadi, Whitefield, Yadgir, Yesvantpur, Chikkodi Road Station
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Further upgradation/development/redevelopment of stations on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. However, priority for upgradation/development/redevelopment of stations is accorded to higher category of station over lower category of station while sanctioning and executing the work.

Major passenger amenities and development works i.e. providing Platform shelter, Foot over Bridge, Bio- Toilets, extension and improvement to Platform, Circulating area, new high level platform etc. have been taken up at Karwar, Gokarna Road, Kumta and Murudeshwar Stations in Uttara Kannada Region. Total ₹6.16 Cr. has been incurred for development works for these 4 stations during last 10 years.

Apart from above passenger amenity and development works, safety works of Complete Track Renewal (CTR) between Ankola to Shiroor which includes CTR on main line at Gokarna & Murudeshwar Stations are also completed. Additional Traffic facility work of passenger loop line has been provided at Murudeshwar.

Proposals/suggestions/representations, both formal and informal, including that from Hon'ble Members of Parliament, Ministers of Central Government, elected representatives, Railways' own requirements, organizations/rail users etc. are received at various levels of Railway Administration viz. Division, Zonal Headquarter and Railway Board's level for introduction of new trains, extension of existing trains, provision of stoppages, new lines, Gauge conversion, Doubling, Road Over Bridges/Road Under Bridges etc., a compendium of which is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.

There is no proposal from State Government for any Road Over Bridge (ROB). However, the locals from Kumta have requested for an over bridge (ROB) in lieu of LC-62 in Mirjan - Kumta Section in Uttara Kannada District. A feasibility survey for construction of ROB has been done by Konkan Railway.
