



Railway Minister chairs review meeting of BSRP

Shri. Ashwini Vaishnaw, Minister For Railways, Communication, Electronics & IT chaired a review meeting of BSRP on 27th November 2023 at Bengaluru. The Minister highlighted the importance of improving safety standards, ensuring timely project completion, and better coordination among the Government of Karnataka, Indian Railways, and K-RIDE. He stressed the need for effective communication and collaboration among the three parties to ensure successful implementation of the project & monitoring progress to ensure the project is completed on time and within budget. He assured that the project will be a great success and will benefit the people of Bengaluru and all the necessary steps will be taken to ensure its timely completion. Shri. PC Mohan, Member of Parliament, Bengaluru Central, Shri. Tejasvi Surya Member of Parliament, Bengaluru South and other senior officials of K-RIDE & India Railways were also present.



Hon'ble Minister releases 'SAMPARKA' - the BSRP newsletter

Hon'ble Minister for Heavy and Medium Industries & Infrastructure development, Government of Karnataka, Dr. M.B Patil released the BSRP bi-Monthly newsletter 'SAMPARKA' in the presence of citizen stakeholders and representatives from citizen groups on 9th November 2023, at K-RIDE Corporate office, Bengaluru. The Minister gave a patient hearing to the suggestions and requests made by the citizen stakeholders and said "BSRP is a game-changer and has the potential to decongest Bengaluru. There are a number of stakeholders involved in this project, and all effort are being made to resolve the challenges. The objective of the project is to enhance capacity to meet future transportation requirements of Bengaluru". Shri. Gaurav Gupta, ACS, Energy IDD & former MD K-RIDE and other senior official of K-RIDE were also present at the event.

MD, K-RIDE, chairs review meeting of 'Mallige' line, BSRP



A review meeting was held on 20th December 2023 to discuss the progress on the Suburban Rail Project, BSRP, under the chairmanship of Dr. Manjula. N, Managing Director, K-RIDE & Secretary, IDD, Govt. of Karnataka at K-RIDE corporate office. Senior officials of K-RIDE, General consultants, and M/s L&T were present.

MD Corner



Dr. N. Manjula, IAS
MD, K-RIDE, Secretary, IDD, Kannada & Culture
Government of Karnataka

BSRP is a much-awaited, multi-stakeholder initiative aimed at providing a reliable and sustainable mode of transportation and to help reduce air pollution and traffic congestion in the city. It is intended to build a dedicated suburban rail network to address the growing transportation needs of Bengaluru and the surrounding areas.

As our Hon'ble Minister for Infrastructure Development Department, remarks always, 'BSRP will be a game changer for Karnataka'. **BSRP is not just a transportation initiative but also is a catalyst for economic development, improved quality of life and a brighter future for our city.** It is a privilege for me to serve as Managing Director, K-RIDE.

Talking about progress updates of BSRP, there have been significant developments, lately, to streamline the execution of this Suburban Rail project. Revised alignment plan of Corridor 4 & 1


has been submitted to SWR for approval. Corridor-3 alignment plan is under finalization. For the smooth implementation and execution of suburban rail project (BSRP), a tripartite agreement was signed between Ministry of Railways, Government of Karnataka and K-RIDE in November 2023. Loan agreement with German Bank, KfW for Euro 500 million was signed last week. C4 tender has been awarded and the physical work is expected to commence shortly.

Our team of dedicated engineers, planners, and construction workers are working tirelessly to meet deadlines and maintain the highest standards of quality. I believe that K-RIDE has the potential to reduce traffic congestion and promote sustainable transportation. I am excited to be part of this project and look forward to seeing the results at the earliest.

Let's make it happen, together !

What's in a Name ?

The 4 BSRP corridors are named after 4 regional flowers.

	Corridor- 1 SAMPIGE [Champa]
	Corridor- 2 MALLIGE [Chameli]
	Corridor- 3 PARIJAATA [Prajakta]
	Corridor- 4 KANAKA [Priyadarsha]

And we called it

SA-M-PAR-KA

Meaning 'Connectivity' in Kannada

PERISCOPE

An Exclusive Interview

Dr. N. Manjula, IAS

MD, KRIDE, Secretary, IDD, Kannada & Culture
Government of Karnataka

Bengaluru suburban rail project is a key initiative to improve the city's transportation infrastructure. The network will link Bengaluru with its suburbs, aiming to enhance the commuter rail network of the city and it would help resolve traffic congestion issues by providing a reliable, efficient, and affordable mode of transportation for commuters traveling to and from the city's suburbs. BSRP will provide for an environment-friendly and cost-effective metro rail-based mass rapid transport system in the city of Bengaluru.

This important BSRP project is being led by Dr. Manjula N, who has been recently appointed as in-charge MD of Rail Infrastructure development company Karnataka (Limited)K-RIDE. Periscope brings you an exclusive interview with Dr. Manjula N, MD, K-RIDE to understand her vision and ideas for BSRP.

1. Hon'ble Minister of IDD, Dr.M B Patil, in his recent interactions with citizen stakeholders stated that, "The BSRP will be a game changer for the state of Karnataka". What is your opinion about it?

Bengaluru Suburban Rail Project (BSRP) purpose is to connect rural and urban areas, central areas to outskirts via four corridors. It aims to provide safe, accessible, and comfortable public transportation in Bengaluru city by creating a dedicated Suburban Railway system. It will help reduce traffic congestion, improve air quality, and provide better access to other areas in the city. It will also create job opportunities, stimulate economic growth, improve the quality of life for citizens and bring about positive change in the region. In the next few years, more than 9.84 lakhs of rural and urban residents are expected to benefit from this project. There is no doubt that BSRP is a game changer for state of Karnataka.

2. A tripartite agreement was recently inked and loan agreement was signed with KfW development bank by BSRP. How would this agreement be beneficial for BSRP? What is its purpose?

The tripartite agreement is not only a significant milestone for BSRP, but also a strategic development that demonstrates the collaborative efforts of the Karnataka government, the Ministry of Railways and K-RIDE in realizing the vision of Suburban Rail in Bengaluru. I would say that this agreement has streamlined the progress of the project as the three entities have recorded their understandings, commitments, obligations, covenants and their interfaces. This ensures that the project is executed within the stipulated time frame and mitigates the risk of delays. The agreement was also crucial for the external funding process. Soon after the signing of this agreement we have been successful in executing loan agreement with German Bank KfW, for Euro 500 million. The funding will make possible tenders for Corridor 1 & 3 and system tenders of BSRP.

3. What are the major challenges, issues you see in BSRP?

BSRP is a multi-stakeholders project, including government agencies-central, state and local govt, international funding agencies, organizations like BESCOM, KPTCL, BWSSB and citizen groups. Ensuring effective coordination and communication between these groups is a significant challenge. Regular meetings, reviews should be held to keep track of progress and address any bottlenecks. Once land transfer, funds, other approvals with higher authorities is finalized, the project can progress with needful team monitoring.

4. How different will BSRP be compared to other mobility projects? Are there any major innovations /advanced technologies deployed in BSRP?

BSRP is the first project sanctioned under the New National Suburban Policy 2018 of the Govt of India. Among other things, the sanctioned DPR provides for train operations on a highly reliable signaling system known as **Communication Based Train Control (CBTC)**. All CBTC system are equipped with The **Automatic Train Protection (ATP)** system which is a safety measure implemented in BSRP trains to ensure the safety of passengers and prevent accidents. It works by constantly monitoring the train's location and speed, and automatically applying the brakes if necessary to avoid collisions or other hazards. CBTC System provides the three important features namely

***ATP (Automatic Train Protection)**, to ensure SIL-4 (Safety Integrity Level) fail-safe operation of trains in terms of speed control, braking and stopping in all kinds of situations.

***ATO (Automatic Train Operation)**, to support the Train operators and loco pilots by means of speed regulation, Coasting and dwelling of the trains throughout the journey &

***ATS (Automatic Train Supervision)**, to continuously monitor and control the train schedules as per passenger density and to optimize railway operations and service reliability.

On the whole BSRP trains equipped with CBTC technology will make rail travel more convenient saving time and reducing stress levels. Introduction of modern coaches and amenities such as air conditioning and on board WiFi will also provide more comfort to the passengers.

5. What are the key observations and highlights of Shri. Ashwini Vaishnaw, Minister of Railways during recent review meeting and inspection of BSRP.

Hon'ble Minister highlighted that Bengaluru Suburban Rail Project (BSRP) was a very crucial project for Bengaluru. Whatever needs to be done, we should do it with full emphasis and full focus to implement this project effectively. He instructed South Western Railways (SWR) to provide technical assistance to K-RIDE, the nodal agency for implementation of 148km Bengaluru Suburban Rail Project (BSRP). He assured that the project will be a great success and will benefit the people of Bengaluru and all the necessary steps will be taken to ensure its timely completion.

Know Your BSRP

ALIGNMENT

One Suburban Metro Train to Connect all

Multi modal integration (MMI) and Transit oriented development (TOD) Plans of BSRP

The suburban rail network aims for enhanced convenience of interchanging facility with other transport modes for better mobility and reduction in travel time for commuters. To create the necessary enabling Eco-system which will allow a greater number of citizens to benefit from Mass Transit Infrastructure while also increasing the ridership of the system, K- RIDE has taken steps towards route integration, physical integration, infrastructure integration, and institutional integration. Thus, in view of TOD and MMI, K-RIDE has explored ways to increase the public transport mode share in Bengaluru through station integration and collaboration between BSRP and BMRL, DULT & other stakeholders.

Green building concept for BSRP :

- Green Building concept is adopted in K RIDE's BSRP in terms of structural design and provisions for better saving of energy and water; and reduction in emission of CO₂.
- BSRP is a founding member of Indian Green Building Council, IGBC.
- BSRP aims to minimize energy demand by designing & developing the suburban station buildings Super ECBC (Energy Conservation Building Code) compliant, which aims near zero target by achieving 30-40% more energy savings against ECBC compliance.
- As per Indian Green Building Council (IGBC) / equivalent Standards, BSRP stations / Depot are proposed to be designed and constructed with all possible energy/ resource efficient measures.
- Provision of Electric Vehicle Charging Infrastructure installation in all the station premises.

Innovative Methodology

Elimination of level crossings by lifting of Indian Railway track without changing the existing road level. A total 10 Level Crossings across C2 of BSRP are being eliminated in congested city areas with this methodology. By adopting the same, Land Acquisition is avoided and water stagnation issues are eliminated. This is a first in the country.



Elimination of 10 level crossings by lifting both Railway & Suburban tracks without changing the existing road levels

16 acre Land Acquisition Avoided | Water Stagnation issues eliminated | Saved ₹130 Crore

Total 23 level crossings are being eliminated in busy city areas

Sharing Alignment Between Suburban Rail & Metro Rail 0.50 km at Benniganahalli:

This proposal involves no change in the existing BMRL's alignment or levels. BSRP's proposal has been modified accordingly. This proposal is made only to avoid costly and complex acquisition of property in this high-end residential area.



Shared alignment between Suburban Rail & Metro Rail 0.50 km

1.65 Acre Land Acquisition Avoided | Displacement of 600 People Avoided | Saved ₹169 Crore

2 MRT Systems (BMRL, BSRP)
2 Electrical Systems (AC, DC)
1 Single Corridor



Corridors 1 & 4 run together for 1.2 km at Yelahanka

RAIL OVER RAIL
ON SINGLE PIER / PORTAL STRUCTURE

2.92 Acre Land Acquisition Avoided | Displacement of 180 People Avoided | Saved ₹93 Crore

BSRP : K-RIDE invites Bids for Procurement of Rolling stock

K-RIDE had invited the tender (RFQ) to procure Rolling stock for Bangalore Suburban Rail Project on PPP (Public private partnership) mode on 08/06/2023. Based on defined technical eligibility, 3 bidders (CAF, BHEL, and BEML) qualified for participating in financial bid (RFP).

- Further KRIDE has invited second stage of tender i.e. Request for Proposal (RFP) also known as financial bid on 30-12-2023 Based on financial proposal, lowest bidder will be awarded the contract to supply, operate and maintain the BSRP trains.
- This tender will be opened to prequalified bidders till 27.02.2024 and subsequently opened by authority on 28.02.2024.
- Procurement of coaches will be through lease model where bidder brings in trains, maintain by himself including provision of Train operators. For this purpose, KRIDE will pay the monthly lease charges based on availability of trains.

Following are the important policies considered for preparation of the tender for the procurement process.

- Make in India**- where 75% of the trains shall be mandatorily manufactured in India
- Restrictions under Rule 144(xi) of General Financial Rules, 2017**-As per the GFR Order, any bidder/Applicant from a country which shares a land border with India (as defined in the GFR Order) will be eligible to bid in this tender only if the bidder/Applicant is registered with the Competent Authority as specified in the GFR Order.
- Guidelines of the Fraud and corrupt practices** - It guides applicants and Authority and agents and advisers to observe the highest standard of ethics during the Bidding Process. It further defines corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in, or affecting, the Bidding Process.
- Guidelines of the Department of Disinvestment** - Guidelines for qualification of Bidders seeking to acquire stakes in Public Sector Enterprises through the process of disinvestment as per GOI vide Department of Disinvestment No.6/4/2001-DD-II dated 13th July 2001 which guidelines apply mutatis mutandis to the Bidding Process.

Doubling of Track Project : Work Progress

Baiyyappanahalli - Hosur (48 Km)



To augment the capacity of the existing railway line and run additional commuters trains between Baiyyappanahalli – Hosur, Doubling Project of Baiyyappanahalli – Hosur (48 Km) was sanctioned by Railway Board in the financial year 2018-19 and was transferred to K-RIDE (Rail Infrastructure Development (Company) Karnataka Limited, a joint venture of Ministry of Railways and Government of Karnataka) for execution in June 2020 by Railway. The total length of the project is 48 Km. Out of 48 Km, 40.5 Km falls in the state of Karnataka and 7.5 Km is in the state of Tamilnadu.

The loading standard of the doubling track is 25t Axle load 2008. All the stations of the project are having STD III interlocking with panel and color light multiple aspect signalling. The project will be fully electrified with 25 KV overhead electrified (OHE) traction.

The sanctioned cost of the project is Rs. 498.73 crore and the project cost is shared between Ministry of Railways and Govt. of Karnataka on 50:50 share basis.



Year of Sanction	2018 -19 (Transferred to KRIDE in June'2020)
Sanctioned Cost	Rs. 498.73 Cr.
Exp. upto March'23	Rs. 165.79 Cr.
Expenditure during 2023-24	Rs. 63 Cr.

It will allow more commuters trains to run between Bengaluru city and Salem via Hebbal, Banaswadi, Bellandur, Karmelaram, and Heelalige, which will benefit commuters and the general public. This will provide better connectivity between north and south Karnataka. It will also reduce travel time and traffic congestion. It will increase mobility between Yesvantpur and Salem after the project is completed as it runs through well-known IT corridors such as Bellandur, Karmelaram, and connects to industrial towns like Hosur. It has been planned to commission Bellandur Road – Karmelaram (3.5 Kms) and new of 5 lines yard at belanduru road 4 lines line at Huskur yard, Anekal Road – Marayakanahalli (6.9 Km) during the year 2023-24. It is expected to commission all the station yards (Bellandur road, Huskur, Anekal road, Maranyakanahalli) by the end of the current financial year which will help Railways to have more flexibility in train operations. Hosur yard remodelling work is being done by GSU South Western Railway. The entire project has been planned for commissioning by Dec 2024.

Passenger Amenities works in Doubling projects:

- * New station buildings (G+1) with platform shelters, FOB etc. have been planned for construction at Bellandur road, Anekal road during the current financial year. Huskur will be a new station yard and new station building with 02 loop lines are under construction at Huskur.
 - * High level platforms at Bellandur road (02 end platform.), Anekal road (Island platform) and new Foot over Bridge (FOB) with lift facility at Anekal road is planned.
 - * One Subway spanning over 05 tracks for movement of passengers at Bellandur road is also planned and its work is under progress.
- The works are under progress and is expected to complete by March 2024. Heelalige station yard has already been commissioned. New station building with island Platforms, platform shelters, extension and raising of existing PF 1 have been done. A foot over Bridge is under construction at Heelalige and is expected to complete by Jan'24.

Target Date of Completion (TDC) Block wise targets for commissioning of Baiyyappanahalli – Hosur (48 Km) Doubling lines

Block Section	Length	Target date for commissioning
Baiyyappanahalli – Bellandur road	9.7 Km	Sept'24
Bellandur Road – Karmelaram	3.5 Km	March'24
Karmelaram – Heelalige	10.3 Km	Already Commissioned on 20th Feb'2023
Heelalige – Anekal Road	10 Km	December'24
Anekal Road - Maranyakanahalli	6.9 Km	March'24
Maranyakanahalli - Hosur	7.6 Km	June'24

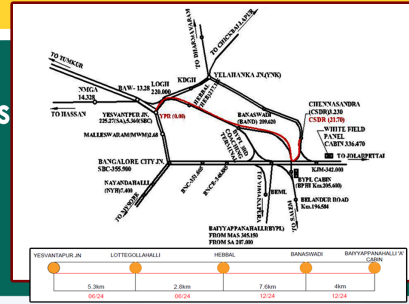


The progress of Major components of works are as follows

SL.No.	Activity	Unit	Scope	Completed	TDC
1	Earthwork	Cum	1115000	769450	Works are in progress. TDC : 06/24.
2	Blanketing	Cum	154000	39200	06 / 24
3	Minor Bridges	No.	101	70	05 / 24
4	RUBs	No.	15	6	Work is in progress in 2 RUBs. TDC : 06/24
5	Major Bridge	No.	7	0	Work is in progress in 4 Bridges. TDC : 10/24
6	ROB	No.	1	0	06 / 24
7	Station Building	No.	4	1	Work in progress in 3 station Buildings. 03 / 24
8	Ballast Supply	Cum	140500	41000	08 / 24
9	Track Linking	Km	48	10.3	09 / 24
10	S&T work	No.	6	0	11 / 24
11	OHE Work	Km	48	10.3	
12	Commissioning	Km	48	10.3	12 / 24

1 'Doubling of track' project progress updates

YESVANTAPUR TO CHANNSANDRA (21.70 KMS)



YESVANTAPUR



YESVANTPUR BYPASS



HEBBAL



Earth filling and Eath cutting Works in Progress

BANASWADI



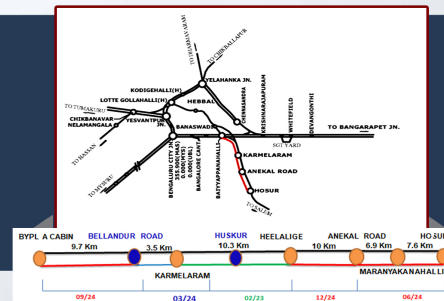
BAIYYAPANAHALLI A CABIN



Construction of Minor Bridge (MIB) 538 and Earth works in Progress

2 'Doubling of track' project progress updates

BAIYYAPANAHALLI TO HOSUR (48.00 KMS)



BELANDUR ROAD



KARMELARAM



HEELALIGE



Blanketing, Track linking and Earth Works in Progress

ANEKAL ROAD



MARANAYAKNAHALI

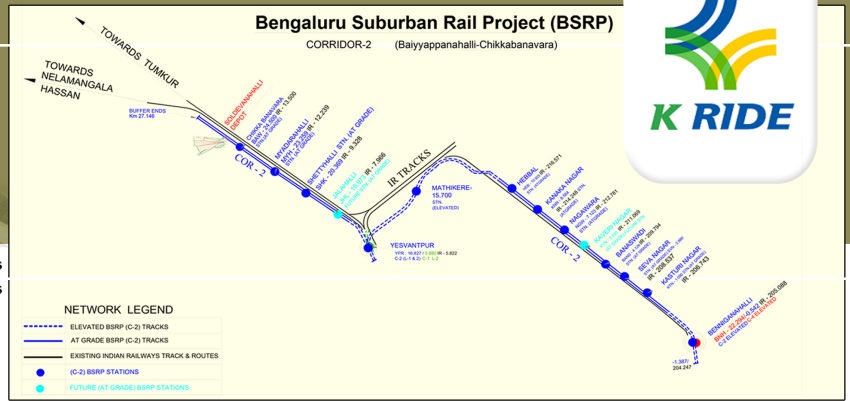


HOSUR



Earth Retaining Structure (ERS) & Earth filling Work in Progress

Corridor -2 Mallige Line Progress updates :



Corridor -2 Baileyappanahalli-Chikkabanavara civil works tender was awarded to L&T Limited on 26.08.2022. The 25 Km Corridor -2 consists of 8.027km of elevated sections and 17.551 km of at-grade section.

Construction work has commenced at multiple locations along the project alignment of Corridor -2

Key milestones achieved:

1. A total of 93 piles have been completed at Hebbal & YPR
2. Earthwork in embankment /cutting in progress
3. Electrical utilities shifting completed for 7 km (between Yeshwantpur to Chikkabanavara).
4. Further, at LC elimination location between Banaswadi to Hebbal shifting of electrical utilities is in progress.
5. Other Utilities shifting like water, sewer and gas lines shifting is in progress.

Civil works in At-grade Sections of length 17.551 Kms.

- * Earth Retaining Structure (ERS) is currently under construction for length of 800m and 570 at different locations namely at Banaswadi to Hebbal and Yeshwantpur to Chikka banavara respectively.
- * Out of a total of 53 minor bridges (MIB), 4 no minor bridges have been completed at \ Yeshwantpur to Chikkabanavara and 3 nos partially completed in Baswadi to Hebbal , while 7 nos are under construction.
- * The 2 ROB to be reconstructed at Yeshwantpur to Chikkabanavara, the initial Pile load test activities are in progress.
- * Out of total 20 no of RUBs- one RUB partially completed at Banaswadi to Hebbal Shampura gate.
- * A 500-meter-long boundary wall at Jalahalli is being constructed for Indian Air-force (as part of Equivalent Value Infrastructure in lieu of land acquired.
- * Layout plan of relocation and reconstruction of assets in defence land which are infringing BSRP corridor-2 at Jalahalli (CQAE) has been approved.
- * A layout plan for the relocation and reconstruction of assets in defence land that are infringing on BSRP corridor-2 at Garrison Banaswadi (ARMY) has been submitted to defence authorities for approval.
- * Permission for gate closure at LC elimination location has been received from Commissioner, Bengaluru. Presently LC-141 gate is temporarily closed.

Elevated Viaduct Work of total length 8.027 km from Hebbal to Yeshwantpur & Benniganahalli.

- * Initial pile load tests have been completed at Hebbal and Yeshwantpur.
- * In Hebbal location, 40 working piles have been completed and construction of the first pile cap (P11) has been completed and a total of 3 pile caps ,2 piers have been completed.
- * At YPR Yard location 53 Nos of piles completed. The relocation of Sub-Station Electrical (SSE), Transaction Distribution Department (TRD) and parcel office work are in progress.

Casting yard & Batching plants

- * At Gollahalli, a Precast yard spread over 21 acres has been set up by the contracting agency, where the erection of Gantry, Batching plant and other establishment work are in progress.
- * Preparation of casting beds for PSC Precast U girder, I girder and Piercap is in proress.
- * The casting of U girders will be done at the casting yard and the precast components transported to raising locations along the corridor.
- * Out of 3 batching plants set up by the contracting agency - one each at Yeshwantpur and Gollahalli have been commissioned and the commission of the third at Hebbal is in progress.

Other miscellaneous works:

- * Necessary permissions for tree felling of 2098 nos and transplantation of 178 nos have been obtained from the Tree Authority and the work is in progress in accordance with due norms.
- * Compulsorily tree palantation for 55% of tree felling work completed and 35% of tree translocation completed in Corridor - 2
- * 10 times tree cut is being palnted by BBMP the cost deposited by K-RIDE
- * Design & drawings for various structures have been approved by the proof consultant (IIT Madras).

Corridor -1 -SBC to Devanahalli Incl. Airport Link.



Alignment Approval by Railway

- * After addressing the Division/SWR officer's comments, KRIDE has submitted the revised Alignment (SBC to Devanahalli) to SBC/ division on 24.11.2023 through e-DAS of Railway, under review of Railway.
- * Compliance against remarks / comments of Railway's officers has been prepared and uploaded in e-Das of Railway's on 24.11.2023 for final approval, under review of Rail way.

Tendering of Corridor 1- Approx.51Km

- * To encourage more participation of bidders and for early completion of the project, Corridor 1 has been divided into two packages. PKG 1A ie KSR Bengaluru city to Yelahanka Approx.17Km length and PKG 1B ie Yelhanka to Devanahalli incl. Airport link. Apx.34Km length.
- * Tender document, relevant drawings and cost estimate for PKG 1A is under finalization as per the funding agency (EIB) norms in consultation with General Consultant (GC).
- * Correspondences with ASI - Delhi (Archaeological survey of India) and KRIDE is initiated to get the clearance from National Monument authority for Tippu fort and Tippu birth place near Devanahalli.
- * Floating/ Notification of PKG 1A tender has been planned shortly.
- * Upon the floating of PKG 1A, tender document will be finalized for PKG 1B.

Corridor -3 Kengeri to Whitefield.

Utilization of quadrupling lines from BNC to Whitefield:

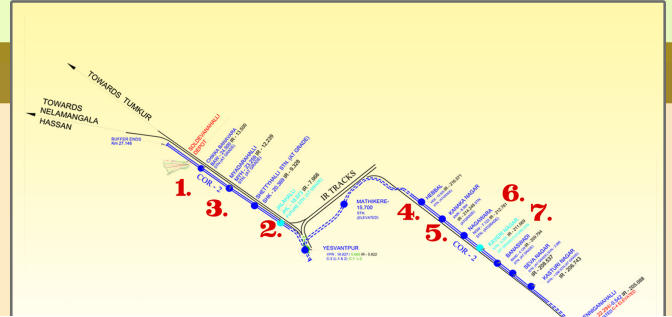
RITES has submitted the draft pre- feasibility report to K-RIDE. The same has been discussed with SWR official on 15.9.23 at Hubballi. Report is being updated to include additional options, as advised by SWR, is pending with RITES.

Corridor -4 Heelalige to Rajankunte.

Corridor -4 Heelalige to Rajankunte the civil works tender was opened on 4-07-2023. The 48Km corridor -4 consists of elevated section of 8.66Km and 37.92Km at -grade level section

* Tender awarded to M/s L&T on 30.12.2023, at tender Cost of Rs.1,040.51 Cr. and completion period of 30 months.

* Land acquisitions is in progress .



Corridor -2 : Mallige Line Work Progress

1. CHIKKABANAVARA

Earth Retaining Structure (ERS) raft and reinforcement fixing , wall concreting works



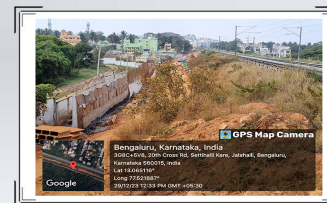
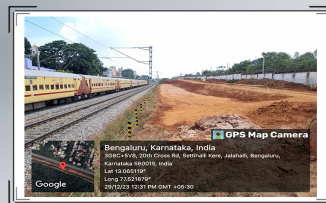
2. JALAHALLI

Temple Shifting and relocating, 500 meter long Air force boundary wall plastering works



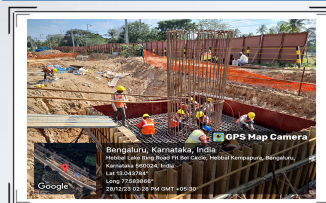
3. MYADRAHALLI

ERS wall concreting , wall shuttering , Earth cutting, Earth leveling , MIB 405 work between Myadarahalli and Shettyhalli



4. HEBBAL

Construction of Pier (P14) de- shuttering , Piling (P12) head chipping works



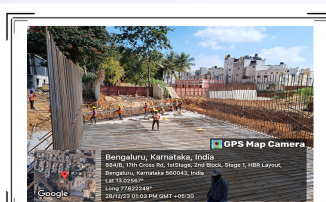
5. KANAKANAGAR

Construction of ERS raft , bar binding , works at BWSSB /STP



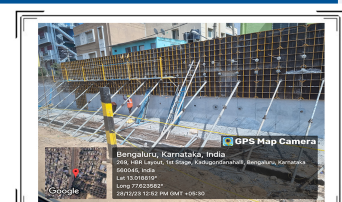
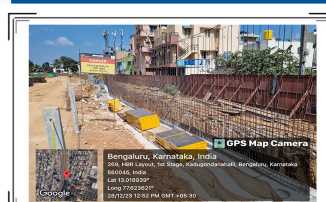
6. NAGAWARA

Construction of RUB lieu 141, ERS, Earth cutting works



7. KAVERINAGAR

Plain Cement concert Earth Retaining Structure (ERS) raft, wall shuttering works



Milestones

Archived

► Signing of "Tripartite Agreement between Govt of Karnataka, Ministry of Railways and KRIDE" for execution of BSRP



Tripartite agreement between Ministry of Railways, Government of Karnataka and K-RIDE (Rail Infrastructure development company (Karnataka) limited was signed on 23rd November 2023. The agreement specifies the responsibilities and coordination methodology among the three. The purpose of this agreement is to establish broad principles of cooperation and modalities that will guide and govern the role of the Government of Karnataka, Ministry of Railways, and K-RIDE in the effective implementation of the BSRP project.

This is one of the significant developments to streamline the execution of BSRP. The tripartite agreement is one of the mandatory requirements for signing of loan agreement with Bilateral funding agencies and will also facilitate the closure of funding process of 800 million euro i.e Rs. 7438 Cr, with KfW, Germany and European Investment Bank, Luxembourg.

► In a major milestone, K-RIDE inks loan agreement with KfW development bank



Soon after signing of tripartite agreement, a loan agreement was signed with KfW Development Bank, Germany, by Rail Infrastructure Development Company (Karnataka) Limited (K-RIDE), in the presence of senior officials from Department of Economic Affairs, Ministry of Finance, Govt of India & Govt of Karnataka, and KfW officials, on 15th December 2023, at New Delhi. The loan was signed for Euro 500 million and a grant of Euro 4.5 million. The signing of this loan agreement will facilitate invitation of Corridor 1, Corridor 3 & system tenders and further expedite progress of BSRP. BSRP was sanctioned with a project completion cost of Rs. 15,767 crore with a loan component of Rs. 7,438 crore (Euro 800 million appx.) from the Multilateral/Bilateral Financial Institutions.

► Bengaluru Suburban Rail Project (BSRP) : Kanaka Line Civil work tender awarded to L&T



Larsen & Toubro has been issued the Letter of Acceptance (LoA), on 30th December 2023, for the Design and Construction of Elevated Viaduct of length 8.960 km and At-Grade of length 37.920 kms (excluding Station Buildings) including associated Works between Heelalige and Rajanukunte, on EPC mode, in Corridor-4 or 'Kanaka' line of Bengaluru Suburban Railway Project. The contract price is ₹1040.51 Cr (including GST) and the contract period is 30 months. The physical work is expected to commence shortly. This contract also includes the construction of double decker alignment of 1.2 Km length for BSRP Corridor-1 & Corridor-4 near Yelahanka. The contract also includes the construction of BSRP elevated viaduct of length 500m below BMRC viaduct near Beniganahalli, duly sharing right of way between BSRP and BMRC. This is first of its kind in India. South Western Railway is in advance stage of handing over the Railway land (115.5 Acre) for Corridor-4 and handing over is expected soon.

'Kride Talent Hunt'

In a world with never-ending facades,
Where our intermingled story starts
There lays in folds, pieces of me
Treading in a maze of oddities
A masterpiece at display
and a secret hidden away
In a broad horizon with spaces to fill
where my pieces stand still
There is one that bursts ahead,
Too fast to react and first to sled
The other cooped in, waiting to pounce
One speaks out but seldom knows the way around
Some feel like the saviours
concurring my darkest fears
Marching ahead with all their might
In a war with bloodshed in black and white
But there is the unworthy One
Shrivelled up behind with his army in front
Taking one step at a time,
To be saved is his nature by design
Fleeing away from those who can't fight him
Letting his men sacrifice for his own whims
One turn, the second, the third, a few mores
A series of shut and opened doors
All his steps lead him to his end
The weakest of me lies trapped in his own den
In this land of warring selves,
With one last attack, my pieces fell

- Vidisha Singh,
B.Tech, IIT Kanpur
D/o Vijaykumar, GM, Corridor-2



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Your feedback helps us to serve you better. For any suggestions E- mail us: kridepr@gmail.com