



SAMPARKA

The BSRP Newsletter...



House Journal of K-RIDE

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Shri Lakshman Singh (IRSE) Assumes Charge as Managing Director, K-RIDE



Shri Lakshman Singh, an officer of the 1996 batch of the Indian Railways Service of Engineers (IRSE), assumed charge as the full-time Managing Director of K-RIDE on 1 December 2025.

A distinguished technocrat with over three decades of experience in Indian Railways, Shri Lakshman Singh brings extensive technical expertise, strategic leadership and a proven record in the execution of complex and high-impact infrastructure projects across the country. During his illustrious career, he has handled diverse responsibilities including infrastructure development, contracts management, legal affairs, encroachment management, human resources, budgeting, inventory control, and inter-ministerial coordination with the Governments of Karnataka, Andhra Pradesh and Tamil Nadu.

Meeting with KfW and German Government Delegation



A delegation from KfW Development Bank, Frankfurt, Germany led by Ms. Christine Toetzke, Director General, BMZ (Federal Ministry for Economic Cooperation and Development), Asia and other representatives of the Government of Germany, called on the Managing Director of K-RIDE on 2 December 2025. The delegation was briefed on the current status of project implementation, including progress of works and measures being undertaken to adhere to stipulated timelines. A site visit to the Corridor-2 station construction works was also conducted. Discussions covered project timelines and funding aspects. The delegation expressed satisfaction with the appointment of a full-time technocrat as Managing Director of K-RIDE.

Season's Greetings!

As I assume this responsibility of MD, KRIDE with a deep sense of commitment towards advancing the Bengaluru Suburban Rail Project, a transformative initiative that will redefine urban mobility in the State of Karnataka; Our main goal is to bring the project back on track.

K-RIDE stands at a critical juncture where focused execution, institutional coordination, and timely decision-making are paramount. Our efforts are firmly directed towards accelerating project implementation while upholding the highest standards of quality, safety and financial discipline. Strengthening systems, streamlining processes and fostering a culture of accountability across all levels remain key priorities.

I have already begun rigorous inspections of corridor-2 & corridor-4. Major goals are resolving land encroachments. Tender for civil works for corridor 2 has been already invited and similar tender for corridor 4 will soon follow. Our focus is also on Collaborative engagement with multiple stakeholders, including the Government of Karnataka, Indian Railways, funding agencies and contractors.

KRIDE's mandate is not just to build Rail infrastructure; it is to build trust – public trust, government trust and set standards that shall be the reason for many such projects to be approved across the country. I am sure we will succeed to demonstrate through our actions that delays can be overcome, that quality can be delivered and that commitment is non-negotiable. Together, we are committed to delivering a reliable, efficient, and sustainable suburban rail system that will significantly enhance the quality of life for Bengaluru's citizens. I look forward to the collective efforts that will translate this vision into reality.

MD CORNER



**Shri Lakshman Singh (IRSE),
MANAGING DIRECTOR, KRIDE**





CALL-ONS AND INSPECTIONS



Shri. Lakshman Singh, Managing Director, K-RIDE called on Dr. M.B. Patil, Hon'ble Minister for Large & Medium Industries and Infrastructure Development, Government of Karnataka on 3rd December 2025. The Minister emphasized that BSRP is a game-changer for the citizens of Karnataka and that all efforts should be aimed at delivering the project at the earliest.



Shri Lakshman Singh, Managing Director, K-RIDE, called on Dr. Shalini Rajneesh, IAS, Chief Secretary to the Government of Karnataka and Chairman, K-RIDE Board, on 1st December 2025. During the meeting, the Chief Secretary emphasized the importance of speedy progress and timely implementation of the Bengaluru Suburban Rail Project.



Shri Lakshman Singh, Managing Director, K-RIDE, called on Shri Tushar Giri Nath, IAS, Additional Chief Secretary, Urban Development, Government of Karnataka, on 1st December 2025. The ACS focused on coordinated efforts to advance the Bengaluru Suburban Rail Project and ensure timely completion of key milestones.



MD reviewed of ongoing station works progress at Yeshwanthpur under Corridor-2/MALLIGE LINE on December 3, 2025. He was accompanied by KRIDE Officials, GC & Contractor teams.



MD carried out inspection along the elevated stretch between Ch: 15+500 (P-151, Mathikere) and Ch: 11.230 (P-1, Hebbal) on December 8, 2025. This 4.27 km elevated section, forming part of the 25.349 km Corridor-2 (Mallige Line), passes through a densely populated urban area.

To address space constraints, the proposed project plan incorporates a Double Decker structure of 1.281 km between Mathikere and Lottogollahalli, consisting of: **Level -1: BBMP road** **Level 2: BSRP track**





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CALL-ONS AND INSPECTIONS



On December 17, 2025 MD carried out Inspection of the at-grade section between Hebbal and Kanaknagar of BSRP Corridor-2 (Mallige Line). The inspection covered a stretch of 4.93 km, along with teams from K-RIDE, the General Consultant, and contractors. MD reviewed progress on embankment works, Earth Retaining Structure, minor bridges, RUBs, major bridge construction and the raising of formation for both BSRP and Indian Railways tracks. Also discussed was the feasibility of alignment and station locations, with special focus on a 2.50 km stretch involving elimination of six level crossings, aimed at improving safety and operational efficiency.



On December 22, 2025 MD carried out Inspection covering the stretch from Mukthinagar (LC-140) to Banaswadi over a corridor alignment length of 2.300 Km (from Ch 6.300 to Ch 4.000).

The site visit reviewed ongoing and proposed at-grade works including earthwork in embankment, ERS, minor bridges and RUBs, along with raising of formation for both BSRP C2 tracks and Indian Railways tracks (two tracks each). The inspection focused on reviewing the alignment feasibility, station locations and construction methodologies.

Key areas of emphasis included handing over of balance private land acquisition and Compensation & Resettlement, eviction of IR encroachments, shifting of Indian Railways assets such as rails and sleepers, relocation of BWSSB sewer and water lines, removal and shifting of BESCO electrical utilities, and shifting of IR S&T cables, with the objective of resolving constraints and accelerating project execution.

Hon'ble PM reviews BSRP in PRAGATI Meeting

Hon'ble Prime Minister Shri Narendra Modi reviewed the progress of the BSRP works during the 50th PRAGATI meeting held on 31st December 2025. During the meeting, the Hon'ble Prime Minister reviewed five critical infrastructure projects across key sectors, namely Roads, Railways, Power, Water Resources, and Coal. These projects span five States and involve a cumulative investment of over ₹40,000 crore. The meeting was attended by the Cabinet Secretary, Government of India; the Chief Secretary, Government of Karnataka; and other senior officials of the Governments. The PRAGATI platform facilitated coordinated decision-making by bringing all stakeholders together, enabling the Centre and State to work collaboratively. It helped to resolve inter-departmental issues, and accelerate the pace of project implementation.

The 4 BSRP Corridors are named after 4 regional flowers

Corridor 1



SAMPIGE
[Champa]

Corridor 2



MALLIGE
[Chameli]

Corridor 3



PARIJATHA
[Prajakta]

Corridor 4



KANAKA
[Priyadarsha]

SA-M-PAR-KA

Meaning 'Connectivity' in Kannada





BSRP Progress Updates

Summary of BSRP Depot Works

Overview

Two maintenance Depots at Soladevanahalli and Akkupete location have been planned. Soladevanahalli Depot is planned for 6-car operation while Akkupete Depot is planned for 9-car operation, with comprehensive facilities covering for maintenance, stabling, workshops, utilities, and administration.

Soladevanahalli Depot

This depot serves the Mallige Line (Corridor-2: Benniganahalli-Chikkabanavara) and Kanaka line (Corridor-4: Heelalige to Rajanukunte). The Depot Master Layout is approved. Drawing & Design finalization are currently under progress. Tender will be notified shortly. Out of 32,945 acres required land, 26,116 acres have been successfully acquired and handed over to KRIDE, remaining 6,829 acre is under acquisition.

Akkupete Depot

This depot serves the Sampige Line (Corridor-1: KSR Bengaluru City [SB-C]-Devanahalli) and Parijaata line (Corridor-3: Kengeri to Whitefield). The Depot Master Layout is approved. Currently, tender drawing & design finalization is in progress.

Social & Environmental Monitoring In Action

Environment / Tree Management

- Executed an MoU with BDA for compensatory afforestation of 30,000 saplings and translocation of 528 trees with geotagging
- Successfully translocated 112 trees in Corridor-2 and 28 trees in Corridor-4
- Completed 87,000 compensatory afforestation (57,000 under BBMP-now GBA & 30,000 under BDA)
- Completed valuation of private trees in Corridor-2 & 4 and communicated to KIADB for disbursal



(Contd)... BSRP Progress Updates

Social & Environmental Monitoring In Action



Social

- Conducted 19 Capacity building programs as part of Environment Health & Safety(EHS) & Resettlement Action Plan(RAP) mandates
- MoU with Karnataka Slum Development Board(KSDB) for shifting of notified slum dwellers and Completion of compensation payments to 45 squatters and 84 notified slum dwellers as per the Compensation & Resettlement(C&R) Policy.
- Facilitated for opening of Zero balance account with Nationalized Bank for 101 Squatters & 94 Slum dwellers and enrolment of social security benefits with a coverage of 4 Lakhs life insurance and 2 lakhs (PM Jan Dhan Yojana)
- Payment for Compensation & Resettlement (C&R) has been completed for 83 notified slum dwellers and 45 squatters in C2 as per C&R Policy.
- Consent & affidavit obtained from all Squatters & Slum dwellers in C2 for vacating their premises with receipt of Compensation
- 36 no's Public grievances redressed wrt to land acquisition, revaluation, Health & Safety concerns and environmental issues.



Structure stability study & building valuation under Land Acquisition

- Building condition study C-2 & C-4: Building condition studies have been completed for all properties in C2 & C4 where FN has been issued, carried out through Bureau Veritas.
- Building valuation C-2 & C-4: Building valuation is 98% completed in C-2 and 90% in C-4 for properties where Final Notification has been issued, carried out through empaneled valuers.
- Compensation & Resettlement package C-2 & C-4: 85% of C&R payment is completed for C-2 and documentation collection is in progress for C-4.
- Creation of master data for C2 Project Affected People(PAPs) Chainage wise

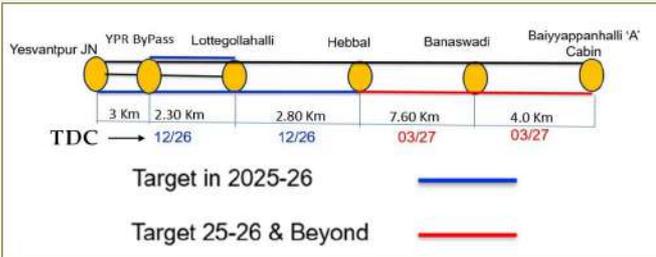
Appointment of Key General Managers

KRIDE has successfully conducted interviews for the positions of General Manager (Electrical), General Manager (Finance). The Selection Committee has finalised candidates for the posts of GM (Electrical) and GM (Finance). Appointment offers have been issued, and both the officers are expected to assume charge shortly. The induction of these senior professionals is expected to significantly strengthen KRIDE's leadership and institutional capacity.



Doubling of Track Project : Work Progress Update

Yesvantapur- Channasandra (21.7 Km)
Physical progress : 55%



Year of sanction	Nov-2018 (Transferred to KRIDE in June 2020)
Sanctioned Cost	Rs. 314.10 Cr.
Cumulative Expenditure upto 2025-26 (Upto Dec 25)	Rs. 161.85 Cr.

Sl. No.	Item	Unit	Total Scope	Physical Progress
1	Earthwork	Cum	19100	86.02%
2	Blanketing	Cum	62500	27.00%
3	Retaining wall	Rmt.	6150	77.00%
4	Minor Bridge	No.	37	70.27%
5	Major Bridge	No.	2	38.00%
6	RUBs	No.	1	0.00%
7	Station Building	No.	2	50.00%
8	Platform	No.	1	50.00%
9	S&T works	No.	6	30.00%
10	TRD Works	Km.	21.9	20.00%
11	Track Linking	Km.	21.9	0.00%
12	Commissioning	Km.	21.9	0.00%

Baiyyappanahalli - Hosur (48 Km)

Physical progress : 86%



Year of sanction	2018 -19 (Transferred to KRIDE in June 2020)
Sanctioned Cost	Rs. 498.73 Cr.
Cumulative Expenditure upto 2025-26 (Upto Dec 25)	Rs.656.63 Cr.

Already Commissioned ———
Target 26-27 ———



Sl. No.	Item	Unit	Total Scope	Physical Progress
1	Earthwork	Cum	1152000	98%
2	Blanketing	Cum	155500	80%
3	Minor Bridge	No.	101	96%
4	RUBs	No.	15	93%
5	Major Bridge	No.	7	75%
6	ROB	No.	1	80%
7	Station Building	No.	4	98%
8	Ballast Supply	Cum	140500	60%
9	Track Linking	Km.	48	45%
10	S&T works	No.	6	50%
11	OHE Works	Km.	48	50%
12	Commissioning	Km.	48	30%





1 'Doubling of track' project progress updates
YESVANTAPUR TO CHANN SANDRA (21.70 KMS)



Earthwork for Railway Formation at Yesvantpur Bypass



S&T West Goomti Building completed and formation ready for track linking at Yesvantpur



Minor Bridge/Water Way culvert construction in progress at Hebbal yard

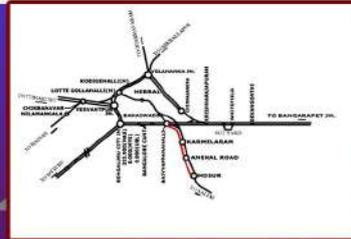


Precasted Box Segment for Road Under Bridge 580A, Near Dollars Colony, Bhadrappa Layout ready for launching



Progress of Earthwork cutting for Railway formation at Banaswadi yard

2 'Doubling of track' project progress updates
BAIYYAPANA HALLI TO HOSUR (48.00 KMS)



Bellandur-Carmelaram section track work Commissioned after Commissioner of Railway Safety(CRS) inspection on 25-11-2025



Heelalige-Carmelaram section already Commissioned in year 2023



Extension of Major Bridge. no 531 at Old Airport Road, Baiyyanahalli to accommodate the double track



Formation ready for track linking at Anekal



Earthwork for Railway Formation at Anekal Road in progress



Huskur Yard Station Building Completed and Commissioned after CRS inspection on 25-11-2025



BSRP Tenders & Station Works Progress Updates

KRIDE Board Meeting

- The KRIDE Board under the Chairmanship of Dr. Shalini Rajneesh, Chief secretary, Govt of Karnataka, has accorded approval for works under Corridor-2 & Corridor-4, and the execution and implementation of these works are currently in active progress.
- KRIDE has fully complied with all statutory, financial and audit requirements and the compliances have been duly examined and approved by the Comptroller and Auditor General (CAG).
- Both the governments representatives in the Board have assured financial assistance for speedy implementation of BSTP Projects.
- The 24th Annual General Meeting (AGM) of KRIDE and the 4th AGM of Bi-RIDE were successfully conducted on 20.12.2025. During the meetings, the Notice of AGM, Directors' Report, Statutory Audit Report, Secretarial Audit Report, and the Financial Statements were formally presented and adopted by the members.

Stations work progress: Packages C2A & C2B

Description	Benniganahalli (Elevated Interchange for C2 & C4)			Kasturi Nagar (At-grade)			
	Preliminary works	Foundation works	Substructure Pier/Portal Pier	Preliminary works	Raft PCC	Raft RCC	Sub-structure
Scope	205	205	24	205	205	205	26
Completed	205	185	23	205	205	205	5
Percentage of Completion	100%	90%	96%	100%	100%	100%	19%

Description	Banaswadi (At-grade)			Hebbal (At-grade)	
	Preliminary works	Retaining wall	Raft PCC	Preliminary works	Retaining Wall PCC
Scope	205	205	205	205	205
Completed	100	100	0	60	60
Percentage of Completion	49%	49%	0	29%	29%

Description	Yeshwanthpur (Elevated interchange for C2 & C1)				Chikkabanawara (Elevated)		
	Preliminary works	D-wall.	Barret column	Ground floor slab PCC	Preliminary works	Foundation work	Pre-cast I girders
Scope	205	505	55	20500%	205	205	122
Completed	205	378	24	2500%	205		9
Percentage of Completion	100%	75%	44%	12%	100%	in progress	7%

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BSRP Tenders & Station Works Progress Updates

Stations work progress: Packages C2A & C2B

Description	Mydarahalli (At-grade)				Shettyhalli (At-grade)		
	Preliminary works	Retaining Wall	Station box PCC	Station box RCC	Preliminary works	Retaining Wall	Station box Raft
Scope	205	205	205		205	205	205
Completed	205	120	30		205	0	31
Percentage of Completion	100%	59%	15%	In progress	100%	0	15%

Packages C4A & C4B

C4A Stations:

- Raft work is in progress at Huskur Station.
- Waterproofing for Raft work is in progress at Belan-dur Station.

C4B Stations:

- Preliminary work is in progress at Rajankunte , Jakkur Channasandra , Horamaavu, R.K Hegde Nagar & Thanisandra Station.
- Excavation work is in progress at Jakkur Station.
- Retaining wall work is in progress at Rajankunte Station.



Yashwanthpur



Shettyhalli



Mydarahalli



Chikkabanavara

Corridor 1

- Alignment of the Corridor C1 (Sampige Line: Majestic to Devanahalli along with Airport Link line) is approved by Railways.
- Site feasibility for construction works with respect to the approved alignment is being investigated in two stretches: Majestic to Yelahanka & Yelahanka to Devanahalli.
- Regarding Airport Link line, alignment starting ahead of the Trumpet Interchange via B K Halli connecting the Airport is being coordinated with BIAL authorities. Detailed planning and land requirements for station areas inside the airport premises and will be concluded soon.
- Part Viaduct Elevated works (Yeshwanthapur BSRP station to Indian Railways Yard) which are part works of Corridor 1 will be carried out along with C2 corridor/Mallige line in Package 1. For this the Tender has been called for entire Corridor of C2 in 3 packages.
- Yeshwanthapur station is an interchange station of C1 & C2 at different levels within the same building. Construction works has started in full momentum.
- The foundation works are in progress for the Viaduct Part works of C1 Corridor connecting Yashwanthapur BSRP station with Indian Railway station.
- Part works of C1 corridor near Yelahanka (Interchange station of C1 & C4) will be taken up along with the works of C4 corridor.

Corridor 3

- Site visit feasibility regarding scope of work of Corridor-3 is completed.
- Alignment is finalised.

Bellandur - Carmelaram Doubling of track (3.522 Km) including Huskur new station yard commissioned in the month November 2025.

The Bellandur Road (BLRR)-Karmelaram (CRLM) Block section (3.522 KM.) including Huskur new station yard, as part of the Baiyyappanahali-Hosur Doubling Project, was successfully commissioned on 25th November 2025, marking a key milestone for Bengaluru's rail infrastructure. The project includes a new double railway line between Bellandur Road - Karmelaram, two crossing stations at Bellandur Road and Huskur. With the commissioning of the block section, the Double line is now commissioned for running of trains from Heelalge to Bellandur Road (14 Km).

Bellandur Road station (BLRR) has been upgraded from a half station to a 5-lines station in Doubling with 02 high level platforms of 600 m length each and subway of size 7.5m x 3.0m for easy passenger movements from Platform (PF) 1 and 2. Moreover, the station is equipped with six platform shelters (48 m x 8 m) on each platform and new station building (G+1) of area 672Sq.m with lift facilities. Additional passenger amenities include Concrete Road connecting Road Under Bridge (RUB) 511 (Varthur road) to new Bellandur Road station building, Steel and granite sitting benches, drinking water booths, Passenger announcement (PA) system etc.

Located near the congested Baiyyappanahali (BYPL) junction, the upgraded section enables smoother train movements toward major routes connecting Sir M. Visvesvaraya Terminal (SMVB), Bengaluru City Railway Station (SBC), Krishnarajapuram (KJM), Dharmavaram (DMM), and Banaswadi (BAND), improving operational efficiency and reducing congestion. The upgrade will enhance passenger safety, reduce waiting time, and improve punctuality while supporting the city's growing IT and business corridor.

During CRS inspection, speed trial on new doubling line achieved a maximum speed of 110 kmph, with the section meeting all prescribed safety standards and received appreciation from the Commissioner of Railway Safety (CRS).





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Bellandur - Carmelaram Doubling of track





Know Your BSRP

Platform Screen Doors/Platform Screen Gates

One Suburban Train to Connect all

Bengaluru Suburban Railway Project (BSRP) is set to bring in seamless & economical commute for passenger with adoption of Communication Based Train Control (CBTC) and Platform Screen Doors (PSD) for Passenger Safety. Below figures shows the typical arrangement of PSD in an Underground Station and Platform Screen Gates (PSG) in an Elevated/At-Grade Station.



Figure-1 (PSD in an Underground Station)

Platform Screen Doors, as the name suggests are the automated doors installed on the platform edge. The primary purpose of PSD is to enhance safety by creating a barrier between the platform and the tracks. Their main function is to prevent falls, intentional or unintentional, onto the tracks. This reduces the risk of accidents and enhances passenger safety.

For BSRP, PSDs are installed in all stations. Half-height PSGs are installed in At-grade/Elevated Stations whereas Full-height PSDs are installed in Underground Station. Full-height PSDs also offer the added advantage of controlling temperature by preventing the entry of external air into the station. This helps in saving air conditioning power and results in cost savings. Proposed height of PSG is 1.7m.

Working

PSDs/PSGs operate in synchronization with Train Doors. Opening or closing of the Platform Screen Doors shall be after receipt of the train DOORS OPEN or trains DOORS CLOSE command signals from the onboard signalling. Automatic operation of the Platform Screen Doors is enabled only when the train stops within the defined limit, as the case may be, from normal stopping position. In the event of a train stopping outside this limit, the train may be driven under Train Operator's control, if necessary, to reposition it, and allow normal operation of the Platform Screen Doors when correctly positioned

Abnormal working and emergency usages of doors

In case any Platform Screen Door does not open automatically due to any failure Train Operator or maintenance staff may open or close all Platform Screen Doors using a local control panel located at the platform

PSD system constitutes of:

1. Automatic Sliding Doors
2. Emergency Egress Doors
3. Fixed Panel
4. Display panel
5. Access door to tracks



1. Automatic Sliding Doors

Opening and closing is in sync with train doors. In case of obstruction during closing of PSDs (Ex: passenger struck, obstacle, etc), the PSDs do not operate after 3 attempts thereby allowing train not to move and hence ensuring safety.

2. Emergency Egress Door

If train does not stop at the correct position and opened train doors are not in front of Platform Screen doors the passengers from the train can detain to the platform after opening the emergency egress door (Refer Figure-1) by pressing the emergency push bar located on the track side of the emergency escape door

3. Fixed Panel

A "fixed panel" in a metro platform screen door refers to a stationary glass panel that fills in any gaps between the moving platform screen doors, essentially creating a continuous barrier along the platform edge, preventing people from accessing the tracks; it is a non-opening part of the door system that maintains the barrier's integrity even when the main doors are open.



4. Display panel



Display panels help to enhance safety by providing information of train movement and also potentially generate non-fare box revenue through display of commercial advertisements.

5. Access door to tracks

Access doors to tracks are typically single leafed and open out towards the platform on hinges and are normally provided at end of the platform area for trackside access (Refer Figure-1)

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