

High-speed B'lore-Mysore rail link mooted

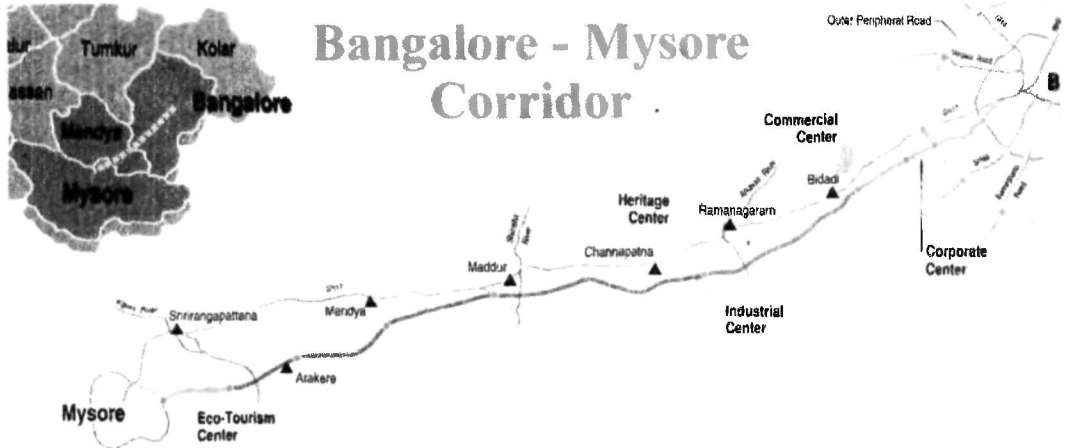
B S Satish Kumar
DH News Service

BANGALORE, Nov 27

Even as the proposed Rs 2,000-crore Bangalore-Mysore expressway project has run into rough weather for its huge cost and land requirements, an independent study has said that it is possible to cover the distance between two cities in one hour by having a high-speed twin-track electric rail link with only Rs 500 crore.

The study conducted by Mr Jayant Deo of Deo and Associates of Pune, which was presented at a round table meeting jointly organised recently by the State Planning Board and the National Institute of Advanced Studies (NIAS) here on "Bangalore-Mysore Corridor", says the project, which involves the upgradation of the existing rail line as part of the twin track, can be completed in less than three years.

Mr Deo, whose similar study on Mumbai-Pune high-speed railway has been accepted in principle by the Indian Railways and the Maharashtra Government, notes that the cost of Rs 500 crore in-



cludes providing grade-separated road crossings, procurement of suitable rolling stock along with the upgradation of the existing track among other things. The study also suggests that imported technology should be adopted for reducing the time taken for track-crossing at stations.

NOT FEASIBLE: Another alternative is having a totally new twin-track. But this idea is not feasible as it would need about Rs 750 crore and require over five years' time for completion, the study

says.

The objective is to reduce the travel time between Bangalore and Mysore as part of overall scheme of decongesting Bangalore City and also to promote speedy development of areas between Bangalore and Mysore including Mysore and Mandya districts. This would help Bangalore to relieve its population pressure, which has resulted in various problems including traffic congestion. With the vehicular traffic increasing in Bangalore, fatal acci-

dents have gone up from two per day in 1988 to four per day in 1997, the study says.

Pointing out that at present, the trains take more than two-and-half hours to cover the 139-km distance between Bangalore and Mysore,

Continued on Page 9, Col 1

DH NEWS ON PHONE

For the latest news, call
559 3445 or 559 3446

November 28, 98

B'lore-Mysore rail...

◆ Continued from Page 1

the study stresses the need for reducing the distance by about 10 per cent to make it possible to shuttle the distance in one hour.

FASTER: The study points out that in the existing conditions, the effective speed of covering the distance between city centres is about 60 km per hour on roads. Similarly effective speed of airways for short distances is about 75 to 80 kms per hour; and after taking into consideration the time for waiting for luggage-arrival and travelling from airport to business points, the speed stands at 150 km per two hours. But with the high-speed trains, it is possible to have an effective speed of 100 kms per hour, it says. Besides, Indian Railways have developed technology for speed up to 160 kms per hour and have a vision for achieving 200 kms per hour, the study says.

FUEL ECONOMY: The study claims that train journey is econ-

omical as fuel consumption per passenger per km for car is two-third times higher than that of high-speed train and air-travel would be three-times costlier than the train journey.

NIAS Director Roddam Narasimha notes that among the available transport systems, trains are fuel-economic. The trains have come to stay as the amount of fuel spent per person per passenger per kilometer is lowest in trains compared with other modes of transport.

TRAFFIC INCREASE: Stressing the need for having such a project, the study notes that the traffic between Bangalore-Mysore corridor would increase by two-and-a-half times by AD 2011.

Besides, it would not be possible for the roads alone to handle the traffic as the number of buses operating in the corridor would increase from the present 2,000 to 5,000 by AD 2011 when about 60,000 people would be commuting the distance per day.