



SOUTH CENTRAL RAILWAY

Headquarters Office,
Works Constn. Branch,
Secunderabad — 500 071.

No.

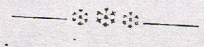
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BRIEF NOTE

08-07-1998

Sub : Proposed construction of new BG line between Hubli and Ankola : Land acquisition in forest area of Dharwad and Karwar districts of Karnataka.



India is one of the largest iron ore reserves in the world. Bellary - Hospet in Karnataka is the heart of iron ore in the country. Iron ore is an important export commodity, earning valuable foreign exchange for the country. Iron ore from this area is moved from two ports, viz.; Chennai and Goa (via Hubli-Castlerock-Kulem). Hospet Vasco-da-gama section has been converted into Broad Gauge. Current level of traffic is almost 1 million tonnes per annum. However potential traffic in the future is of the order of 15.97 million tonnes per annum, by the year 1999-2000. Industries and ports in Goa area are gearing up for future traffic. Present route from Hubli-Vasco-da-gama traverses through the Ghat section between Castlerock and Kulem with steep gradient of 1 in 37 and has therefore a limited capacity of 6 million tonnes per annum for iron ore traffic. With the construction of Konkan Railway line, the proposed new broad gauge line between Hubli and Ankola will become most viable alternative route to move the extra iron ore traffic to Goa area, over and above that can be carried via the existing Castlerock-Goa route. This line also would connect Karwar coast via Ankola and will be of great use when Karwar port is developed for meeting import/export traffic. Besides meeting the future requirement of freight traffic of the area, it will also help in improving / development of the backward region of North Kannada.

The length of the project line from Hubli to Ankola is approximately 164 Kms. The chainage has been reckoned from centre line of Hubli Railway station. In between Hubli and Yellapur a stretch of about 75 Kms consists of plain land, a stretch of about 56 Kms between Yellapur to Sunksal is a Ghat section where the alignment crosses the western ghats over Sahayadri hills and the balance distance from Sunksal to Ankola is dotted with isolated hills. Ankola is an existing Railway station on the Konkan Railway. A 'Y' junction arrangement is proposed before Ankola station to facilitate movement in either direction.

Minimum land required for the construction, is proposed to be acquired. No provision has been made for borrow pits. Only a stretch of 10 mtrs from the toe of the bank on both sides is proposed to be acquired. Total land to be acquired is about 1186 hectares. (Forest land—900 hect., Wet land—38 hect., Dry land—235 hect., Built up area—13 hect.)

[Signature]
Chief Engineer,
(Construction - IV),
South Central Railway,
SECUNDERABAD

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To KARWAR

24-Jul-98 1

COST-BENEFIT ANALYSIS

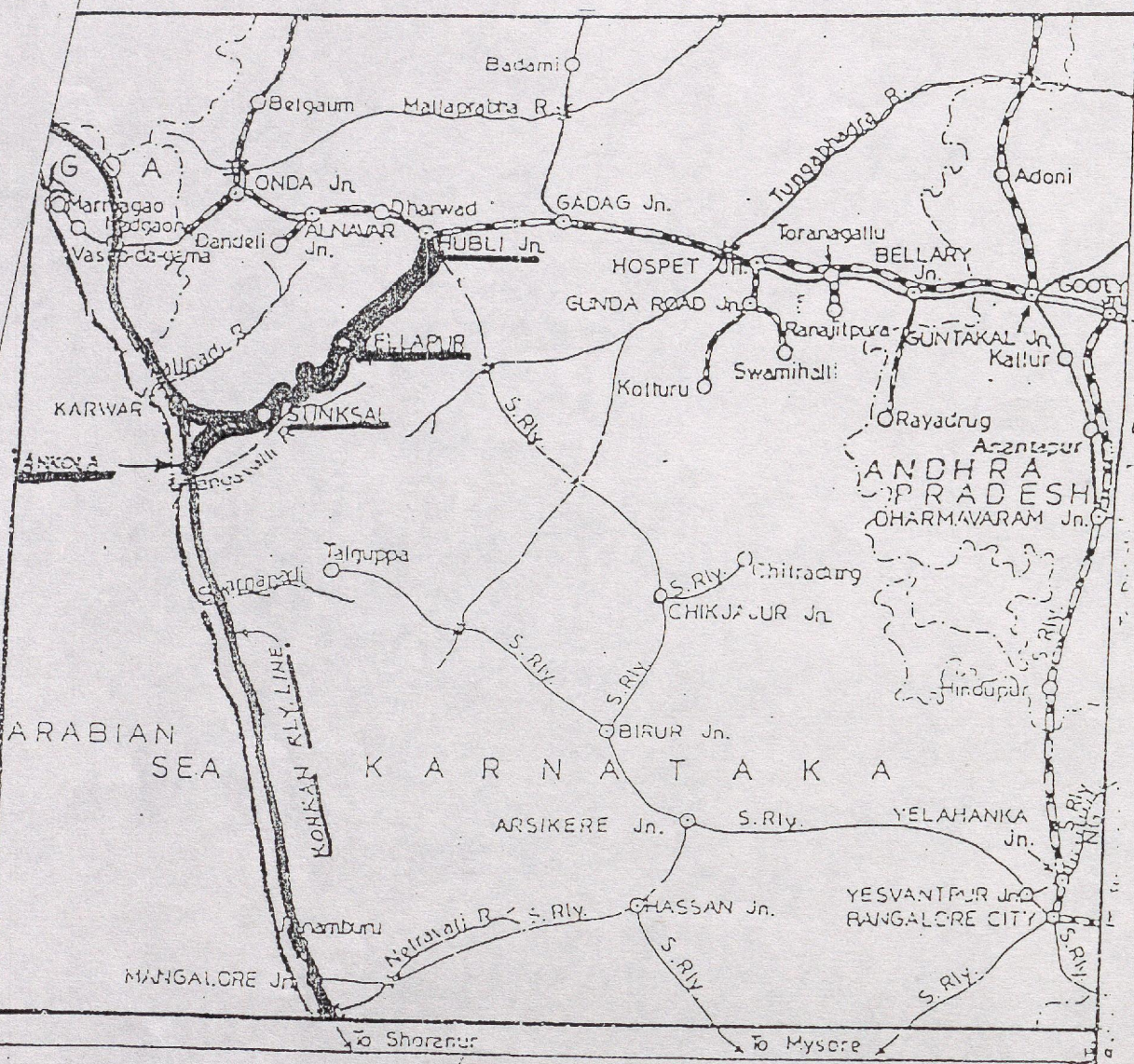
ANNEXURE-XV
 CASH IN FLOW YEAR TO YEAR FOR 30 YEARS
 (DCF TECHNIQUE) (FIGURES IN LAKHS) hubli-ankola

YEAR	NET CASH INFLOW	PWF @10%	AMOUNT	PWF @12%	AMOUNT
1.0	9424.70	0.9091	8567.91	0.8929	8414.91
2.0	9707.44	0.8264	8022.68	0.7972	7738.71
3.0	9990.18	0.7513	7505.77	0.7118	7110.81
4.0	10272.92	0.6830	7016.54	0.6355	6528.63
5.0	10555.66	0.6209	6554.24	0.5674	5989.57
6.0	10838.40	0.5645	6117.99	0.5066	5491.07
7.0	11163.55	0.5132	5728.67	0.4523	5049.82
8.0	11488.70	0.4665	5359.57	0.4039	4640.09
9.0	11813.86	0.4241	5010.23	0.3606	4260.19
10.0	12139.01	0.3855	4680.11	0.3220	3908.44
11 TO 30	12464.16	3.2830	40919.84	2.4050	29976.30
30.0	20783.78	0.0573	1191.09	0.0334	694.18
CASH INFLOW			106674.63	89802.74	
CASH OUTFLOW			100653.37	104150.97	
			6021.26	-14348.23	
RATE OF RETURN BY INTERPOLATION			=	10+	$\frac{6021.26 \times 2}{6021.26 + 14348.23}$
			=	10+	12042.52
			=	10+	20369.17
			=	10+	0.591203
R.O.R			=		10.59%

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To KARWAR



हुबली और अंकोला के बीच नयी बडी लाइन के लिए
 प्रारंभिक इंजीनियरी एवं यातायात सर्वेक्षण को आधुनिक बनाना
 UPDATING OF PRELIMINARY ENGINEERING-CUM-TRAFFIC SURVEY

FOR A NEW BG. LINE BETWEEN
HUBLI AND ANKOLA.

INDEX MAP

सिकन्दरबाद

SECUNDERABAD

MENT
 IN
 T.S

To KARWAR

PART-II

(To be filled by the concerned Deputy Conservator of Forests)

State serial No. of proposal.....

7	Location of the project/ Scheme	
(i)	State /Union Territory	
(ii)	District	
(iii)	Forest Division	
(iv)	Area of forest land proposed for diversion (in ha.)	
(v)	Legal status of forest	
(vi)	Density of vegetation	
(vii)	Species- wise (scientific names) and diameter class-wise enumeration of trees (to be enclosed. In case of irrigation/hydel projects enumeration at FRL,FRL-2 meter & FRL-4 meter also to be enclosed.	
(viii)	Brief note on vulnerability of the forest area to erosion.	
(ix)	Approximate distance of proposed site for diversion from boundary of forest.	
(x)	Whether forms part of National Park, wildlife sanctuary, biosphere reserve, tiger reserve, elephant corridor etc., (If so, the details of the area and comments of the Chief Wildlife to be annexed)	
(xi)	Whether any rare/endangered/unique species of flora and fauna found in the area if so details thereof.	
(xii)	Whether any protected archaeological/ heritage site/ defence establishment or any other important monument is located in the area, If so, the details thereof with NOC from competent authority, if required.	
8	Whether the requirement of forest land as proposed by the user agency in col, 2 of Part-1 is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternatives examined.	
9	Whether any work in violation of the Act has been carried out (Yes/No). If yes, details of the same including period of work done, action taken on erring officials. Whether work in violation is still in progress.	
10	Details of compensatory afforestation scheme.	
(i)	Details of non forest area/degraded forest area identified for compensatory afforestation, its distance from adjoining forest, number of patches, size of each patch.	

(ii)	Map showing non-forest/degraded forest area identified for compensatory afforestation and adjoining forest boundaries.	
(iii)	Detailed compensatory afforestation scheme including species to be planted, implementing agency, time schedule, cost structure, etc.,	
(iv)	Total financial outlay for compensatory afforestation scheme.	
(v)	Certificates from competent authority regarding suitability of area identified for compensatory afforestation and from management point of view. (To be signed by the concerned Deputy Conservator of Forests).	
11	Site inspection report of the DCF (to be enclosed) especially highlighting facts asked in col.7 (xi,xii), 8 and 9 above.	
12	Division/district profile.	
(i)	Geographical area of the district.	
(ii)	Forest area of the district.	
(iii)	Total forest area diverted since 1980 with number of cases.	
(iv)	Total compensatory afforestation stipulated in the district/division since 1980 on a) Forest land including penal compensatory afforestation b) Non-Forest land.	
(v)	Progress of compensatory afforestation as on (date)on a) Forest land b) Non-Forest land.	
13	Species recommendations of the DCF for acceptance or otherwise of the proposal with reasons.	

Deputy Conservator of Forests
Yellapur Division, Yellapur.

SOUTH CENTRAL RAILWAY



Office of the Dy. Chief Engineer (C)
Gauge Conversion - II,
Club Road, Hubli - 580 023

REPORT

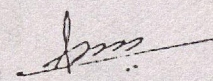
Sub : Proposed construction of new BG line between Hubli and Ankola : Land acquisition in forest area of Dharwad and Karwar districts of Karnataka.



India is one of the largest iron ore reserves in the world. Bellary - Hospet in Karnataka is the heart of iron ore in the country. Iron ore is an important export commodity, earning valuable foreign exchange for the country. Iron ore from this area is moved from two ports, viz.; Chennai and Goa (via Hubli-Castlerock-Kulem). Hospet Vasco-da-gama section has been converted into Broad Gauge. Current level of traffic is almost 1 million tonnes per annum. However potential traffic in the future is of the order of 15.97 million tonnes per annum, by the year 1999-2000. Industries and ports in Goa area are gearing up for future traffic. Present route from Hubli-Vasco-da-gama traverses through the Ghat section between Castlerock and Kulem with steep gradient of 1 in 37 and has therefore a limited capacity of 6 million tonnes per annum for iron ore traffic. With the construction of Konkan Railway line, the proposed new broad gauge line between Hubli and Ankola will become most viable alternative route to move the extra iron ore traffic to Goa area, over and above that can be carried via the existing Castlerock-Goa route. This line also would connect Karwar coast via Ankola and will be of great use when Karwar port is developed for meeting import/export traffic. Besides meeting the future requirement of freight traffic of the area, it will also help in improving / development of the backward region of North Kannada.

The length of the project line from Hubli to Ankola is approximately 172 Kms. The chainage has been reckoned from centre line of Hubli Railway station. In between Hubli and Yellapur a stretch of about 75 Kms consists of plain land, a stretch of about 56 Kms between Yellapur to Sunksal is a Ghat section where the alignment crosses the western ghats over Sahayadri hills and the balance distance from Sunksal to Ankola is dotted with isolated hills. Ankola is an existing Railway station on the Konkan Railway. A 'Y' junction arrangement is proposed before Ankola station to facilitate movement in either direction.

Minimum land required for the construction, is proposed to be acquired. No provision has been made for borrow pits. Only a stretch of 10 mtrs from the toe of the bank on both sides is proposed to be acquired. Total land to be acquired is about 1655 hectares. (Forest land—1304 hect., Wet land—103 hect., Dry land—235 hect. and Built up area—13 hect.)


Dy. Chief Engineer (C)
Gauge Conversion-II,
South Central Railway,
Hubli.

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By RPA

SOUTH CENTRAL RAILWAY

Office of the Dy. Chief Engineer (C)
Gauge Conversion - II,
Club Road, Hubli - 580 023

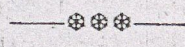
No. UBL-ANK/LAND

Date: 15-07-1998

To

The Principal Secretary to Government,
Forest, Ecology & Environment Dept.,
M.S building, Dr. B.R.Ambedkar Rd.
5th floor, Bangalore.

Sub : Hubli-Ankola new BG line : Approval for initial application for Diversion of Forest land.



The work of construction of new broad gauge line between Hubli and Ankola was sanctioned by Ministry of Railways and an amount of Rs.10 crores is allotted for this project during this financial year 1998-99 vide Railway pink book item no.5.

The final location survey in connection with the above project is in progress. Necessary details have already been furnished to the concerned Dy. Commissioners of Dharwad and Uttar Kannada districts for acquisition of non-forest land.

Part of the alignment passes through the forest land. In order to process acquisition of forest land, application for approval is to be submitted to the Principal Secretary to Government (Forest, Ecology & Environment) as per the circular no. FEE71 FFM-97 dated 18-9-97.

Accordingly, the initial application in form 97 for diversion of forest land for non-forest purpose is submitted here with in 6 copies. The details under item 8(b) of the initial application will be submitted in due course of time, as the final location survey has not been completed.

Based on the Preliminary Engineering cum Traffic Survey, the approximate requirement of land in forest area for this project is as under.

District	Area of Forest Land
Dharwad	35 Hectares
Uttar Kannada	1269 Hectares
Total land requirement	1304 Hectares

The tentative alignment plan is also enclosed along with the initial application form No.97 for diversion. You are kindly requested to communicate approval for the above to enable this office to process further.

Encl: Form No.97 in 6 copies along with one alignment plan .

Dy. Chief Engineer (constn.)
Gauge Conversion-II, Hubli.

Copy to : Chief Conservator of forest, Bangalore, }
Conservator of forest, Sirsi, } for kind information.
Conservator of forest, Belgaum, }

Dy. Conservator of Forest, Dharwad, Yellapur and Karwar
along with a copy of alignment plan and copy of
Check list..... they are requested to furnish the
information called there in.

CE/C-IV/SC for kind information.

Dy.CE/C/GC-II/Hubli

Vertical stamp: Forest Dept. Bangalore
Dated: 15/7/98

Handwritten notes in Kannada on the right margin.

250

7250

Handwritten signatures and dates: 30/7/98

PART-II

(To be filled by the concerned Deputy Conservator of Forests)

State serial No. of proposal: 22

7	Location of the project/ Scheme	
(i)	State /Union Territory	Karnataka
(ii)	District	Uttar Kannada
(iii)	Forest Division	Yellapur
(iv)	Area of forest land proposed for diversion (in ha.)	528.31 Ha.
(v)	Legal status of forest	Reserve Forest
(vi)	Density of vegetation	0.1 to 1.0
(vii)	Species- wise (scientific names) and diameter class-wise enumeration of trees (to be enclosed. In case of irrigation/hydel projects enumeration at FRL, FRL-2 meter & FRL-4 meter also to be enclosed.	List enclosed as in Annexure- <u>XV</u>
(viii)	Brief note on vulnerability of the forest area to erosion.	The entire area of western ghats is very fragile, ecologically as well as with regards to erosion, and this area is no exception. The forests proposed to be diverted for the project stands on undulating, gently to very steep in slopes with loose soil. Soil is held compact by the roots of multicanopied flora that exists. Since the line passes through the undulating terrain of Western Ghats area having high rainfall, any disturbance in this area will lead to lot of soil erosion. <u>Annexure - VI</u>
(ix)	Approximate distance of proposed site for diversion from boundary of forest.	0 km to 10 km.
(x)	Whether forms part of National Park, wildlife sanctuary, biosphere reserve, tiger reserve, elephant corridor etc., (If so, the details of the area and comments of the Chief Wildlife to be annexed)	No.
(xi)	Whether any rare/endangered/unique species of flora and fauna found in the area if so details thereof.	Yes, as enclosed in Annexure- <u>XVI</u>
(xii)	Whether any protected archaeological/ heritage site defence establishment or any other important monument is located in the area. If so, the details thereof with NOC from competent authority, if required.	No.
8	Whether the requirement of forest land as proposed by the user agency in col, 2 of Part-I is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternatives examined.	Yes

	Whether any work in violation of the Act has been carried out (Yes/No). If yes, details of the same including period of work done, action taken on erring officials. Whether work in violation is still in progress.	No.
10	Details of compensatory afforestation scheme.	
(i)	Details of non forest area/degraded forest area identified for compensatory afforestation, its distance from adjoining forest, number of patches, size of each patch.	List enclosed as per Annexure -I . Distance from adjoining forest area varies from 0 to 3 kms. Number of patches 42, average each plot is 25 to 40 Ha.
(ii)	Map showing non-forest/degraded forest area identified for compensatory afforestation and adjoining forest boundaries.	Map enclosed Annexure-II
(iii)	Detailed compensatory afforestation scheme including species to be planted, implementing agency, time schedule, cost structure , etc.,	Teak, Matti, Honne, Kindal Accacia and other miscellaneous species. Karnataka Forest Department. Three years. Cost structure enclosed as Annexure III
(iv)	Total financial outlay for compensatory afforestation scheme.	1056.62 x Rs. 54200 = Rs. 5.726 crores.
(v)	Certificates from competent authority regarding suitability of area identified for compensatory afforestation and from management point of view. (To be signed by the concerned Deputy Conservator of Forests).	enclosed Annexure - VII
11	Site inspection report of the DCF (to be enclosed) especially highlighting facts asked in col.7 (xi,xii), 8 and 9 above.	enclosed Annexure - VIII
12	Division/district profile.	
(i)	Geographical area of the district.	10246.00 Sqm.
(ii)	Forest area of the district.	8296.456 Sqm.
(iii)	Total forest area diverted since 1980 with number of cases.	3781.349 Hect. 35 cases
(iv)	Total compensatory afforestation stipulated in the district division since 1980 on a) Forest land including penal compensatory afforestation b) Non-Forest land.	7600.00 Hect. ... NIL..
(v)	Progress of compensatory afforestation as on (date)on 31.12.02	
	a) Forest land	8000.00 Hect.
	b) Non-Forest land.	... NIL..

recommendations of the DCF for acceptance or
wise of the proposal with reasons.

The Project of laying a Railway line from
Hubli to Ankola is recommended to be rejected
due to following reasons.

1) There is already an excellent road between
Hubli and Ankola which is grossly under
utilized.

2) The main users of the line are going to be the
manganese/ iron ore transporters of Bellary.
They will use the line to transport ore to Goa/ It
may help the economy but not the local people.

3) The ecological cost is very huge as compared
to the meagre tangible benefit projected.

4) Already the district has lost 13% of forest
area in past 23 years to development. The
district cannot afford to lose any more area.

Deputy Conservator of Forests
Yellapur Division, Yellapur.



PROFORMA FOR SITE INSPECTION

Title of the project: **Diversion of 965.00 ha. of forest land for construction of Hubli - Ankola Railway line - regarding.**

1. Legal status of the forest land proposed for diversion:

Reserved Forest falling in three Forest Divisions in Uttara Kannada and Dharwad districts of Karnataka as follows.

Sl.No.	Name of the Forest Division	Extent. in Ha.
1.	Karwar	381.03 Ha
2.	Yellapur.	529.31 Ha
3.	Dharwad	55.62 Ha

2. Item wise break-up details of the forest land proposed for diversion:

As per the proposal, the break-up of forest land required for various purposes is as follows:

Sl.No.	Purpose	Area Required in Ha.
1.	Railway Track Proper Along With Embankment	539.67 Ha
2.	Station Yards and Quarters	153.00 Ha.
3.	Roads and Approaches	225.00 Ha.
4.	Dumping Cut spoils & Earth Quarry	043.30 Ha.

3. Whether proposal involves any construction of buildings (including residential) or not. If yes, details thereof:

Proposal involves construction of Railway Station Yards and Quarters in forest areas. It has been explained by the project proponent that the Railway Stations are operational requirements, i.e., for signaling, shunting, crossing of up & down trains, track maintenance, loco-sheds etc., and are necessary even though as on date no passenger traffic is envisaged with respect to these stations.



4. Total cost of the project
at present rates:

Rs.1153.08 Crores.

5. Wildlife:

Fauna:

1.	Fishing Cat (<i>Felis viverrina</i>)
2.	Bison (Gaur) (<i>Bos gaurus</i>)
3.	Leopard, both spotted and black (<i>Panthera pardus</i>)
4.	Leopard Cat (<i>Felis bengaleusis</i>)
5.	Mouse deer (<i>Tragulus memmina</i>)
6.	Pangolin (<i>Manis crassicaudata</i>)
7.	Sloth bear (<i>Melursus ursinus</i>)
8.	Tiger (<i>Panthera tigris</i>)
9.	Reticulated Python
10.	Sambhar (<i>Cervus unicolour</i>)
11.	Spotted deer (<i>Axis axis</i>)
12.	King Cobra (<i>Ophiophagus Hannah</i>)
13.	Jungle Cat (<i>Felis chaus</i>)
14.	Jackal
15.	Cobra, Russel viper, Saw scaled viper(etc.
16.	Monitor lizard.

Flora :

1.	Moullava spicata
2.	Mappia foetida
3.	Rauwolfia serpentina
4.	Hopea wightiana
5.	Canarium strictum
6.	Blepharis asperrima
7.	Calamus thwaifesil
8.	Ochlandra rheedi
9.	Oxytenanthera monostigma
10.	Dalbergia latifolia
11.	Gnetum ula
12.	Garcinia cambogia
13.	Garcinia indica

As on date, a rail-route exists from Hubli to Goa through Castle Rock and Kulem, which passes through ghat section, the gradient of which is 1 in 37. According to the South Eastern Railways, 7 locomotives are being used to pull each train carrying iron ore through this route from Bellary-Hospet to Goa due to this steep gradient, and with the new railway line having a much gentler gradient of 1 in 100, they would be able to pull the trains with only 2 locomotives.

This logic is not withstanding the fact that there is already an excellent road between Hubli and Ankola (National Highway) which is grossly under utilized, and which is available for transport of iron ore. Since the main users of the line are going to be the iron ore exporters of Bellary, the proposed project may help the economy, but it is very unlikely to benefit the local communities of Uttara Kannada district, a district which has already lost 13% of its forest cover in the past 23 years.

The proposed line would be of 168 km length. It would run from the centre line of Hubli-Ankola Railway Station, to Konkan Railway line near the sea coast at Ankola. The Konkan Railway, as it is well known, runs along the west-coast from Mangalore to Goa and upwards. A Y-junction that would facilitate the up and down running trains of Konkan Railway to enter the Hubli-Ankola Railway line of the South-Eastern Railways has been proposed at the meeting point.

Out of the 168 kms length of the Hubli-Ankola line, the stretch of 78 kms between Hubli and Yellapur is in plain lands. This stretch passes through patches of scrub and dry-deciduous forests of Dharwad and Yellapur Forest Divisions which are less important from bio-diversity point of view. On the other hand, the stretch of 56 kms between Yellapur to Sunkasal lies in Ghat section out of which 20 kms would be in tunnels alone. Out of this 56 kms, about 42 kms would be in forest land, in the prime moist-deciduous forests of Yellapur and Karwar Forest Divisions which are important from bio-diversity point of view. The remaining distance is along the National Highway. A total of 1384.40 ha. of land is being acquired for the project out of which 965 ha. is forest land.

The basis for area calculation is that all the land coming within 10 mts width from the toe of the railway embankment is proposed to be acquired, in addition to that required for Station Yards & quarters, dumping and approach roads. However, the number of places hill-cutting is required, amount of top-soil to be excavated and methods to handle the same, and the number of approach roads required, do not seem to have been adequately worked out. Needless to say, forming a railway line through the thick of the forests needs forming several approach roads, and this is highly undesirable from forest conservation point of view, as it opens up forests for timber traffickers and head-loaders.

The proposed railway line passes on the back side of Mastikatta Range Forest Office of Karwar Division, and also through the Kirvatti Timber Depot of Forest Department at Yellapur Forest Division. The proposed railway line is

6. Vegetation:

The density of vegetation is between 0.2-0.80 at various stretches of the proposed alignment. The density is particularly high in interior areas away from the National Highway in Karwar and Yellapur Forest Divisions. A total enumeration of the trees to be felled is yet to be undertaken, and only a sample enumeration has been done so far. Even this sample enumeration reveals that in Karwar Forest Division alone, atleast 1,98,135 trees need to be felled, mostly in deep forests and on precipitous slopes.

The species in the proposed area include *Bombax malabarica*, *Careya arborea*, *Lannea coromandelica*, *Terminalia paniculata*, *Terminalia bellerica*, *Stereospermum chelonoides*, Bamboos, *Xylia xylocarpa*, *Lagestroemia lanceolata*, *Carallia brachiata*, *Xanthoxylum rhetsa*, *Schleichera oleosa*, *Strychnos nuxvomica*, *Tectona grandis*, *Dillenia pentagyna*, *Tamarindus indica*, *Holigarna amottiana*, *Eugenia jambolana*, *Vitex aleissima*, *Michelia Champaca*, *Artocarpus lakoocha*, *Terminalia tomentosa*, *Terminalia chebula*, *Emblica officinalis*, *Dalbergia latifolia*, *Casia fistula*, *Pterocarpus marsupium*, *Holoptelia integrifolia*, *Hope wrightiana*, *Sohleiche raoleosa*, *Mitragyna parvilora*, *Chuckressia tabularis*, *Machilus macarantha*, *Cordia machlodii*, *Diospyros melanoxylon*, *Cinnamomum* species, *Adina cardifolia*, *Mangifera indica*, planted Eucalypts, etc.

7. Background note on the proposal:

The proposed project is a sanctioned project appearing as item no. 2 in the Pink Book for the year 2003-2004 issued by Ministry of Railways, and was laid foundation stone by the Hon'ble Prime Minister on 17.05.2000. It is also a joint venture between Govt. of Karnataka and Ministry of Railways.

The purpose of the railway line is explained by the proponent as transporting iron ore from the interior Bellary-Hospet sector, via Hubli, to the Karwar and Tadri ports on the west coast of Karnataka, and also through the connecting Konkan Railway to the Vasco and Madgaon ports of Goa. As understood, the line does not have much to do with transporting people.

The main premise for having a new railway line for transporting iron ore is that, in future, the transportation of iron ore to ports on the west coast of Karnataka and Goa will be to the tune of 15.97 Million Tonnes per annum, as against 1 Million Tonnes per annum now, and as against the established capacity of 6 Million Tonnes per annum. Hence, even if the new railway line cuts through the prime western ghat forests in the middle, it is still very necessary.

most likely to be a blessing in disguise for head loaders and timber traffickers, and will also promote habitations by way of encroachments of virgin forest land along the railway line. The forest land proposed for diversion also constitutes the catchment area for major river systems in Uttara Kannada District and is also a corridor for wild animals. There are atleast 16 rare/endangered species of fauna, and 13 rare/endangered/endemic species of flora, in this area. During the process of soil-cutting and tunneling, the top soil is likely to get washed away exposing the hard, unfertile pans, causing laterization in the cleared areas. The project does not have as on date the environmental clearance mandatory under Environment (Protection) Act, 1986, and the process of getting a environmental clearance is yet to be initiated by the Ministry of Railways.

If at all the proposed project becomes indispensable, then it follows that the execution of the project must be accompanied by the execution of a comprehensive catchment area development program, and slope-stabilization plan through biological and mechanical means, at the cost of the user agency. Both these plans are to be first prepared by the user agency in association with the local Forest Department, and should accompany the proposal.

8. Compensatory afforestation: Compensatory afforestation have been proposed to the following extent.

Name of the Division	Area for raising Compensatory Afforestation
Yellapur	1056.62 ha. degraded forest land
Karwar	762.00 ha. degraded forest land
Dharwad	130.00 ha. non forest land

9. Whether proposal involves violation of Forest (Conservation) Act, 1980 Or not. If yes, a detailed report on Violation including action taken against the concerned Officials: No.
10. Whether proposal involves rehabilitation of displaced persons. If yes, Whether rehabilitation plan has been prepared by the State Govt. or not: No.
11. Reclamation Plan:
Details and financial allocation:
12. Details on catchments & command area under the project: Not applicable.

13. Cost benefit ratio:

Projected as 4.929 by the project proponent.

14. Recommendations of the PCCF/
State Govt.:

The PCCF, Karnataka has recommended the proposal for approval with the following conditions:

- (1) The legal status of forest land shall continue to be forest land.
- (2) The lessee has to pay the lease rent as fixed by the State Government vide Government Order No. FEE 69 FFM 96, dated 29.8.97 and 1.12.97.
- (3) The lease is perpetual.
- (4) Leased out area should be used for the purpose for which it is granted.
- (5) The user agency shall deposit funds for raising compensatory afforestation at the rate of prevailing at the time of the sanction (at present it is Rs.54,200/-) over 1948.62 ha. of degraded forest land.
- (6) The land shall revert to the Forest Department automatically if the same is not required for the purpose for which it is diverted.
- (7) Only minimum number of trees shall be cut based on actual requirement for the project.
- (8) The user agency shall pay the extraction charges of trees estimated by the concerned Deputy Conservator of Forests from the proposed land.
- (9) The Net Present Value of forest land at the rate as fixed by the Department shall be payable by the User Agency before the phase II clearance.
- (10) Any other condition to be stipulated by the Government of India/Government of Karnataka/Principal Chief Conservator of Forests, Karnataka in the interest of conservation of forests.

15. Recommendations of RCCF along
with detailed reasons:

As in the forwarding letter.

16. Regional CCF shall give detailed
comments on whether there
are any alternatives routes/alignments
for location in the project on the non
forest land:

As in the forwarding letter.

17. Utility of the project :

Transportation of Iron ore.

18. Whether land being diverted has any sociocultural/religious value:

No.

19. Situation w.r.t. any P.A.:

Dandeli Wildlife Sanctuary is about 50 kms crow-fly distance from certain stretches of the proposed railway line. The forest area proposed for diversion is nevertheless an important wildlife corridor.

20. Any other information relating to the project:

--

Name & Designation : K.S.P.V. PAVANKUMAR
Of Inspecting Officer : Dy. Conservator Forests(C)

Date of Inspection : 27th & 28th March 2004.

Date of submission : 6.4.2004.

*km

APPENDIX
(Sec Rule 6)

FORM - 'A'

Form for seeking prior approval under section 2 of the proposals by the State Government and other authorities.

PART - I
(to be filled up by user agency)

1. Project details:-
 - i. Short narrative of the proposal and project/scheme for which the forest land is required.
 - ii. Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map.
 - iii. Cost of the project:
 - iv. Justification for locating the project in forest area.
 - v. Cost- benefit analysis (to be enclosed).
 - vi. Employment likely to be generated.
2. Purpose-wise break -up of the total land required.
3. Details of displacement of people due to the project, if any:
 - i. Number of families.
 - ii. Number of Scheduled Castes/Scheduled Tribe families.
 - iii. Rehabilitation plan. (to be enclosed)
4. Whether clearance under Environment (Protection) Act. 1986 required ? (Yes/No.).
5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/ or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc, as per the scheme prepared by the State Government (undertaking to be enclosed).
6. Details of Certificates / documents enclosed as required under the instructions.

Signature

(Name in Block letters)
Designation
Address (of User Agency)

Date -----

Place-----

State serial No. of proposal-----
(To be filled up by the Nodal Officer with date of receipt)

(11)

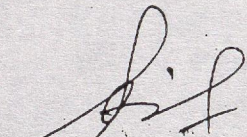
SOUTH WESTERN RAILWAY

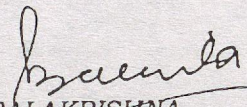
Construction of New BG Railway Line between Hubli – Ankola
STATEMENT SHOWING THE FOREST LAND REQUIREMENT IN YELLAPUR TALUK
(In the jurisdiction of Dy. Conservator of Forests, Yellapur)

S.No	Name of Village	Survey Nos.	Total Area		Area Reqd		Remarks
			Ac.	Gt.	Ac.	Gt.	
1	HOSALLI	17A	1951	09	45	10	
2	KIRVATTI	6	7	34	0	01	
		7	7	07	0	29	
		18.A1.A1.A	2391	25	131	37	
3	KOLIKERE	19	2	21	0	02	
		21	4	23	1	11	
		15A	320	39	5	00	
4	KANNADAGALLU	19A /1/ A	378	17	11	32	
		122.A1.A1.A1.A	2475	15	68	01	
5	SAHASRAHALLI	1.A1.A/1	3896	20	54	01	
		103.A	235	04	29	33	
6	KONDEMANE	3	270	18	14	01	
7	YELLAPUR	68.A1A1A1A1A1A1	543	22	6	15	
		58.A1.A	376	14	9	20	
8	SABGERI	26.A1.A1.A	210	11	30	25	
		4.A	34	11	6	25	
9	CHANDGULI	194.A1	230	20	2	02	
10	HITTALAKARGADDE	53.A1	329	12	3	16	
		76A	9	20	0	16	
		81	11	10	4	01	
		108.A	119	27	0	13	
11	KOU DIKERE	44	310	10	3	00	
		21	35	30	3	21	
12	NANDOLLI	108	215	29	8	23	
		96.A1	142	13	2	00	
		8	4	14	0	01	
		9	1	30	0	26	
		84.B1.B	4	03	14	38	
		108.B1	14	23	7	21	
13	BALEKANE	53.A	670	16	38	20	
		47	7	21	2	07	
		48	5	39	1	08	
		50	4	08	2	09	
14	JOGADAMANE	13	241	35	28	36	
15	KOMUDHI	25	665	36	38	04	
		36	6	13	2	23	
		37	11	26	5	27	
16	IDUGUNDI	31.A1	152	03	1	36	
17	ARABAIL	72	541	28	38	13	
		76	497	38	32	30	
		78	618	37	51	22	
		79	464	34	35	38	
		82.A	571	30	10	25	
		93	523	15	18	30	
		94.A		11	51	11	
18	TELENGERI	12		8	32	10	
		55			0	12	
		11.B.14			4	16	
		115			0	34	
		116			2	36	
		117		24	0	01	

S.No	Name of Village	Survey Nos.	Total Area		Area Reqd		Remarks
			Ac.	Gt.	Ac.	Gt.	
19	VAZRAHALLI	8.A1.A	787	37	13	25	
		75	4	33	2	06	
20	HONAGADDE	7	196	08	2	11	
		23.A	327	10	20	06	
21	AMBAGAON	24.A	385	06	22	32	
		25.A1	775	22	39	06	
		26	815	29	122	02	
		18	1	32	0	03	
22	GULLAPURA	1	542	15	27	11	
		2	243	20	6	03	
23	KODLAGADDE	19.A	297	03	41	18	
		29	25	01	1	07	
		30	15	36	2	33	
		31	31	05	3	39	
24	KALACHI	7	371	06	8	12	
25	MAVINAMANE	132	570	10	15	09	
		447	1128	17	38	10	
		562	533	10	71	15	
		TOTAL			1304	37	

528.31 Hectares


Deputy Conservator of Forests,
Yellapur Division, YELLAPUR.


S. BALAKRISHNA
Chief Engineer (Central),
Construction, S.W. Railway,
Bangalore Cantonment.

HUBLI-ANKOLA NEW BROAD GAUGE RAILWAY LINE COST BENEFIT ANALYSIS

Taluk: Hubli, Kalghatgi, Yellapur, Ankola

Dist: Dharwad and
Uttar Kannada

Length: 168.289 KM

A. Gross Receipts for 30 Years

1. Through Goods: 9116.39 Crores

2. Through Passenger: 551.04 Crores

Total 9667.43 Crores

B. Expenditure For 30 Years

1. Through Goods : 4676.45 Crores

2. Through Passenger: 786.69 Crores

Total 5463.14 Crores

C. Net Receipts for 30 years

1. Through Goods : 4439.94 Crores

2. Through Passenger : (-) 235.65 Crores

Total 4204.29 Crores

Proportionate earnings: $4204.29 \times 50/30 = 7007.15$ Crores
For 50 years

Add for beneficial consequences like

a. Trade and transport infrastructure	}	
b. Development of Region	}	400.00 Crores *
c. Employment opportunities	}	

* Tentative, actual benefits are likely to be much higher.

7407.15 Crores

COST OF THE PROJECT

Civil Engg :	810.54 Crores
Signal & Telecommunication:	14.32 Crores
Electrical	6.22 Crores
<hr/>	
Total	831.08 Crores
Cost of Rolling stocks	322.00 Crores
<hr/>	
Total	1153.08 Crores

Residual Value (Assuming the life of Asset as 100 Years)

	Cost	Residual Factor	Value
1.Land	54.40 Crores	100%	54.40 Crores
2.Formation	321.64 Crores	100%	321.64 Crores
3.Bridges	193.48 Crores	70%	135.44 Crores
4.P. Way	155.49 Crores	35%	54.42 Crores
5.Station Buildings	15.70 Crores	70%	10.99 Crores
6. Plant & equipments	1.17 Crores	100%	1.17 Crores
7. Rolling stock	322.00 Crores	35%	112.70 Crores
TOTAL			690.76 Crores

COST BENEFIT ANALYSIS

Total cost of the Project	1153.08 Crores
Deduct Residual Value	690.76 Crores
Net	462.32 Crores
Add maintenance charges of track 3%	13.87 Crores
Net	476.19 Crores

I. Loss of timber	
a. DFO/Dwr	= 1.41 Crores (as given by DFO/Dharwad)
b. DFO/Yellapur	= 7.31 Crores (as given by DFO/Yellapur)
c. DFO/Karwar	= 12.88 Crores (as given by DFO/Karwar)
TOTAL	21.60 Crores

II. Loss of Environment	
a.DFO/Dwr = $1.2674 * 55.619 * 0.60 =$	42.29 Crores } calculated as per norms prescribed in the annexure-VI.b of FC act 1980.
b.DFO/Yellapur = $1.2674 * 528.32 * 0.80 =$	535.67 Crores }
c.DFO/Karwar = $1.2674 * 381.03 * 0.80 =$	386.33 Crores }
TOTAL	964.29 Crores

Net	476.19 Crores
Add Value of loss of timber	21.60 Crores
Add Value of loss of Environmental	964.29 Crores
TOTAL	1462.08 Crores

B C Ratio= Net Earnings/ Cost of Project

$$\frac{7207.15}{1462.08} = 4.929$$

S. Balakrishna
S. BALAKRISHNA
 Chief Engineer (Central),
 Construction, S.W.Railway,
 Bangalore Cantonment.

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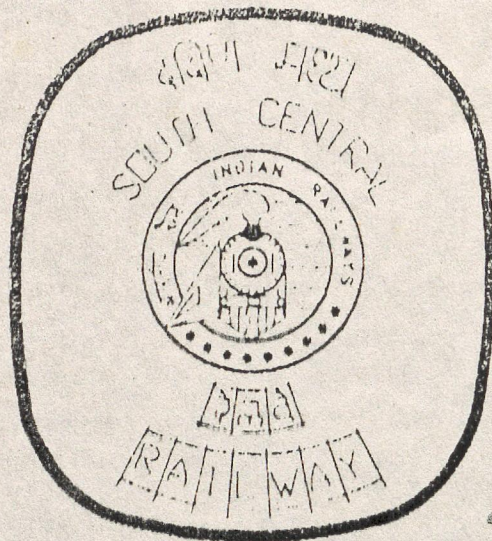
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 Chief Engineer (Central),
 Construction, S.W.Railway,
 Bangalore Cantonment.

Shivanand Kalye

SOUTH CENTRAL RAILWAY



~~PER~~
PER
F3

HUBLI — ANKOLA

NEW BROAD GAUGE LINE (164 Kms.)

Sri. I.I.M.S.RANA

Chief Administrative Officer,
(Constn.), Secunderabad

Sri. V.SRIHARI

Chief Engineer,
(Constn.), GC_IV, Secunderabad

Sri. K.V.SIVAPRASAD

Dy.Chief Engineer
(Constn.), GC_II, Hubli

HUBLI - ANKOLA

NEW BROAD GAUGE LINE (164 Kms)

BACK GROUND

India is one of the largest iron ore reserves in the world. Bellary - Hospet in Karnataka is the heart of iron ore in the country. Iron ore is an important export commodity, earning valuable foreign exchange for the country. Iron ore from this area is moved from two ports, viz., Madras and Goa (via- Hubli-Castlerock-Kulem). Hospet - Castlerock section has been converted into BG and conversion of Castlerock - Vasco-da-gama section from MG to BG has been completed and commissioned for goods traffic on 17-01-1997. Current level of traffic is almost 1 million tonnes per annum. However, potential traffic in the future is of the order of 15.97 million tonnes per annum, by the year 1999-2000. Industries and Ports in Goa area are gearing up for future traffic. Present route from Hubli to Vasco traverses through Ghat section between Castlerock and Kulem with steep gradient of 1 in 37 and has therefore a limited capacity of 6 million tonnes per annum for iron ore traffic. With the construction of Konkan Railway line, the proposed new BG line between Hubli and Ankola will become the most viable alternative route to move the extra iron ore traffic to Goa area, over and above that can be carried via the existing route via Castlerock - Kulem. This line also would connect Karwar coast via., Ankola and will be of great use when Karwar port is developed for meeting import / export traffic. Besides meeting the future requirement of freight traffic of the area, it will also help in improving / development of the backward region of North Kannada.

SOUTH CENTRAL RAILWAY

HUBLI - ANKOLA

NEW BROAD GAUGE LINE (164 Kms.)

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SL. NO.	DESCRIPTION	PAGE NOS.
1.	Organisation Chart	1
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3.	Details of Stations & Inter distances	3
4.	Salient Features	4 & 5
5.	Detailed description	6 & 7
6.	Planning and Execution	8

SOUTH CENTRAL RAILWAY

HUBLI - ANKOLA - NEW B.G LINE (164.00 Kms.)

SALIENT FEATURES

1	LENGTH OF TRACK	164.00 Kms
	a) Length of Curved Track	62.33 Kms
	b) Length of Straight Track	101.67 Kms
2	TOTAL COST OF THE PROJECT	Rs 483.15 crores
3	RATE PER KM.	Rs 2.95 crores
4	RATE OF RETURN (DCF Technique)	14.13%
5	LAND	1185.50 Hec.
	a) Dry land	235.00 Hec.
	b) Wet land	38.00 Hec.
	c) Forest land	900.00 Hec.
	d) Garden land	10.00 Hec.
	e) Built up land	2.50 Hec.
6	EARTH WORK	123,17,900 cum.
	a) Contractor's Own Earth	63,59,000 cum.
	b) Cutting quantity	59,58,900 cum.
	i. All soils	: 15,00,000 cum.
	ii. RNRB	: 26,18,900 cum.
	iii. RRB	: 18,40,000 cum.
7	TOTAL LENGTH OF CUTTING	81 Kms
8	TOTAL LENGTH OF EMBANKMENT	77 Kms.
9	MAXIMUM HEIGHT OF BANK	24.63 metres
10	MAXIMUM DEPTH OF CUTTING	25.51 metres
11	NUMBER OF TUNNELS	13 Nos.
12	TOTAL LENGTH OF TUNNELS	3.900 Kms.
	a) Fully lined tunnels	2.204 Kms.
	b) Partly lined tunnels	1.696 Kms.
13	MAXIMUM LENGTH OF TUNNEL	600 metres

SOUTH CENTRAL RAILWAY
HUBLI — ANKOLA
NEW BROAD GAUGE LINE (164 Kms.)
ORGANISATION CHART

HEAD QUARTERS

SRI. L. J. M. S. RANA
*Chief Administrative Officer,
(Construction), Secunderabad*

SRI. V. SRI HARI
*Chief Engineer,
(Constn.), GC-IV, Secunderabad*

FIELD UNIT

SRI. K. V. SIVAPRASAD
*Dy Chief Engineer,
(Constn.), GC-II, Hubli*

SRI. G. NAGESWARA RAO
*Divisional Engineer,
Construction-II, Hubli*

SRI. M. VENKANNA
*Asst. Engineer,
(Constn.), Yellojur*

SRI. Y. VENKATARAMANA
*Asst. Engineer,
(Constn.), Hubli*

SECTION ENGINEERS

SRI. H. T. PRAKASH

SRI. D. RANGARAJ

SRI. D. RAM MOHAN

SRI. D. VENKATA RAO

SRI. C. H. KRISHNA

SRI. D. SAILU

OFFICE STAFF AT HUBLI

SRI. H. GURUSWAMY
Office Supdt.

SRI. C. S. SAHADA
Draughtsman

SRI. S. BHATTACHARJEE
Div Accountant

SOUTH CENTRAL RAILWAY
HUBLI - ANKOLA
NEW BROAD GAUGE LINE (164 Kms.)

DETAILS OF STATIONS AND INTER DISTANCES

FUTURE STATIONS	PROPOSED STATIONS	
	HUBLI Jn. 00.00	
BUDAKOTI 11.50		20.90
GIRYAI 16.90		
	MISHRIKOTI 20.90	
RAMANAI 27.80		13.30
	KAI CHAI 34.20	
TAMBUR 44.50		19.65
	KIRVATI 53.85	
RAMANKOPPA 63.90		21.05
	YELLAPUR 74.90	
IDGUNDI 83.25		25.20
BIRGADDE 91.47		
	KANCHIMANI 100.10	
KODLAGADDE (EAST) 104.43		15.48
KODLAGADDE (WEST) 110.91		
	RAMANILILI 119.58	
VAJRALLI (EAST) 121.27		10.99
	VAJRALLI (WEST) 126.57	
	SUNKAL 134.08	7.51
HEBBUL 138.84		10.72
	HONALLI 144.80	
AGSUR 150.27		9.55
	NAVAGADDE 154.35	
	ANKOLA 164.00	9.65
	TOTAL:	164.00

14. TOTAL NUMBER OF BRIDGES		425 Nos.
a) Important bridges		1 No (via-duct of 30 to 35 mttrs deep)
b) Major bridges		74 Nos
c) Minor bridges		350 Nos.
15. ROAD CROSSINGS		63 Nos
a) Level crossing gates		55 Nos
i. 'B' class	4 Nos	
ii. 'C' class (Manned)	40 Nos	
iii. 'C' class (Un-Manned)	11 Nos.	
b) Road Over Bridges		8 Nos
16. RULING GRADIENT		
a) In Plain section		1 in 150 (C)
b) In Ghat section		1 in 100 (H/T/C)
17. TOTAL NUMBER OF CURVES		200 Nos.
18. MAXIMUM DEGREE OF CURVATURE		
a) In Plain section		2.75 degree
b) In Ghat section		6.00 degree
19. TOTAL NUMBER OF RESIDENTIAL QUARTERS		476 Nos.
a) Type - I		299 Nos.
b) Type - II		132 Nos.
c) Type - III		42 Nos.
d) Type - IV		3 Nos.
20. TOTAL NUMBER OF BLOCK STATIONS		10 Nos.
21. SIGNALING		Standard III MACLS
22. PROJECTED FREIGHT		11.72 MTPA
23. PROJECTED PROJECT COMPLETION PERIOD		8 Years.

DETAILED DESCRIPTION

1 The length of the project line from Hubli to Ankola is 164 Km. The Chainage has been reckoned from centre line of the Hubli station. In between Hubli-Yellapur a stretch of 75 Km consists of plain land. Yellapur to Sunksal 56 Km. is a Ghat section where the alignment crosses the western ghat over Sahayadri Hills and the balance 30 Km. i.e., Sunksal to Ankola is dotted with isolated hills. Ankola is an existing station on the Konkan Railway. A 'Y' Junction is proposed before Ankola station to facilitate movement in either direction.

2 LAND

Minimum land required for the construction is proposed to be acquired. No provision has been made for borrow pits. Extra land to the tune of 10 mtrs from toe of the bank on both sides is proposed. Extra land required for dumping cut spoils for deep cutting has been provided. Total land to be acquired is 1185.50 Hectares as follows :

Forest Land	900.00 Ha
Wet Land	38.00 Ha.
Dry Land	235.00 Ha.
Garden Land & Built up area	12.50 Ha.

3 FORMATION :

A formation width of 6.85 metres, for embankment with side slopes of 2 : 1 has been adopted as per Railway boards letter No. 86/W5/Misc/D/26 dt. 1-2-1991. Provision for Mechanical compaction as per extant instructions of Railway board has been made in the estimate. 550 mm thick blanketing has been provided for the embankment. The width of cutting for the proposed new line is kept as 9.25 metres at formation level with side slopes of 1 : 1 in ordinary soil. The total length of the bank is 77 Km, with a maximum height of the bank 24.63 Mts. The terrain is generally Red soil with a few stretches of (2 to 3 Kms) black cotton soil. For every 6 metres height of bank a berm of 2 mtr width on either side is proposed.

The total length of the track in cutting is 81 Km. The maximum depth of cutting will be 25.51 mts for some stretches. Long cuttings of more than 12 Mts depth have also been proposed as open cuttings to minimize the cost. These cuttings may give some maintenance problems in rainy season.

The total length of the track in tunnels amounts to 3900 mts. The maximum length of single tunnel is 600 metres. The requirement of laying of these tunnels would be ascertained only during the final location survey, when geological investigations are done.

4. BRIDGES :

There are 425 bridges out of which, 1 is important, 74 Major bridges and 350 are Minor bridges. All the bridges on the proposed new line will be to MBG standard of loading and provided with ballasted deck.

There is one important bridge at Km 123.64 over Vajralli halla. This is a viaduct 30 to 35 metres deep. The total lineal water way is 329 metres.

5 RULING GRADIENT :

A ruling gradient of 1 in 150 (C) is provided for plain section between Hubli and Yellapur (75 km) and 1 in 100 (C) is provided in the Ghat Section.

Grades in the yard at Kanchimane and Ranianguli have been retained as 1 in 400 to avoid regrading for long distances down the ghat. Apart from this, all station yards are in the grade of 1 in 1200.

CURVES

There are a total of 200 curves in the proposed lines. The maximum curvature is 2.75 degrees in plain territory and 6.0 degrees in Ghat section.

7. ROAD CROSSINGS

Provision has been made for 55 numbers Level Crossings in the estimate. The break up is as follows

'B' class	4 Nos
'C' class (manned)	40 Nos
'C' class (unmanned)	11 Nos

Gate man quarters have been included for manned crossings.

8. Road Over Bridges

There are 8 numbers of ROB's in the section across National Highway and State Highway. 7 are cuttings and 1 will have approaches.

9. Foot Over Bridges

One FOB has been provided at Yellapur station.

10. PERMANENT WAY

In the Ghat section for main line 56 Kms of P.Way has been provided with 60 kg rails with PSC sleepers to M+7 density. For remaining portion 52 kg rails with PSC sleepers, 250 mm cushion has been provided. 2nd hand 52 kg rails for all the loop lines with PSC sleepers to M+4 density and 200 mm cushion with LWR has been provided. Track centres in the yard are proposed at 5.03 metres as per boards letter No.91/W-2/NL/SC/22 dt.29-10-96. Provision has been made in the estimate for gang tools and equipments as in the conventional maintenance system.

11. PROTECTIVE WORKS

Provision has been made in the estimate for protective works such as side drains, catch water drains, trolley refuges, pitching of embankment on the approaches of Major bridges and high embankment. Details are as follows:

Catch Water Drains	=	80 Kms.
Side Drains	=	80 Kms.
Retaining walls	=	29 Kms

12. RESIDENTIAL QUARTERS

476 Staff Quarters have been provided in the section as follows:

Type I	=	299 Nos.
Type II	=	132 Nos.
Type III	=	42 Nos.
Type IV	=	3 Nos.

TOTAL = 476 Nos.

SOUTH CENTRAL RAILWAY
HUBLI - ANKOLA :: NEW BROAD GAUGE LINE (164 Kms.)

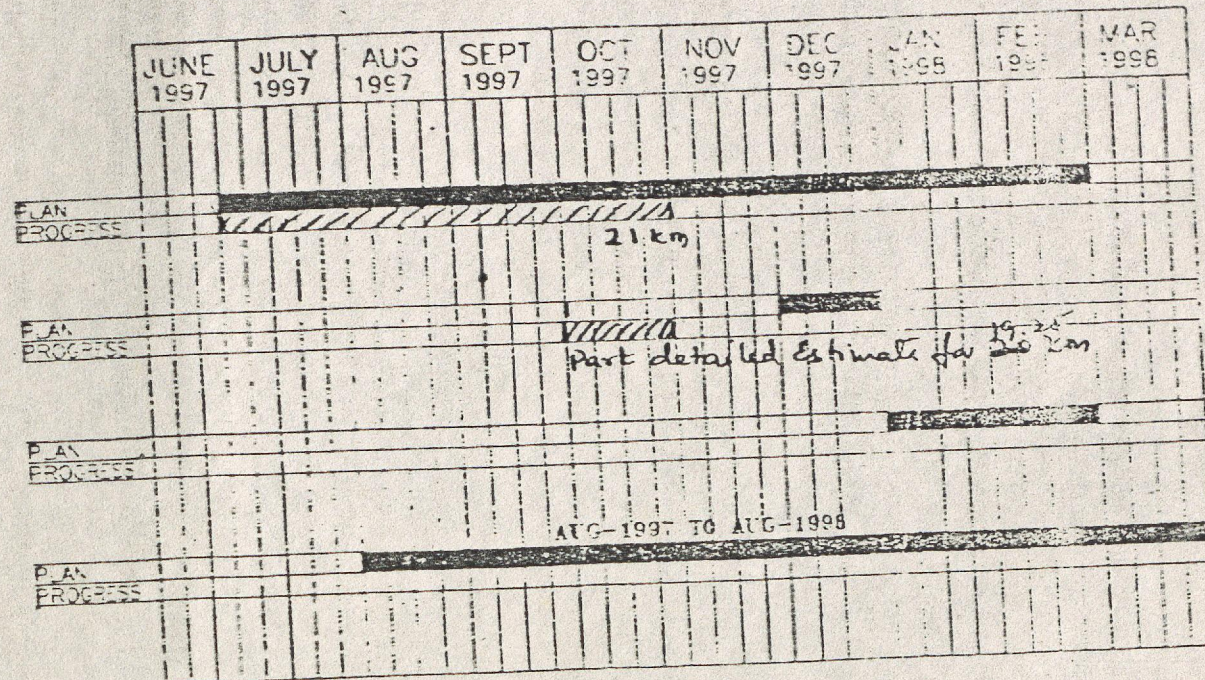
PLANNING AND EXECUTION

1. FINAL LOCATION SURVEY

2. SUBMISSION OF DETAILED ESTIMATE

3. PREPERATION AND FINALISATION OF TENDERS FOR VARIOUS WORKS

4. ACQUITION OF LAND



ಕರ್ನಾಟಕದ ಪ್ರಮುಖವಾದ ವಾಣಿಜ್ಯೋದ್ಯಮ ಸಂಸ್ಥೆಗಳಲ್ಲಿ ನಾನಾಂಶಿತವಾದ ಕರ್ನಾಟಕ ವಾಣಿಜ್ಯೋದ್ಯಮ ಸಂಸ್ಥೆಯು ಈ ಭಾಗದ ಸರ್ವತೋಮುಖ ಅಭಿವೃದ್ಧಿಗೆ, ವಿಶೇಷವಾಗಿ ವಾಣಿಜ್ಯೋದ್ಯಮ ಅಭಿವೃದ್ಧಿಗೆ ತನ್ನ ಮಹತ್ವಪೂರ್ಣ ನೀವೆಯನ್ನು ಸಲ್ಲಿಸುತ್ತ ಬಂದಿದೆ. 1-8-1928ರಲ್ಲಿ ಬಾಗಲಕೋಟೆಯಲ್ಲಿ ದಿ.ಶ್ರೀ ಮುನಿಗಿಯ್ಯಾಚಾರ್ ಜಂಗಿನ್, ದಿ.ಶ್ರೀ ಮಂಗಳವೇಣಿ ಶ್ರೀನಿವಾಸರಾಯರು, ದಿ.ಶ್ರೀ ಅನುರಂಜನರವರ ಮೊದಲಾದವರ ಪ್ರಯತ್ನದಿಂದ ಸ್ಥಾಪಿತಗೊಂಡ ಈ ಸಂಸ್ಥೆಯು 1946ರಲ್ಲಿ ಕರ್ನಾಟಕದ ಪ್ರಮುಖ ವಾಣಿಜ್ಯೋದ್ಯಮ ಕೇಂದ್ರವಾದ ಹುಬ್ಬಳ್ಳಿಗೆ ಸ್ಥಳಾಂತರಗೊಂಡಿತು. ನಿರಂತರವಾಗಿ ಅಭಿವೃದ್ಧಿ ಹೊಂದುತ್ತಿರುವ ಈ ಸಂಸ್ಥೆಯು ಈಗ 2500 ರಷ್ಟು ಸದಸ್ಯರನ್ನು ಹೊಂದಿದ್ದು, ವಿವಿಧ ರಾಜ್ಯ ಹಾಗೂ ಕೇಂದ್ರ ಮಟ್ಟದ ಸಲಹಾ ಸಮಿತಿಗಳಲ್ಲಿ ಪ್ರತಿನಿಧ್ಯ ಪಡೆದಿದೆ. ತನ್ನ ಸದಸ್ಯರ ಹಿತರಕ್ಷಣೆ ಜೊತೆಗೆ ರಾಜ್ಯದ ಸರ್ವತೋಮುಖ ದೇವಣಿಗೆಗೆ ಮಹತ್ವದ ಯೋಜನಾ ನಿರೂಪಿಸಿದೆ. ಸಾರ್ವಜನಿಕರು ಹಾಗೂ ಸರ್ಕಾರದ ಮಧ್ಯೆ, ವಾಣಿಜ್ಯೋದ್ಯಮಿಗಳು ಹಾಗೂ ಸರ್ಕಾರದ ಮಧ್ಯೆ ಸಂಪರ್ಕ ನೆಲೆತರುವಂತಹ ಕಾರ್ಯ ಮಾಡುತ್ತಿದೆ. ಕರ್ನಾಟಕ 'ಎಕೋನಾಮಿಕ್ಸ್' ಹೋರಾಡಿದ ಸಂಸ್ಥೆಯು ಉತ್ತರ ಕರ್ನಾಟಕವು ಈಗ ನಿರ್ಲಕ್ಷಿತವಾಗಿ ಅಭಿವೃದ್ಧಿ ದೃಷ್ಟಿಯಿಂದ ಹಿಂದುಳಿದಿರುವುದನ್ನು ಕಂಡು ತೀವ್ರ ಅನುಮಾನಗೊಂಡಿದೆ.

ಹುಬ್ಬಳ್ಳಿ-ಅಂಕೋಲಾ ಬ್ರಾಡ್‌ಗೆಜ್ ರೇಲ್ವೆ ನಿರ್ಮಾಣ

ಕರ್ನಾಟಕದ ಸರ್ವತೋಮುಖ ಅಭಿವೃದ್ಧಿಗೆ ಹುಬ್ಬಳ್ಳಿ-ಅಂಕೋಲಾ ಬ್ರಾಡ್‌ಗೆಜ್ ರೇಲ್ವೆ ಮಾರ್ಗ ನಿರ್ಮಾಣ ಅತ್ಯವಶ್ಯವಾಗಿದೆ. ಹೊಸಪೇಟೆ-ಬಳ್ಳಾರಿ ವಲಯದಲ್ಲಿ ದೊರೆಯುವ ಶ್ರೇಷ್ಠ ರರ್ಷಿಯು 64000 73 ಎಫ್.ಇ. ಅಂಶಗಳನ್ನು ಸುಮಾರು 10 ಮಿಲಿಯನ್ ಟನ್ ಕಬ್ಬಿಣದ ಅದಿರು ಹೊಸಪೇಟೆ-ಬಳ್ಳಾರಿಯಿಂದ ಮದ್ರಾಸು ಬಂದರದ ಮೂಲಕ ರಫ್ತು ಆಗುತ್ತದೆ. ಇದಲ್ಲದೇ ಹೊಸಪೇಟೆ-ಬಳ್ಳಾರಿ ವಲಯದಲ್ಲಿ ಮುಕ್ಕುಂಡ ಅಯರ್ನ (3 ಎಂ.ಟಿ.) ಕನಿಷ್ಠ (1000 1.5 ಎಂ.ಟಿ.) ಚಂಡಾಲ (15 ಎಂ.ಟಿ.) ಕಲ್ಲಾಣಿ (1 ಎಂ.ಟಿ.) ಬಳ್ಳಾರಿ ಸ್ಲೇಟ್ (1 ಎಂ.ಟಿ.) ಮೂಲಕ ನಾಲ್ಕು ಉಕ್ಕು ಉತ್ಪಾದನಾ ಘಟಕಗಳು ಈಗಾಗಲೇ ಪೂರ್ಣ ಪೂರ್ವಕೆಯಿಂದ ಕಾರ್ಯ ಮಾಡುತ್ತಿವೆ.

ಸಿದ್ಧ ಉತ್ಪಾದನೆಗಳು ಹಾಗೂ ಕಬ್ಬಿಣ ಅದಿರಿನ ಸಾಗಾಟಕ್ಕೆ ಈ ರೇಲ್ವೆ ಮಾರ್ಗ ಅತ್ಯವಶ್ಯವಾಗಿದೆ. ಈ ರೇಲ್ವೆ ಮಾರ್ಗದ ಮೂಲಕ ಅದಿರಿನ ಸಾಗಾಟದಿಂದ ಅತ್ಯಂತ ಕಡಿಮೆ ವೆಚ್ಚ ಬರುತ್ತದೆಂಬುದನ್ನು ಈ ಕೆಳಗಿನ ಅಂಕಿ-ಅಂಶಗಳಿಂದ ತಿಳಿದುಕೊಳ್ಳಬಹುದು.

ಮಾರ್ಗ	ಕಿ.ಮೀ	ಪ್ರತಿ ಟನ್ ಸಾಗಾಟ ವೆಚ್ಚ ರೂ.
1. ಹೊಸಪೇಟೆ-ದಿನೇಶ್	570	324-00
2. ಹೊಸಪೇಟೆ-ಸರ್ವೋತ್ಕರ್ಷ (ಗೋಲವಾ)	330	191-00
3. ಹೊಸಪೇಟೆ-ಕಾರವಾರ	308	180-00
4. ಹೊಸಪೇಟೆ-ಅಂಕೋಲಾ	268	162-00

~~191 00.00
 1 62 00.00

 129 00.00~~

ಹುಬ್ಬಳ್ಳಿ-ಅಂಕೋಲಾ ಬ್ರಾಡಗೇಜ್ ರೇಲ್ವೆ ಮಾರ್ಗ ನಿರ್ಮಾಣಕ್ಕೆ ಕಳೆದ 1 ಶತಮಾನದಿಂದ ಸಾಕಷ್ಟು ಪ್ರಯತ್ನಗಳು ಬಯ್ಯುವಂತೆ ಸಹ ಸರ್ಕಾರವು ಸುತ್ತರ ಕರ್ನಾಟಕದ ಅಭಿವೃದ್ಧಿಗೆ ಅನುಚಿತವಾದ ಈ ಮಾರ್ಗವನ್ನು ನಿರ್ವಹಿಸುತ್ತಾ ಬಂದಿದೆ. 1862ರಲ್ಲಿ ಜಾರ್ಜ್ ಲಾಕ್ವೆ ಎಂಬ ಬ್ರಿಟಿಷ್ ನೌಕಾ ಇಂಜಿನಿಯರ್ ಈ ರೇಲ್ವೆ ಮಾರ್ಗದ ನಿರ್ಮಾಣಕ್ಕೆ 160ಕಿ.ಮೀ. ಮಾರ್ಗ ಸೂಚನೆ ಅಂದಾಜು 2ಕೋಟಿ ರೂ. ವೆಚ್ಚ ಬರಬಹುದೆಂಬ ಸಲಹೆಯನ್ನು ನೀಡಿದಾಗ ಅಂದಿನ ಇದುವರೆಗೆ 4-5ಬಾರಿ ಸರ್ವೆ ಕಾರ್ಯಗಳು ನಡೆದರೂ ನಿರ್ಮಾಣ ಆಗಿಲ್ಲ. ಕಳೆದ ವರ್ಷದ ರೇಲ್ವೆ ಮುಂಗಡಪತ್ರದಲ್ಲಿ ಸಾಂಕೇತಿಕವಾಗಿ 1ಕೋಟಿ ರೂ. ವೆಚ್ಚ ನಿಗದಿ ಮಾಡಲ್ಪಟ್ಟಿದೆ. ಕೇಂದ್ರ ಸರ್ಕಾರವು ಈ ಬಗ್ಗೆ ಮುಕ್ತವರ್ಷ ವಹಿಸದೇಕಲ್ಲದೇ ರಾಜ್ಯ ಸರ್ಕಾರವು ಈ ನಿರ್ಮಾಣ ಕಾರ್ಯಕ್ಕೆ ಅಗ್ರಹಣಿಸದೇಕಾಗಿ.

ಕಾರವಾರ ಬಂದರು

ಪಶ್ಚಿಮ ತೀರದೊಂದಿಗೆ 287 ಕಿ.ಮೀ. ಸಮುದ್ರ ಗಡಿಯನ್ನು ಹೊಂದಿರುವ ಕರ್ನಾಟಕ ರಾಜ್ಯದ ಜಗತ್ತಿನಲ್ಲಿ ಅತ್ಯಂತ ಶ್ರೀಷ್ಠವಾದ ಸ್ವಾಭಾವಿಕ ಹಾಗೂ ಸಿದ್ಧಿ ಬಂದರುಗಳ ಸಂತರ ಅಭಿವೃದ್ಧಿಯ ಕಾರವಾರ ಬಂದರವನ್ನು ಹೊಂದಿದೆ. ಬಂದರುಗಳ ರಾಜಧಾನಿಯೆಂದು ಕರೆಯಲ್ಪಡುವ ಕಾರವಾರ ಬಂದರು ನಿರ್ಮಾಣ ಕಾರ್ಯವು 1962ರಲ್ಲಿ ಆರಂಭವಾಯಿತು. ಈ ಬಂದರು ನಿರ್ಮಾಣ ಕಾರ್ಯವು 1974ರಲ್ಲಿ ಪೂರ್ಣಗೊಂಡಿತು. ಅಂದಿನಿಂದ ಈ ಬಂದರು ನಿರ್ಮಾಣ ಕಾರ್ಯವು ಅಂತರರಾಷ್ಟ್ರೀಯ ಮಟ್ಟದ ಮಹತ್ವವನ್ನು ಪಡೆದುಕೊಂಡಿದೆ.

1977 ರಲ್ಲಿ 100 ಕಿ.ಮೀ. ಹೊಸದಾಗಿ ಹೊಂದಿರುವ ಕಾರವಾರ ಬಂದರು ಕರ್ನಾಟಕದ 11 ಜಿಲ್ಲೆಗಳ ಅಂತ್ಯವರದೇಕದ 3 ಜಿಲ್ಲೆಗಳಿಗೆ ಮೋಜಕವಾಗಬಹುದಾದ ಉತ್ಪಾದಿತ ಸರಕುಗಳ ರಫ್ತು, ಕವಿಷ್ಠದ ಅದಿರು ಭಾಗವಾಗಿ ಹಾಗೂ ಹೊರ ದೇಶಗಳಿಂದ ಆಮದಿಗೆ ಅನುಕೂಲವಿರುವ ಈ ಬಂದರವನ್ನು ರಾಜ್ಯ ಸರ್ಕಾರವು ನಿರಂತರವಾಗಿ ಕಡೆಗಡಿಸುತ್ತಾ ಬಂದಿದೆ. 1962ರಲ್ಲಿ ಜವಾನಿ ದುಕ್ಕುಬಿ ಕಂಪನಿಯವರು ಈ ಬಂದರವನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಲು ಸಲ್ಲಿಸಿದ ಅತ್ಯಂತ ಮುಖ್ಯವಾದ ಅನುಮೋದನೆ ಮತ್ತು ಅನುಮೋದನೆಗಳನ್ನು ಕೇಂದ್ರ ಸರ್ಕಾರವು "ಅರ್ಜಿ ರೇಲ್ವೆ ಸಂಪರ್ಕ ಇಲ್ಲ" ಎಂಬ ಸಬಾಬು ನೀಡಿ ತಿರಸ್ಕರಿಸಿತು. ಅಂದಿನಿಂದ ಅಂದಿನವರೆಗೆ ಈ ಬಂದರಿನ ಕ್ರಮಬದ್ಧ ಅಭಿವೃದ್ಧಿ ಇಲ್ಲದೇ ಈ ಭಾಗದ ಸರ್ವತೋಮುಖ ಅಭಿವೃದ್ಧಿ ನಿರ್ಲಕ್ಷಿತವಾಗಿದೆ.

ಹುಬ್ಬಳ್ಳಿ ವಿಮಾನ ನಿಲ್ದಾಣ

ಮೊದಲನೇ ಪಂಚವರ್ಷಿಕ ಯೋಜನೆಯಲ್ಲಿ ಅಭಿವೃದ್ಧಿಗೆ ಆರಿಸಲ್ಪಟ್ಟ ಮೂರು ವಿಮಾನ ನಿಲ್ದಾಣಗಳಲ್ಲಿ ಹುಬ್ಬಳ್ಳಿ ನಿಲ್ದಾಣವು ಇದುವರೆಗೆ ಅಭಿವೃದ್ಧಿ ಕಂಡದೇ ಅಂಥ: ಕಾರಣವು ಮುಳುಗಿದೆ. ಸಂದೇಹವು ವಿಮಾನ ನಿಲ್ದಾಣಗಳಲ್ಲಿ ಒಂದಾದ ಕಲ್ಪನೆಯೇ ಅಂತರಾಷ್ಟ್ರೀಯ ವಿಮಾನ ನಿಲ್ದಾಣ ಹೊಂದಿದೆ.

1974ರಲ್ಲಿ ಹುಬ್ಬಳ್ಳಿ ಮಹಾನಗರ ಸಭೆಯು 400 ಎಕರೆ ಅತ್ಯುತ್ತಮ ನಿವೇಶನವನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಿ ವಿಮಾನ ನಿಲ್ದಾಣ ನಿರ್ಮಾಣಕ್ಕೆಂದೇ ರಾಜ್ಯ ಸರ್ಕಾರಕ್ಕೆ ಒಪ್ಪಿಸಿತು. ಡಿ.ಜಿ.ಸಿ.ಎ.ದವರು ತಂತ್ರ ಮಾಡಿ ನಿರೂಪಿಸುತ್ತಿರುವ ವಿಮಾನ ನಿಲ್ದಾಣದ ನಿರ್ಮಾಣಕ್ಕೆ ಯೋಜನೆ ಸಲ್ಲಿಸಿತು. ಡಿ.ಜಿ.ಸಿ.ಎ.ಯು ಸಲಹೆಯಂತೆ 1790ಒಂಟಿ x 30ಒಂಟಿ x ಎಲ್ಸಿಎನ್25 ಮಾದರಿಯ ವಿಮಾನ ನಿಲ್ದಾಣ ಹಂತ ಹಂತವಾಗಿ ನಿರ್ಮಾಣವಾಯಿತು. ಡಿ.ಜಿ.ಸಿ.ಎ.ದವರು ಈ ಸಲಹೆ ನೀಡುವಾಗ ಆಗದೇ ಸಣ್ಣ ವಿಮಾನಗಳ ಬಳಕೆಯನ್ನು ಸರ್ಕಾರಿ ವಾಹಕಗಳು ಕೈಬಿಟ್ಟಿದ್ದವು. ವಿಮಾನ ನಿಲ್ದಾಣ, "ಎರಬ್ಬೆ" ಯುಗ ದೇಶವನ್ನು ಆರಂಭವಾಗಿತ್ತು. ಹುಬ್ಬಳ್ಳಿ ವಿಮಾನ ನಿಲ್ದಾಣದಲ್ಲಿ ಇಂತಹ ವಿಮಾನಗಳು ಬಂದು ಇಳಿಯುವುದಕ್ಕೆ ಅವಕಾಶ ಇರಲಿಲ್ಲ. ವಿಮಾನ ವಿಮಾನಗಳು ಬಂದು ಹೋಗುವುದು ವಿಮಾನ ನಿಲ್ದಾಣದ ಅಭಿವೃದ್ಧಿ ಅಗತ್ಯವಾಗಿತ್ತು. ಈ ಎರಡೂ ತಾಕಲಾಖಗಳ ಮಧ್ಯೆ ಹುಬ್ಬಳ್ಳಿ ವಿಮಾನ ನಿಲ್ದಾಣವು ಅಭಿವೃದ್ಧಿಯಾಗದೇ ವಿಮಾನ ಸಾರಿಗೆಯನ್ನು ಕಾಣದೇ ಹಾಗೆಯೇ ಉಳಿದೆ.

ಹುಬ್ಬಳ್ಳಿಯವರೇ ಆದ ಶ್ರೀ ಅನಂತಕುಮಾರರು ನಾಗರಿಕ ವಿಮಾನಯಾನ ಶಾಖೆ ನಜವರಾದ ನಂತರ ಎರಡು ಸಲ ಈ ವಿಮಾನ ನಿಲಾಂಶಕ್ಕೆ ಸಂದರ್ಶನ ನೀಡಿದಾರೆ, ಹಾಗೂ ವಿಮಾನ ನಿಲಾಂಶವನ್ನು ಸರ್ವತುಲನ ಬಳಕೆಗೆ ಯೋಗ್ಯವಾಗಿ ಅಭಿವೃದ್ಧಿಪಡಿಸುವ ಭರವಸೆಯನ್ನು ನೀಡಿದಾರೆ. ಹುಬ್ಬಳ್ಳಿ ವಿಮಾನ ನಿಲಾಂಶವನ್ನು 3000ಮೀX60ಮೀXಎಲೆವನ್45 ಈ ನಮೂದನೆಯಂತೆ ಅಭಿವೃದ್ಧಿ ಪಡಿಸುವುದು ಅವಶ್ಯ ವಾಗಿದೆ. ಇದರೊಂದಿಗೆ ಸುಸಜ್ಜಿತವಾದ ಟಾವರ್ ಹಾಗೂ ಇತರ ಸೌಭ್ಯಗಳನ್ನೂ ಅಭಿವೃದ್ಧಿಪಡಿಸಬೇಕಾಗಿದೆ. ನಿಯಮಿತವಾದ ವಿಮಾನ ಸಾರಿಗೆ ಇಲ್ಲದೇ ಈ ಭಾಗದ ಸರ್ವತೋಮುಖ ಅಭಿವೃದ್ಧಿ, ವಿಶೇಷವಾಗಿ ಉದ್ದಿಮೆ ಅಭಿವೃದ್ಧಿ ಸಾಧ್ಯವಿಲ್ಲದಂತಾಗಿದೆ. ಆದರಿಂದ ರಾಜ್ಯ ಸರ್ಕಾರವು ಕೇಂದ್ರದ ಮೇಲೆ ಪ್ರಭಾವ ಬೀರಿ ವಿಮಾನ ನಿಲಾಂಶದ ಅಭಿವೃದ್ಧಿ ಹಾಗೂ ನಿಯಮಿತ ವಿಮಾನ ಸಾರಿಗೆಗೆ ಒತ್ತಾಯಿಸುವುದು ಅಗತ್ಯವಾಗಿದೆ.

ನೈರುತ್ಯ ರೇಲ್ವೆ ವಲಯ: ಕೇಂದ್ರ, ಕಛೇರಿ

ಸರೀಸೆ ಸಮಿತಿಯ ಸಲಹೆಯ ಮೇರೆಗೆ ದಿಶದಲ್ಲ 6 ಕೋಸ ರೇಲ್ವೆ ವಲಯಗಳನ್ನು ನಿರ್ಮಾಣ ಮಾಡುವುದಕ್ಕೆ ಸರ್ಕಾರವು ಪ್ರಸ್ತಾಪಿಸಿದಾಗ ಅಧಿಕಾರದಲ್ಲಿದ್ದ ಪ್ರಮುಖರು ಹುಬ್ಬಳ್ಳಿಯಲ್ಲೇ ನೈರುತ್ಯ ರೇಲ್ವೆ ವಲಯ ಕೇಂದ್ರ ಕಛೇರಿ ಅಗಬೇಕೆಂದು ಅಧಿಕಾರಕ್ಕೆ ಬರುವ ಮೊದಲು ಹೋರಾಟ ಮಾಡಿದರು. ಅಧಿಕಾರಕ್ಕೆ ಬಂದ ಮೇಲೆ ಈ ಕೇಂದ್ರ ಕಛೇರಿಯನ್ನು ಬೆಂಗಳೂರಿಗೆ ವರ್ಗಾಯಿಸಿದರು. ಇದು ಉತ್ತರ ಕರ್ನಾಟಕ ಅಭಿವೃದ್ಧಿಗೆ ಬದಲಾಯಿತು. ಹುಬ್ಬಳ್ಳಿಯಲ್ಲೇ ರೇಲ್ವೆಗೆ ನೇರದ ಸಾಕಷ್ಟು ನಿವೇಶನ, ಅನುಕೂಲತೆಗಳು ಹಾಗೂ ಅವಲಂಭಣೆಯ ಮೂಲಕ ಶಕ್ತಿ ಇರುವಾಗ ಕೇಂದ್ರ ಕಛೇರಿಯನ್ನು ಹುಬ್ಬಳ್ಳಿಗೆ ಸ್ಥಳಾಂತರಿಸುವ ಬಗ್ಗೆ ಈಗಿನ ಪ್ರಧಾನ ಮಂತ್ರಿಯವರು ಒಂದು ತರಹ ಅಭಿಪ್ರಾಯಪಟ್ಟರೆ, ರೇಲ್ವೆ ಶಾಖೆಯ ರಾಜ್ಯ ಮಂತ್ರಿಯವರು ಇದಕ್ಕೆ ವ್ಯತಿರಿಕ್ತವಾದ ಅಭಿಪ್ರಾಯ ವ್ಯಕ್ತಪಡಿಸುತ್ತಿದ್ದಾರೆ. ಈ ದೃಷ್ಟಿಯಲ್ಲಿ ಅರ್ಹತೆ ಅತ್ಯಗತ್ಯ ಇರುವ ಹುಬ್ಬಳ್ಳಿ ಹಾಗೂ ಉತ್ತರ ಕರ್ನಾಟಕ ನಿರ್ವಹಿತವಾಗಿದೆ. ಜೊತೆಗೆ ಹುಬ್ಬಳ್ಳಿ ವಿಭಾಗವನ್ನು ಹೋಸೆ ದಿಶದ ನೈರುತ್ಯ ರೇಲ್ವೆ ವಲಯಕ್ಕೆ ನೇರವಾಗಿ ಮಾಡುವ ಅವಶ್ಯಕತೆ ಬಗ್ಗೆ ಇನ್ನು ಅಂತಿಮ ನಿರ್ಧಾರವಾಗಿಲ್ಲ. ಸಂಸ್ಥೆಯು ಈ ಬಗ್ಗೆ ಸಾಕಷ್ಟು ಹೋರಾಟ ಮಾಡಿದೆ. ಆದರೆ ಇತಿರಾಜ್ಯದಿಂದ ಈ ಬಗ್ಗೆ ಒತ್ತಾಯ ಅಗಬೇಕಾಗಿದೆ.

ವಿಜಾಪುರ-ಗದಗ ಪ್ರಾಂಶುಗಳ ಪರಿವರ್ತನೆ

ದೀಶಾದ್ಯಂತ ಯುನಿಗೇಟ್ ರೇಲ್ವೆ ಪರಿವರ್ತನೆ ಆದ ನಂತರ ವಿಜಾಪುರ-ಗದಗ ಮಧ್ಯದ ಸುಮಾರು 200 ಕಿ.ಮೀ ಮೀಟರ್ ಗೇಜ್‌ನಲ್ಲಿ ಉಳಿಸಲಾಗಿದೆ. ಮೂರು ಜಿಲ್ಲೆಗಳಾದ ಸಂಪರ್ಕ ಸಾಧಿಸುವ ಈ ರೇಲ್ವೆ ಮಾರ್ಗವು ಈ ಪ್ರದೇಶದ ಅಭಿವೃದ್ಧಿಗೆ ಅವಶ್ಯವಾಗಿದೆ. ವಿಜಾಪುರ-ಬಾಗಲಕೋಟೆ ಜಿಲ್ಲೆಗಳು ಕೃಷಿ ಉತ್ಪಾದನೆ, ತೋಟಗಾರಿಕೆ ದಿಶೆಗಳ ಉತ್ಪಾದನೆಗಳಲ್ಲಿ ಅತ್ಯಂತ ಪುಗತಿ ಸಾಧಿಸಿದಂಥ ಉದ್ಯಮಗಳ ವಿವರವಾಗಿ ಅಗುತ್ತದೆ. ಈ ವಾಣಿಜ್ಯೋದ್ಯಮಿಗಳು ಹಾಗೂ ಜನ ಸಾಮಾನ್ಯರು ದೀಶದ ಉತ್ತರಕ್ಕೆ ಹಾಗೂ ದಕ್ಷಿಣಕ್ಕೆ ನಿರಂತರವಾಗಿ ಪ್ರವಾಸ ಮಾಡಬೇಕಾಗುತ್ತದೆ. ಈ ಅನುಕೂಲತೆ ಇಲ್ಲದಿರುವುದರಿಂದ ಈ ಭಾಗಗಳು ಹಿಂದುಳಿಯುವಂತಾಗಿದೆ.

ಇದಲ್ಲದೇ ವಿಜಾಪುರ-ಬಾಗಲಕೋಟೆ-ಗದಗ ಜಿಲ್ಲೆಗಳು ಐತಿಹಾಸಿಕ ಪ್ರೇಕ್ಷಣೀಯ ಸ್ಥಳಗಳಿಂದ ಶೋಭಿಸಿ ವಾಗಿವೆ. ಕಾಲುಕಟ್ಟರು, ಅದಿಲಶಾಹಿಗಳು ಅಡಳಿತ ನಡೆಸಿದ ಈ ಭಾಗದಲ್ಲಿ ಅನೇಕ ಐತಿಹಾಸಿಕ ಸ್ಮಾರಕಗಳನ್ನು ಬಹು ಹೋಲಿದಾರೆ. ಅವುಗಳ ದರ್ಶನಕ್ಕೆ ನಿರಂತರವಾಗಿ ದೀಶ ಹಾಗೂ ದಿಶದ ಪ್ರವಾಸಿಕರು ಬರುತ್ತಿರುತ್ತಾರೆ. ಪ್ರವಾಸೋದ್ಯಮ ಅಭಿವೃದ್ಧಿಗೆ ಈ ರೇಲ್ವೆ ಮಾರ್ಗದ ಪರಿವರ್ತನೆ ಬಗ್ಗೆ ರೇಲ್ವೆ ಇಲಾಖೆ ಕ್ರಮವಹಿಸುವುದು ಅಗತ್ಯವಾಗಿದೆ.

ಸಾಫ್ಟ್‌ವೇರ್ ಬಿಕ್ಕಾಲುಜಿ ಪಾಠ್ಯ

ಸಂಸ್ಥೆಯು ಪುಸ್ತಕದಿಂದ ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡ ಮಹಾನಗರ ಸಭೆಯವರು ನಿರ್ಮಿಸಿದ ನೂತನ ಕಟ್ಟಡವನ್ನು ಸಾಫ್ಟ್‌ವೇರ್ ಬಿಕ್ಕಾಲುಜಿ ಪಾಠ್ಯ ಸಾಧನಗಳಿಗೆ ಹಿಂತಿರುಗಿಸಿ ಸಂಸ್ಥೆಯು ಹಸ್ತಾಂತರಿಸಿಕೊಳ್ಳುವುದರಿಂದ ಇದರಲ್ಲಿ ಇನ್ನಿತರಾದ ಬಿಕ್ಕಾಲುಜಿ ಇಲಾಖೆಯು ಸಾಫ್ಟ್‌ವೇರ್ ಉದ್ಯಮಗಳ ಅಭಿವೃದ್ಧಿಗೆ ಅನುಕೂಲ ಮಾಡಿ ಕೊಡುವ ಭರವಸೆ ನೀಡಿದೆ. ಹೀಗೆ ಉದ್ಯಮದಾರರಿಗೆ ದೀಕಾಗುವ ನಾಲಭ್ಯವನ್ನು ವಿಸ್ತರಿಸಿ ಸರಕಾರವು ಸಾಫ್ಟ್‌ವೇರ್ ಬಿಕ್ಕಾಲುಜಿ ಪಾಠ್ಯ ತ್ವರಿತವಾಗಿ ಅಭಿವೃದ್ಧಿ ಹೊಂದುವಂತೆ ಕ್ರಮವಹಿಸಬೇಕಾಗಿದೆ.

ಸಂಸದರು, ಶಾಸಕರು, ಸಂಘ-ಸಂಸ್ಥೆಗಳ ಪ್ರತಿನಿಧಿಗಳು ಒಂದಾಗಿರುವ ಈ ಸಂದರ್ಭದಲ್ಲಿ ಉತ್ತರ ಕರ್ನಾಟಕ ಅಭಿವೃದ್ಧಿಗಾಗಿ ಜಿಂಕಿಸಬೇಕಾಗಿದೆ. ನಮ್ಮ ಸಂಸ್ಥೆಯು ಉತ್ತರ ಅರ್ಜಿಯ ಸಾಂಗತಿಗೆ ಅಭಿವೃದ್ಧಿ ಸಂಘವು ಈ ನಿಟ್ಟಿನಲ್ಲಿ ಪ್ರಯತ್ನಿಸುವ ಪುಸ್ತಕ ಅಭಿವೃದ್ಧಿಯಾಗಿದೆ. ನಮ್ಮ ಸಂಸ್ಥೆಯು ಸಂಪೂರ್ಣ ಸಹಕಾರ ದೊಡ್ಡವನ್ನು ನೀಡುವ ಭರವಸೆ ನೀಡುತ್ತೇವೆ.

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ಸಿ.ಬಿ.ಪಾಟೀಲ
ಅಧ್ಯಕ್ಷರು

ಹುಬ್ಬಳ್ಳಿ
ದಿ. 10-2-99.