

IMPERATIVES AND IMPEDIMENTS OF DEVELOPING RAILWAY LINK BETWEEN DAVANGERE – TUMKUR VIA CHITRADURGA

Mr. Siddesh M.G^{*1}, Dr. Veerabhadrapppa B. P^{*2}, Dr. Prabhudev M. K^{*3}

^{*1} Research Scholar, Dept. of Studies in Economics, Davangere University, Davangere 577 002, India.

^{*2} Vice Chancellor, Kuvempu University, Shankaraghatta, Shivamogga.577 451, India.

^{*3} Retd. Professor, Department of Economics, S.J.M Arts & Commerce Collage, Chitradurga, 577501, India.

ABSTRACT

Railway is the one of the major transportation mode in India. Indian Railways is the fourth largest railway system in the world. IR considered as a most eco friendly, Cost efficient and safest transport because of its regional connectivity projects. Thus, Railway line connectivity project has its own negative and positive impact. Hence the present study concentrated on Imperatives and Impediments in New Railway link between Davangere– Tumkur via Chitradurga.

KEYWORDS: Railway, Infrastructure, Development, Imperatives, Impediments.

I. INTRODUCTION

It is a fact that the level of economic, social and regional development in any country directly depends on the development of infrastructure. It does not directly produce goods and services but facilitates production in primary, secondary and tertiary economic activities by creating positive external economies. According to Dr. V.K.R.V. Rao, “the link between infrastructure and development is not a once for all affair. It is a continuous process and progress in development has to be preceded accompanied and followed by progress in infrastructure, if we are to fulfill our declared objectives of a self-accelerating process of economic development”.

Thus, in any economy transport infrastructure act like a baseline to ensure continues and smooth flow of mobility of publics and goods as input and output from all economic sectors. There is a need to maintain and improve the existing transportation and build new infrastructures for a national wealth. Development of a country constitutes economic, technological and social development. As a developing country, population explosion, poverty alleviation, regional imbalance, unemployment, social and economic dissimilarities are the biggest challenges to develop the economy. Economic development implies that growth rate of GNP more than population growth results in increased per capita income or living standard of citizens of a country. In removing physical barriers transport play an important role. The transport system comprises several modes such as rail, road, coastal shipping, civil aviation, inland water transport. As a result of economic liberalization demand for transport services drastically increased and in recent years, this demand has shifted to mainly on road transport.

In Indian transport sector is growing rapidly and as per the estimates of the National Transport Planning and Development Committee (NTDPC), it is expected that the overall passenger traffic will increase by 15% per annum (with passenger rail at 9% per annum) and freight traffic will increase by 12% and 8% per annum for rail and road, respectively. Thus easy accessibility, flexibility of operations, door to door service and reliability, low economic cost has earned road transport an increasingly higher share of both passenger and freight traffic than other modes of transport. In this manner railway has become one of the major and important mode of transport system in meeting the demand in mobilizing the public and goods in economy.

II. OBJECTIVES OF THE STUDY

1. To understand the growth and extent of Indian railway transportation.
2. To analyze challenges and opportunities in building the new Railway link between Davngere – Tumkur via Chitradurga.
3. To assess the effects of the project in Chitradurga District.

4. To offer suggestions based on the findings of the study.

III. HYPOTHESIS OF THE STUDY

1. The New Railway link results in positive economic effect in Chitradurga District.

IV. NEED FOR THE STUDY

The present study is carried out in chitradurga district. District was officially announced as a backward region in karnataka state, for this evidentially specked by government in 2006 the Ministry of Panchayati Raj named Chitradurga is one of the 250 most backward districts in the country (out of 640 in all). It is one of five Karnataka districts currently receiving funding from the Backward Regions Grant Fund (BRGF) programme. Compare to Davangere and Tumakur District, Chitradurga is more backward in economically, socially and political sector, therefore this study is mainly focused on Chitradurga district.

V. METHODOLOGY OF THE STUDY

The present research work is based on both primary and secondary data. Primary data collected through questionnaire based filed survey and randomly selected 4 villages namely, Echalanagenahally, Maragatta, Siddapura and Kavadijarahatty and 25 resopndents selected from all villages. Secondary data collected from News Papers, Chitradurga District at a glance, Assistant Commissioner office and Social impact assessment final report and internet sources.

VI. STATEMENT OF PROBLEM

In India most of the peoples are preferring railway transportation for traveling and freight service due to low cost, convenience, safety , unique features and its provide more services to the nation as well as region. Its services are not yet satisfied, because of less connectivity of the regions. Thus there is an urgent need to extent its service through building the new connectivity track for liking the regions. Hence the research goes a raid on finding the imperatives and impediments in new railway link Davangere – Tumkur via Chitradurga District.

VII. LIMITATIONS OF THE STUDY

The present study is only restricted to Chitradurga district. Due to economic and time constraints it covers only challenges and opportunities and selected 4 villages, 25 respondents for field survey. It is mainly based on the information given by the respondents and the facts given by them are subject to their beliefs and attitude.

VIII. BRIEF INTRODUCTION OF INDIAN RAILWAY

The Indian Railways (IR) is more than 162 years old transport system and it's the fourth largest railway system in the world (United States, China, Russia). IR plays a crucial role in facilitating the economic, social and regional development of the country by enabling geographic connectivity, citizen mobility and commercial activity, in addition it is providing a world class logistics and transportation infrastructure.

IR is India's national railway system operated by the Ministry of Railways. This possessed 121,407 Km (75,439mi) of total track over a 67,368 Km (41,861mi) route. 49% of the routes are electrified with 25 KV AC electric traction while 33% of them are double or multi tracked. IR carried more than 20,000 passenger daily, on both long distance and suburban routs, from 7,349 stations across India. The trains have a five-digit numbering system. Mail or express trains, the most common types, run at an average speed of 50.6 km per hour (31.4 mph). In the freight segment, IR runs more than 9,200 trains daily. The average speed of freight trains is around 24 km per hour (15 mph).

As of March 2017, IR's rolling stock consisted of 277,987 freight wagons, 70,937 passenger coaches and 11,452 locomotives. IR owns locomotive and coach-production facilities at several locations in India. The world's eighth-largest employer, it had 1.308 million employees as of March 2017 and hence it is majorly labour intensive industry. In the year ending March 2018, IR carried 8.26 billion passengers and transported 1.16 billion tonnes of freight. In the fiscal year 2017–18, IR is projected to have revenue of 1.874 trillion (US\$26 billion), consisting of 1.175 trillion (US\$16 billion) in freight revenue and 501.25 billion (US\$7.0 billion) in passenger revenue, with an operating ratio of 96.0 percent.

First railway was built between Mumbai and Thane in 1852 and First passenger train ran between the two stations Boribunder and Thane, covering a distance of 34 km, on April 16th, 1853. In 1952 IR has 6 zones, on 6 September 2003 six further zones were made from existing zones for administration purpose and one more zone added in 2006 but now it has 17 zonal Railways. Which has been procuring goods wagons from the market however coaches and locomotives both Diesel and electrical are manufactured by IR for this it had 7 production units in different parts of nation.

India's first railway bridge, was built over the Ulhas River when the Mumbai-Thane line was extended to Kalyan in May 1854. On 3 February 1925, the first electric passenger train in India ran between Victoria Terminus and Kurla. Fans and lights were mandated for all compartments in all passenger classes in 1951, and sleeping accommodations were introduced in coaches. In 1956, the first fully air-conditioned train was introduced between Howrah and Delhi. Ten years later, the first containerized freight service began between Mumbai and Ahmadabad. In 1986, computerized ticketing and reservations were introduced in New Delhi. In 1988, the first Shatabdi Express was introduced between New Delhi and Jhansi; it was later extended to Bhopal. The nationwide Concierge system began operation on 18 April 1999. In February 2000, the Indian Railways website went online. On 3 August 2002, IR began online train reservations and ticketing. Indian Railways announced on 31 March 2017 that the country's entire rail network would be electrified by 2022.

Status of the New Railways Line

The dream project of the three district (Davangere, Chitradurga & Tumkur) has got the green signal by state cabinet in 2011-12. This new line project distance 199.7 km , estimated cost of Rs. 1,801.01 crore. Actually this was announced by the UPA government in 2010. The real countdown starts now after efforts from elected representatives, organizations and people of the regions. Government of Karnataka has agreed to provide land at free of cost and to share 50% of the construction cost of the project. Land acquisition papers for 2,810 acre out of 2,961 acre have also been submitted to the State Government from all three districts. However, physical execution of work would be taken up after sufficient land and matching funds are provided by State and Central Government. Railway department has invited tenders for further process of the broad-gauge track between Tumkur and Davangere. In one tender was pertaining to the survey work to be taken up for the railway line between Tumkur and Hiriyur comprising a stretch of 94.5 km and the other one was meant for a survey for a railway track to be laid between Hiriyur and Davangere covering 105 km to this Rs. 80 lakh and 82 lakh fixed for first and second tender.

Land acquisition has begun in all the districts. In Davangere district 237 acres are identified, where 14 villages, including Anagodu, Nirthadi, Hebbalu, Hunasekatte, Rangavvanhalli, Panchenhalli, Chikkanhalli, Tolahunase, Kare Lakkenhalli, Chattobanhalli, Kogganur and Haluvarthi. Nearly 353 families are affected by this line. Among these families, 63 ST, 100 SC and 49 are backward communities and 14 minority's communities. In Tumakuru district and the authorities have identified 900 acres and 200 acres have already been acquired. In Chitradurga 1,070 acres of land require.

Chitradurga District Prospect in Particular

There is no doubt the new railway line becoming a new livelihood for the district. Project has taken up under the Reclamation and Rehabilitation Scheme. It would shorten the distance of traveling to Bangalour and facilitate the local, regional trade, commerce and business movement. Based on the Central Empowered Committee (CES) recommendations, state and central governments have utilized the funds for the development of mining affected areas in the state. The state government has utilised 60 per cent of the funds for Bellary district and rest that 20 per cent each for Tumkur and Chitradurga district for the development of mining affected areas.

Many attempts have been made by the Members of the struggle committees of the three districts. Members of Chitradurga District Railway Horata Committee and all regional politicians forced and urged government to start the work as well as release the funds for land acquisition and other process. For the smooth functioning and accelerating the project process District Railway Horata Samithi members opine that Nodal/ Special officers should be appointed for administration, supervision of the railway line work and faster implementation of the project. Governments have already instructed to the deputy commissioners of all the three districts to overview

the progress of the project. A total of 2,135 acres of land is required in three districts, Already 4(1) notification issued. Out of the total land around 1,063-25.19 acres of land is required in Chitradurga district.

Accordingly as per the new revised project details of Chitradurga District as on 28-01-2019, there were 6 Hobalis, 44 Villages and 521 acres of land survey numbers identified. In Chitradurga Taluk 420-31.05 acres of land required and railway line moves in 25 villages. In Hiriyur Taluk 639-23.12 acres of land require and line moves in 19 villages. According to government report only one crore rupees released for SIA and Survey work. As per SIA report amount approximately required Rs.586,14,06,631 Excluding Malikies. The required Compensation amount will release after publication of 19(1) Final notification.

Effect of the Project in Chitradurga District

The proposed new Railway project passes through Davanngere, Chitradurga and Tumkur districts connecting 199.7 km. There are 20 stations in this line, where 9 stations are Anesidri, Hiriyur, Metikurke, Ayamangala, Palavvanahalli. DS halli, Chitradurga, Sirigere road, Bharamsagara locating in Chitradurga district. In this context it is a necessary to know the impact of project on socio, economic and environment conditions of the project affect regions and their populations in Chitradurga district.

Table-1: Expected cost for Land Acquisition & Rehabilitation & Resettlement in CTA district.

S. No	Category	Approximated Cost (in Rs)
1	Individual Assets	534,74,57,179 – 00
2	Community Assets	60,26,900 – 00
3	Complete Loss of Livelihood	30,00,000 – 00
4	Land Encroachers	2,94,00,000 – 00
Total		538,58,84,079 – 00

Source: Social Impact Assessment Report, Chitradurga

For the construction of New Railway Line requires approximately Rs. 538,58,84,079 for Land Acquisition, Rehabilitation and Resettlement and it trying to fulfill the lose to individual, community, land encroachers and those who completely loss of their livelihood in district (table 1). In another side of the project 100 Residential Houses, main sources of water by individuals 321 Bore wells, 23 Open wells and 39 Farm Ponds will disappear completely. In the project region some of the families completely lose their livelihood. 86,350 tress will be fully grounded (table 2).

Table-2: Losses of Assets from Individual and Community by Project

S. No	Individual Assets	Nos.	Community Assets	Nos.
1	Houses	100	Bore well	11
2	Bore wells	321	Check Dam	2
3	Open wells	23	Pump house	5
4	Farm ponds	39	Transformer	6
5	Cattle shed	14	Electric poles	38
6	Sheep pen	2	Reserve Forest	1
7	Pump house	37	Govt. Land	4

8	Transformer	18	Mini Water Supply Tank	3
9	Electric poles	701	Road	82
10	Land Alienation	15	Temple	4
11	Toilet	2	School	2
12	Graveyard	12	-----	---
13	Business	4	-----	---
14	Total number of Tress	86,350	-----	---

Source: Social Impact Assessment Report, Chitradurga

Table-3: Population size, Families, Social group and Educational status of PAFs in Chitradurga district.

S. No	Particulars	No. of PAFs & PAP'S	Education Status	No. of Literates Illiterates	Social Groups	No. of PAFs
1	Families	1,912	Literate	7,338	SC	193
					ST	214
2	Population	8,735	Illiterate	920	OBC	704
					Minorities	85
					Others	716
			Total	8,258	Total	1,912

Source: Social Impact Assessment Report, Chitradurga Note: age group 0-6 is not considered

Table-4: Project Affected Population's Occupation, Land holdings and Type of Land in Chitradurga

S. No	O C U P A T I O N	Type of Occupation	Total	L A N D H O L D I N G	Size of Land	No. of PAFs	T Y P E O F L A N D	Type of Land	Acre of Land
1		Agriculture	5,210 (83.60)		Upto 1 acr	444 (23.22)		Dry Land	798 (77.10)
2	Govt. Employee	141 (2.26)	1 to 2.5 acr	566 (29.60)					
3	Private Employee	182 (2.92)	2.5 to 5 acr	546 (28.55)	Irrigated Land	237 (22.90)			
4	Business	106 (1.70)	5 to 10 acr	267 (13.98)					
5	Others	593 (9.52)	> 10 acr	89 (4.65)					
	Total	6,232	Total	1,912	Total	1,035			

Parenthesis indicates percentage to total

Source: Social Impact Assessment Report, Chitradurga

Note: In occupation others includes daily wage labours, labours and Rural Artisan. PAFs- Project Affected Families

Project affects to 1,912 families and 8,735 peoples. There are 920 illiterates and more family's belongings to backward communities (table 3). Agriculture is the main occupation in project affected region, where 5,210 people dependent on agriculture and most of them small and medium scale farmers and 237 acres of land is irrigated and 798 acres dry land. A very less number of people got government and private jobs that is 141 and 182 respectively. For life leading 106 peoples are doing business and reaming 593 peoples are acquired other occupation (table 4). Here railway line passes through the middle of the farm land due to this 702 families are severely affected. 5 families completely lose there agri-land (table 5).

Table-5: PAFs Complete and Division of Agri-Land

Sl.no	Particulars	No. of Families
1	Complete loss of Land	05
2	Division of Land	702
Total		707

Source: Social Impact Assessment Report, Chitradurga

Table-6: Opinion on Agri-Land Acquisition and Compensation

Sl.no	Opinion	Opinion of Respondents	No. of Respondents	Compensation	Opinion of Compensation	No. of Respondents
1		Good	25 (100)		Satisfied	Satisfied
2	Bad	0 (0.0)	Dissatisfied	25 (100)		
	Total	25 (100)	Total	25 (100)		

Parenthesis indicates percentage to total

Source: Field survey

Table-7: Benefits of Land Surrendering

Sl.no	Benefits	No. of Respondents
1	Monetary Benefits	8 (32.00)
2	Getting Job	12 (48.00)
3	Getting substitute land	0 (0.00)
4	Changing occupation	5(20.00)
Total		25 (100)

Parenthesis indicates percentage to total

Source: Field survey

Table-6 shows that opinion on acquisition of agri-land from the owners said that it is a good one. But they are dissatisfied because of low amount of compensation and delaying to give and also they complaining against concerned authority due to variations in compensation amount. On the other side, they are happy to surrendering of land for project due to benefits and change their occupation from agriculture to other (table 7)

Imperatives and Impediments of the project

Production, Consumption and Distribution are main economic activities. Without a distribution of the goods and resources there is impossible for production and consumption. In distribution channel transportation is main thing. There are many modes of transport where Railway transport is one and important. It is most commonly

used and cost effective long distance transport system. Considering the impotence of Rail transport, in every year Indian Railways come up with new project to be implemented across the country. One such project is Davangere - Tumkur – Bangalour via Chitradurga new Broad Gauge line which is proposed and going to be implemented under South-Western Railway Zone.

Impediments:

Comparing to other projects it also has its own imperatives and impediments. Firstly concentrate on availability of the financial sources, actually existed project requires approximately 538,58,84,079 crors for only acquisition of assets, settlements and reinstatement, the question is what about construction cost?. Basically it is cost sharing plan by state and central in this case political willingness must necessary and it is complicated one due to day today's development in politics. In another face, acquiring the agriculture, forest land and cut downing tress (table 2 & 4) it would creating economic and environmental issues. Because more number of families dependent on agriculture due to project they are losing their livelihood. It is impact on agricultural production due to lose of productive land and soil. Of course government has giving Monetary compensation as per RTFCTLARR Act 2013 to them, the another question is does this compensation will solve their all problems? It Mean that in the region illiterates are there and many of family's belongs to backward communities and many of them have lose their houses. In this context policy makers should give fair concentration towards Monetary compensation (table 3&2). In environment concern there is no action taken by govt. for replacement of losing forest land and trees thus there is a urgent need to reconstruction of community assets which are affected (table 2).

Imperatives:

In another side of project, it implies positive effect to the regions and affecters, thus people are wanted to say this is "Dream Project of the District". It is creating the positive impact on district. Line will reduce the traveling distance to capital city of Karnataka. Obviously it is cost effective transport system. There is a minimal chance of accidents, providing opportunities to start and extent of new and existed business, Creation of employment either direct or indirect; there is a vast chance to students to read where they want because this line direct link to Bangalour. This facility benefitting to old peoples and for pregnant women's. Economic burden will reducing up to 50 to 60% to in all classes of peoples of the district.

In additionally it will bring tremendous changes in transportation section in line connected and non-connected regions and freight movement. Which are listed below one by one.

- 1) It will reduce the distance from Bengaluru to Northern Karnataka districts and Mumbai via Hubballi.
- 2) Reduces the distance to Davanagere, Harihara, Ranebennur, Haveri, Hubballi-Dharawada, Belagavi, Gadag, Bagalakote and Vijayapura by 60 km.
- 3) Reduces the railroad distance to Chitradurga by 110 km.
- 4) Sira and Hiriyuru will be the new places on the railway map.
- 5) Reduces the rail traffic on Bengaluru-Arasikere-Shivamogga line by more than 60% and Shivamogga can have more passenger trains from Bengaluru -
 - a) Currently there are 163 passenger trains/week between (Bengaluru+Yeshwantpur)- (Chitradurga-Davanagere-Harihara-Hubballi and further (including Yeshwantpur-Harihar tri-weekly and Bengaluru-Chitradurga daily).
 - b) Bengaluru<-->Shivamogga: 60 passenger trains/week
- 6) Reduces the current rail traffic on current Davanagere-Chikkajajuru-Birur-Arasikere line thereby helping the freight movement.
- 7) Thousands of man hours will be saved everyday as a result of reduced travel time.

IX. FINDINGS

1. Most of the peoples are whiling to give up their agri-land but they are dissatisfied about compensation amount.
2. Project effected populations main occupation is agriculture and they are small and medium farmers.
3. The line reducing the traveling distance to capital city through railway transportation.
4. Many of people lose their residential house.
5. The new line will helps to reduce in extent of poverty line.
6. Socio-economic inclusion can be taken place in the way of heancing the education, health and business facilities.

X. CONCLUSION

The New Railway line has been proposed to connect Davangere – Tumkur via Chitradurga through connecting Sira and Hiriyur. This expected and demanded link creates a numerous positive and negative effects in to the regions. Compared to other transport railway transportation is more cost effective, hence there is a need to develop the railway transport to all regions of the nation. But while starting a project it is necessary to know the impact, effect and challenges of it. Thus an attempt is made to assess and focus on issues and Challenges of the new railway link between Davangere and Tumkur via Chitradurga project.

XI. REFERENCE

- [1] Anand and Srinivas (2018) “History of Rail Transportation and Importance of Indian Railways (IR) Transportation” IJEDR, Vol. 6, Iss. 3, ISSN:2321-9939.
- [2] Kalasiselvi A, Sandhaya D and Arthira C.G (2017) “Passengere Satisfaction Towards Railways Services with Reference to Coimabatore Junction”, International Journal of Development Research, Vol. 07, Issue, 10, pp- 16328-16330, ISSN: 2230-9926.
- [3] Sharma and Kumar (2014), “A Comparative Study of Indian and World Wide Railways”, International Journal of Mechanical Engineering and Robotics Research, Vol. 1, ISSN: 2278 – 0149.
- [4] District Statistical Office (2016), Chitradurga district at a glance, District Statistical Office, Chitradurga.
- [5] District Assistant Commissioner Office (2019), Railway Projects Progress Report of Chitradurga District, AC office, Chitradurga.
- [6] Times of India (2010): “New Davanagere-Bangalore rout soon”, 23rd September, <https://timesofindia.indiatimes.com/city/hubballi/New-Davanagere-Bangalore-route-soon/articleshow/6615445.cms>, accessed on 27 January 2019.
- [7] The Hindu (2011): “Centre dilly-dallying on railway projects: MP”, 23 July, <https://www.thehindu.com/todays-paper/tp-national/tp-karnataka/centre-dillydallying-on-railway-projects-mp/article2286812.ece>, accessed on 27 January 2019.
- [8] The Hindu (2011): “Tenders Called for Railway Project”, 01 Aug, <https://www.thehindu.com/todays-paper/tp-national/tp-karnataka/tenders-called-for-railway-project/article2311994.ece>, accessed on 30 January 2019.
- [9] The Hindu (2018): “Land acquisition for direct railway line between Davangere & Tumkuru begins”, <https://www.thehindu.com/todays-paper/tp-national/tp-karnataka/land-acquisition-for-direct-railway-line-between-davangere-tumakuru-begins/article24852095.ece>, accessed on 2nd Feb 2019.
- [10] The Hindu (2016): “Land acquisition soon for rail line connecting 3 districts to Bengaluru”, <https://www.thehindu.com/todays-paper/tp-national/tp-karnataka/Land-acquisition-soon-for-rail-line-connecting-3-districts-to-Bengaluru/article14475220.ece>, accessed on 5th Feb 2019.
- [11] www.blogs.lse.ac.uk/southasia/2013/04/29/railways-and-indian-economic-development
- [12] <https://www.livemint.com/Opinion/iYrc3BoeBceG4uxR0ZzX9O/Five-challenges-in-the-AhmedabadMumbai-bullet-train-project.html>
- [13] <https://www.epw.in/journal/2015/8/reports-states-web-exclusives/railways-and-issue-inner-line-permit-arunachal-pradesh>
- [14] https://en.wikipedia.org/wiki/List_of_countries_by_rail_transport_network_size
- [15] https://en.wikipedia.org/wiki/Indian_Railways
- [16] <https://www.revolvy.com/page/Chitradurga-district>

-
- [17] <http://rajeev.in/?questionasked=railway-line-project/>
[18] www.swaniti.in
[19] <http://praja.in/en/blog/santoshfs/2009/12/22/tumkur-chitradurga-davangere-new-line>
[20] <https://m.indiarailinfo.com/news/post/land-acquisition-for-direct-railway-line-between-davangere-tumakuru-begins-karnataka-the-hindu-news/354951>
[21] <http://praja.in/en/blog/santoshfs/2009/12/22/tumkur-chitradurga-davangere-new-line>
[22] <http://indianrailways.informe.com/forum/tumkur-chitradurg-davangere-new-railway-line-dt1455.html>
[23] https://www.google.com/search?rlz=1C2CHBF_enIN830IN830&source

“Railways, perhaps along with post offices, are the only two institutions in India with a deep network which if tapped judiciously can create substantial improvements in the hinterland. Railways was always considered only as a mode of transport in our country, we want to see Railways as the backbone of India's economic development.”

*Shri Narendra Modi
Prime Minister of India
December 25, 2014*