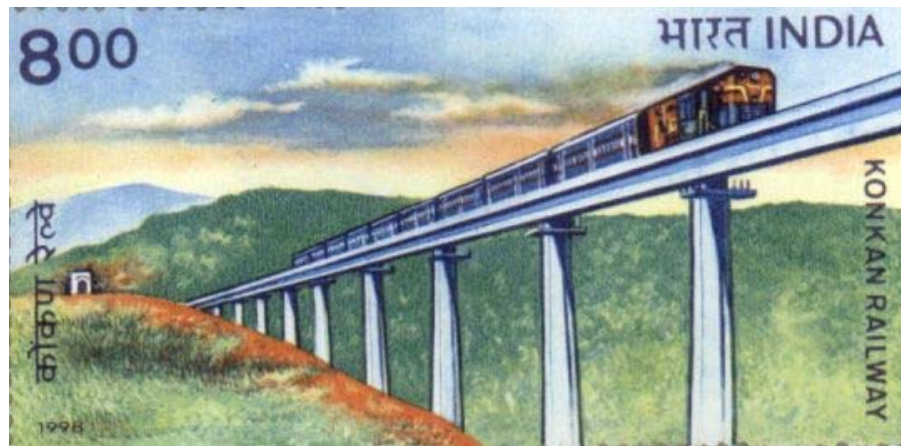


## KONKAN RAILWAY CASE



It was a long-standing demand of the people residing in the west coast region of India for a cheap and fast transport to improve the economic conditions and make accessible the hinterlands in the state of Maharashtra, state of Goa and state Karnataka. Their dreams came true when the Central Government decided to provide a broad gauge railway line from Bombay to Mangalore and thereafter to extend to the state of Kerala. The Central Government was considering providing a railway line for a considerable length of time but the project was postponed from time to time due lack of requisite funds. Ultimately the Central Government took a decision to provide the line and to achieve that purpose. The Konkan Railway Corporation Ltd., a public limited Company, was set up. The length of the line from Bombay to Mangalore along the west coast is to be 760 kilometres and out of that 106 kilometres line runs through the state of Goa, The cost of the project was envisaged at Rs. 1391 crores in the year 1991-92. The Central Government set up a Corporation as the total allocation of the Planning Commission was only to the order of Rs. 300 crores and, therefore it was incumbent for the Corporation to raise the funds for seeking equity contribution from the Ministry of Railways and the beneficiary states of Maharashtra, Goa, Karnataka and Kerala.



The Konkan Railway alignment passes through different states and the Corporation is required to construct large number of tunnels and projects over rivers. The Railway line will have 136 major bridges and 1670 minor bridges and there will be 71 tunnels with a total length of 75 kms. The Konkan Railway is the biggest railway project undertaken in the Indian sub-continent in the present century. The project was approved after detailed and long-drawn survey of various aspects of the matter and the Corporation was constituted in July, 1990 to undertake the exercise which is of an extensive magnitude. The project commenced on 15 October 1990 and the Government of Goa approved the alignment passing through the State of Goa on 17 December 1990.

The reason behind the controversy was that claim that the alignment would cause ecological damage even though the damage will not be felt immediately, such damage will be gradual and will lead to the deterioration of the land quality and will affect large number of people.