



THE TRIVANDRUM CHAMBER OF COMMERCE AND INDUSTRY

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24.05.2023

**Shri. Ashwini Vaishnaw,
Union Railway Minister,
New Delhi**

Respected Sir,

At the outset, we express our sincere gratitude and happiness over the allocation/introduction of Vande Bharat Express and the massive investment for Rail Infrastructure; especially in and around Trivandrum (Thiruvananthapuram) and its suburbs.

There are certain hitches which deprives the average rail user his share of pleasure for those who frequently travel the length and breadth of Kerala in other trains.

A new development by the Trivandrum Railway Division is causing much inconvenience to the passengers bound to Trivandrum Central (TVC) Station. For example, Jana Shatabdhi Express frequently on return to Trivandrum, when is less than 1.5 km away from the Trivandrum Central Railway Station is held up at the Outer for around 10 minutes instead of stopping it at the Trivandrum Pettah Station which is just 500 mtrs behind the point.

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Train hold up is a common phenomenon at Trivandrum Central Outer due to platform inadequacy which has acquired alarming proportions. Normally, when the platforms are not free/congested, TVC (Trivandrum Central) bound Trains would be held up at Trivandrum Pettah Station (which is only less than 2 km away towards the North) which is convenient for passengers bound to Regional Cancer Centre, Medical College, Indian Space Research Organisation, Airport, Office goers, to a host of other organisations of public importance and to the residents of a vast locality.

This being the case, it is heard recently that the Trivandrum Railway Division has introduced "Integrated Block Signalling" System by which the Trivandrum bound trains would be held up at a point 1.5 kms away from Tvm Central, when platforms are not free, and at the same time skip Trivandrum Pettah or Kochuveli Stations.

Here, the moot point is, had the "Integrated Block Signalling" system extended to Trivandrum Pettah or Kochuveli, trains held up there would have been:-

1. Very beneficial to the Public.
2. Reduced the platform as well as traffic congestion at Tvm Central
3. Mitigate the passenger inconveniences and hassles
4. Overall, Railways can earn a reputation for being passenger friendly.

On the contrary, this Tuqhlugan reform had earned the wrath of the commuters.

Railway's response to the news item criticising for their apathy and insensitivity was responded to that through this reform they will be able to save 5 minutes and reach the destination on scheduled time.

Quite debatable? Here the question in perspective is that, how many minutes/seconds would have been lost, had the trains being held up at Trivandrum Pettah Station instead of the mid point between Trivandrum Pettah and Trivandrum Central ?

The pertinent fact is that, almost all the Trivandrum bound trains are behind schedule by 15 to 30 minutes till they reach Kollam, and only after Kollam there is an honest attempt by the Railways to speed up the trains to reach Trivandrum Central by extending the running time between Kollam and Trivandrum Central. For instance a train which is behind schedule by 15 to 20 minutes till it reach Kollam is then speeded up to reach Trivandrum Central "on time", may be for the record and satisfy the higher ups.

Conclusion and Remedy:-

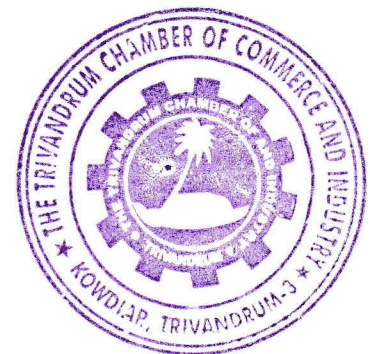
1. Extend the "Integrated Block Signalling System" to Trivandrum Pettah or Kochuveli and mitigate the passenger inconvenience.
2. Develop Nemom Railway Terminal on a war footing and shift all other non passenger activities such as coaching, cleaning, pit lanes etc to Nemom Terminal and increase the number of platforms at Trivandrum Central
3. Provide back up platform facilities at Nemom Terminal
4. Request the State Government to expedite acquisition of land for the Nemom Railway Terminal.

Thanking you,

**Yours faithfully,
For Trivandrum Chamber of Commerce & Industry**

**S.N. Raghuchandran Nair
President**

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Copy to: **Shri. S.M. Sharma
Divisional Railway Manager
Trivandrum**