

SCOPE OF THE FEASIBILITY STUDY FOR THE CONSTRUCTION OF RAILWAY TRACK FROM MAHO JUNCTION TO PUTTALAM

The proposed Maho to Puttalam railway line will be approximately 64 kilometers in length, deviating from a suitable point near Maho Junction on the Northern Line, linking Puttalam on the Puttalam line whilst providing connection at some nodal points in the Kalpitiya peninsula for enhancing tourism, agricultural development and providing passenger and freight transportation for the people of the North Western Province. This study will assume a single Broad Gauge track designed for operating speeds of 100 kilometers per hour. However, the study needs to consider different options such as double tracking, speeds of 80 km/hr, 100 km/hr or 120 km/hr etc. by considering operational requirements, cost of construction and social and environmental impacts. Design life is to be taken as 100 years for all structures. The reservation will take into account to provide space for widening to double track, providing accommodation and residences for employees and station expansion where considered appropriate. The study will examine the current and future demand for passenger and freight, determine the most appropriate lay out and technical requirements to meet the expected demand and also to provide a detailed costing for completing the construction of the line.

The feasibility study will conduct a detailed analysis of built environment, engineering requirements, the demand for usage of the line for passenger and freight, economic and financial modeling, land use and environmental planning issues.

The purpose of the study is to provide information to the Government for future decision making regarding the feasibility of the railway line construction project by:

- a).**Defining feasibility in terms of long term social and economic benefits (for the public) of connecting Maho and Puttalam by rail.
- b).**Determining the technical and economic feasibility of the identified optimum rail corridor (approx. 200 wide), based on the construction, operation and maintenance cost, potential freight, passenger and tourism revenues and unresolved technical or socio-economic considerations.
- c).**Determining the technical feasibility of the identified rail corridor based on the best available maps that will minimize relocation of houses and other social impacts, identifying the spatial provision requirement of parking and shunting facilities, accommodations and residences for the use of Railway employees.
- d).**Determining the Environmental Feasibility as per National Environmental Act (No. 47,1980, incorporating amendment Act No.56 of 1988) and other regulations and legal enactments of the Government of Sri Lanka.

e).Identifying the future potential of coal transport from the port of Trincomalee to Norocholai Thermal Power plant via Maho/Puttalam and transport of clinker from Trincomalee to the Cement manufacturing facilities of Holcim (Lanka) located at Palavi.

f).If initial evaluation indicates the project is not feasible; identify what factors or different combinations of factors would need to change in order for a rail connection to become feasible.

g).Carrying out a detailed investigation of the complete lay out.

It is expected that the Feasibility Study to contact all relevant agencies, for their specific requirements i.e. – Road Development Authority (RDA), National Water Supply & Drainage Board (NWS&DB), Sri Lanka Railway (SLR), Sri Lanka Telecom (SLT), Central Environment Authority (CEA), Ceylon Electricity Board (CEB), Police Department, Sri Lanka Land Reclamation & Development Corporation (SLLR&DC), Board of Investment (BOI), Ministry of Environment & Natural Resources, Provincial Councils, District/Divisional Secretariats and the Local Authorities within the limits of the Rail Track project area. The Ministry of Transport & Civil Aviation shall provide any assistance if needed by way of issuance of any letters to the relevant authorities.

In addition, the utility diversions within the railway reserve boundary shall be determined based on as-built records and drawings provided by various utility companies or undertakers. Utility survey shall be limited to above-ground overhead power lines and telephone lines.

The study area for the land acquisition will be carried out throughout the railway line to provide identified rail corridor (approximately 200m wide) considering space for future developments of second rail track.

Specific plans and reports prepared by respective agencies which are relevant to the preparation of the Feasibility Study will have to be studied. In order to fulfill the above objectives, specific indicative project task list shall be as follows,

- i). Review of previous studies and reference documents.
- ii). Topographical survey work including suitable corridor for design and evaluation of proposed rail track traces and hydrological assessments.
- iii). Evaluation of Physical Feasibility: i.e. Assess the natural conditions such as geomorphology, geological conditions, hydrological conditions, geotechnical assessments, land use, cultural areas and archeological sites etc.
- iv). Detail transport study including social and economical characteristics
- v). Detail geotechnical investigation and evaluation work
- vi). Review the proposed alignment and any alternatives

- vii). Feasibility stage design of Railway alignments, Engineering concept design and technical standards, project cost etc
- viii). Evaluation of environmental feasibility including social impacts, ecological impacts, resettlements and land acquisition etc.
- ix). Cost Benefit Analysis of the project alternatives and the selected option
- x). Evaluation of any comprehensive and probabilistic risk of the project activities
- xi). Project Implementation Plan.