

1	2	3	4
27	Uttar Pradesh	590.03	32.81
28	Uttarakhand	35.96	39.63
29	West Bengal	208.36	24.72
30	A & N Islands	0.92	22.62
31	Chandigarh	0.74	7.07
32	D & N Haveli	0.84	33.17
33	Daman & Diu	0.21	10.45
34	Lakshadweep	0.11	16.02
35	Puducherry	2.37	22.41
	TOTAL	3017.20	27.54

Notes:

1. Poverty Ratio of Assam is used for Sikkim, Arunachal Pradesh, Meghalaya, Mizoram, Manipur, Nagaland and Tripura.
2. Poverty Line of Maharashtra and expenditure distribution of Goa is used to estimate poverty ratio of Goa.
3. Poverty Ratio of Tamil Nadu is used for Pondicherry and A & N Island.
4. Urban Poverty Ratio of Punjab used for both rural and urban poverty of Chandigarh.
5. Poverty Line of Maharashtra and expenditure distribution of Dadra & Nagar Haveli is used to estimate poverty ratio of Dadra & Nagar Haveli.
6. Poverty Ratio of Goa is used for Daman & Diu.
7. Poverty Ratio of Kerala is used for Lakshadweep.

Proposal for Kochi Metro Rail

* 109. PROF. P.J. KURIEN: Will the PRIME MINISTER be pleased to state:

(a) whether Government of Kerala has submitted a proposal for "Kochi Metro Rail" to the Planning Commission;

(b) if so, the details thereof;

(c) Government's reaction thereto;

(d) the reasons for delay in giving approval; and

(e) whether Government would give clearance without any further delay?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI V. NARAYANASAMY):

(a) and (b) Government of Kerala had submitted the proposal of Kochi Metro Rail project to the Ministry of Urban Development. The proposal for setting up of Kochi Metro Rail in Kochi was received from Government of Kerala on 12th September, 2005 covering a total length of 25.3 kms. (fully elevated) from Alwaye to Petta at an estimated cost of Rs. 2991.5 crore (excluding State taxes). Details are given in Statement (See below).

(c) to (e) As per the policy, cities having a population of four million plus (2001 Census) may require Metro Rail systems on high demand corridors (which have a demand of 20,000 Peak Hour Peak Direction Traffic (PHPDT) or more) and sufficient operational sustainability, if duly supported by Comprehensive Mobility Plan. The proposal of Kochi Metro Rail Project is at present under examination by the Government.

Statement

Kochi Metro Rail

Salient features of Metro from Alwaye to Petta

Total length	25.253 Kms (all elevated)
Stations	21 (3 future stations in 2020)
Traffic forecast	3.8 lakh passengers/day in 2011

Year	PHPDT	Trip Length
2011	13681	7.33
2015	17663	8.46
2020	21065	9.55
2025	23621	10.02

Train operation 3 cars @ 5 min. headway in 2011 to 3 cars @ 3 min. headway in 2025

Completion cost excluding taxes & land - Rs.2991.5 crore

- Funding pattern

Rs. in crore

	Govt. of India	Govt. of Kerala
Equity	15% (450)	15% (450)
Subordinate debt	10% (299.1)	15% (450)
JBIC loan		45% (1350.4)

Total - Rs.2991.5 crore (excluding State taxes)

FIRR	5.30%
EIRR	17.76%

Illegal structures around protected monuments

*110. SHRI MAHENDRA MOHAN: Will the PRIME MINISTER be pleased to state:

(a) whether Government has decided to clear all the illegal structures which have been constructed within the banned 100 metre radius of protected monuments;