CORPORATE PLAN

2014-2034

(Revised July 2018)

1 INTRODUCTION

The Mumbai Suburban Railway network caters to 8.0 million commuters everyday. It has the highest passenger density in the World, ahead of even Tokyo and Seoul. Almost half of the total daily passengers using the entire Indian Railway System are from Mumbai Suburban Railway system alone. Mumbai Suburban Railway system, in spite of heavy demands on it, has provided an efficient and reliable service. However, the pressure continues and today it has reached alarming proportions. Overcrowding has grown to such an extent that 5,000 passengers are traveling per 9-car train during peak hours, as against the rated carrying capacity of 1,750. This has resulted in, what is known as, super dense crush load of upto 16 standing passengers per square metre of floor space. Given the geographical spread of the population and location of business areas, the rail network will continue to be the principal mode of mass transport in Mumbai.

View of an overcrowded Mumbai suburban train

To enable the Mumbai Suburban Railway system to meet the demands of the ever-growing passenger traffic, Ministry of Railways and the Government of Maharashtra have joined hands to face the challenge.

2. MUMBAI RAILWAY VIKAS CORPORATION LTD

Mumbai Railway Vikas Corporation Ltd (MRVC Ltd), a PSU of Govt. of India under Ministry of Railways (MOR) was incorporated under Companies Act, 1956 on 12.07.1999 with an equity capital of Rs. 25 Crores shared in the ratio of 51:49 between Ministry of Railways and Government of Maharashtra to implement the Rail Component of an integrated rail-cum-road urban transport project called Mumbai Urban Transport Project (MUTP). The cost of the Rail Component of the project is to be shared equally by Ministry of Railways and Government of Maharashtra.

The Corporation is not only executing the projects identified so far, but also involved in the further planning and development of Mumbai Suburban Rail system for improved rail services in close coordination with Indian Railways and Government of Maharashtra. The geographical jurisdiction of the works being executed under Mumbai Urban Transport Project (MUTP) is from Churchgate to Dahanu Road on Western Railway and from CSTM to Kasara, Karjat/ Khopoli and Panvel on Central Railway

3. MISSION/VISION OF MRVC

To develop world-class infrastructure for an efficient, safe and sustainable Railway system in Mumbai suburban section to provide comfortable and friendly train services to the commuters.

4. OBJECTIVES OF MRVC

- Integrate suburban rail capacity enhancement plans with urban development plan for Mumbai and propose investments.
- Implement the rail infrastructure projects in Mumbai suburban sections.
- Commercially developed railway land and airspace in Mumbai area to raise funds for suburban railway development.
- Resettlement & Rehabilitation of Project Affected Households.

5. ORGANIZATION OF MRVC LTD.

The company is governed by a Board of Directors consisting of:

- A full-time Chairman & Managing Director

  Shri R. S. Khurana, is the Chairman & Managing Director of MRVC.

- Three full-time Directors from IR i.e. Director (Projects), Director (Technical) and Director (Finance).

  Director (Projects) – Shri R. S. Khurana, (Looking After)
  Director (Technical) – Shri Ravi Agarwal
  Director (Finance) – Shri B. K. Mehra

- Two full-time Directors from GOM, i.e. Director (Resettlement and Rehabilitation), and Director (Infrastructure & Commercial Development).

  Shri Pravin C. Darade, Director (R & R)
  Smt. K. Vijaya Lakshmi, Director (I & CD)

- Two part-time official Directors, one each from GOM and IR.

  (i) Dr. Nitin Kareer, Principal Secretary, Urban Development Dept., from GOM.
  (ii) Shri Ved Pal, Additional Member Planning, Part Time Official Director, from IR

- Two part-time non-official Directors one each to be nominated by GOM and IR.

  (i) Shri Sanjay Dattatraya Panse, Chartered Accountant, from IR.
  (ii) Post is Vacant, from GoM.

6. OVERVIEW OF MUMBAI SUBURBAN RAILWAY

The Suburban Railway system in Mumbai is perhaps the most complex, densely loaded and intensively utilised system in the world. Spread over 376 route Kms, it operates on 25kV AC on WR while it operates on both the voltages 25kV AC & 1500 Volt DC power supply on WR & CR from overhead catenary. The suburban services are run by electric multiple units (EMUs). 258/12 car rakes are utilised to more than 3000 train services to carry 8.0 million passengers per day. Two zonal Railways, the Western Railway (WR) and the Central Railway (CR), operate the Mumbai Suburban Railway system.

Two corridors (one local and other through) on Western Railway run northwards from Churchgate terminus parallel to the west coast up to Virar (60 Kms) and recently extended in April 2013 upto Dahanu Road (124 Kms). Two corridors (one local and other through) on Central Railway run from Chhatrapati Shivaji Terminus (CST) to Kalyan (54 Kms), from where it bifurcates into Kalyan-Kasara (67 Kms) in the north-east and Kalyan-Karjat-Khapoli (61 Kms) in south-east. The 5th corridor on Central Railway runs as the Harbour line starting from CST to Raoli Junction (11 Kms) from where the line splits. One line goes north west to join WR at Bandra and goes up to Andheri (11 Kms) and the other goes eastward to terminate at Panvel (39 Kms) via New-Mumbai. New suburban line from Thane to Vashi via Turbhe (17 Kms) has been started in November 2004. At present, the fast corridors on Central Railway as well as on Western Railway are shared by long distance (Main line) and Freight trains.

7. MUMBAI URBAN TRANSPORT PROJECT

7.1 MUTP PHASE I (RAIL COMPONENT)

MUTP Phase I (Rail Component)) has been completed and closed on March 2012.

MAJOR INFRASTRUCTURAL INPUTS IN MUTP PHASE I (RAIL COMPONENT)

- Addition of 93 track Kms
- Induction of 101 new 9-car rakes
- Resettlement & Rehabilitation of 15,857 Project affected households.
- Running of 12-car rakes on all lines (excluding Harbour Line) by lengthening of all platforms
- Achieving 3 minutes headway on all the lines (re-spacing of signaling to be done).
- DC to AC conversion in all suburban section except Thane-CSTM (taken up in Phase II).

7.2. MUTP PHASE II (RAIL COMPONENT)

MUTP Phase II has been sanctioned in the Railway Budget 2008-09 at the total cost of Rs. 5300 crs. The following is the list of the work and the estimated completion cost :

(Rs. In crore)

S.No.	Work	Estimated Completion Cost
1	5th & 6th Lines CSTM-Kurla	1367.00
2	5th & 6th Lines Thane-Diva	440.00
3	6th Line Mumbai Central-Borivali	918.53
4	Extension of Harbour Line from Andheri to Goregaon	214.00
5	1500 V DC to 25kV AC Conversion	838.48
6	EMU Procurement & manufacture	3104.47
7	Maintenance Facilities for EMUs	353.82
8	Stabling Lines for EMUs	245.11
9	Technical Assistance & Institutional Strengthening	47.00
10	Resettlement & Rehabilitation of Project Affected Households	124.00
11	Station Improvement & Trespassing Control	220.90
12	Trespass Control works	205.00
	WB charges	8.80
	Grand Total	8087.11
12	Running of 12 car EMU coach Harbour line	714.10

7.2.1 MAJOR INFRASTRUCTURAL INPUTS IN MUTP PHASE II

- Addition of 88 track Kms
- Induction of 72/12 car EMU rakes
- DC to AC conversion in Thane-CSTM section (172 Track km), completing the DC-AC conversion on Mumbai Suburban system.
- Resettlement & Rehabilitation of approx 2,500 Project affected households

7.3 MUTP III

MUTP III has been included in Rail Budget 2015-16 and sanctioned on 30.11.2016 by Union Cabinet. Major works under MUTP III are as follows :

SN	MUTP III corridors	Time	Estimated Cost
1	Quadrupling of the Virar-Dahanu Road on Western Railway	Cost (March 2016)	2868
		Completion cost	3578
2	New Suburban Railway corridor between Panvel-Karjat on Central Railway (double line)	Cost (March 2016)	2272
		Completion cost	2783
3	New Suburban corridor link between Airoli-Kalwa (elevated) on Central Railway	Cost (March 2016)	399
		Completion cost	476
4	Procurement of Rolling Stock (565 coaches)	Cost (March 2016)	2635
		Completion cost	3491
5	Trespass Control on mid-section on Central & Western Railway	Cost (March 2016)	449
		Completion cost	551
6	Technical Assistance	Cost (March 2016)	56
		Completion cost	69
	Grand Total	**Cost (March 2016)**	**8679**
		Completion cost	**10947**

The project will be financed by MoR & GoM on equal cost sharing. Further, the loan of Rs. 6129 crs. has been proposed from the World Bank.

Benefits of proposed MUTP 3

The following benefits are expected after completion of MUTP III

- Introduction of 300 additional suburban train services.
- Improved safety and security of passengers due to trespass control measures.
- Decongestion of Thane station due to Airoli-Kalva elevated link which will provide seamless connectivity of Kalyan/Dombivli to Navi Mumbai bypassing Thane station.
- Saving of travel time of about half an hour from Mumbai CST to Karjat due to availability of new route.
- Enabling of faster economic development of the area being served by the project such as Boisar, Palghar, NAINA, etc.

7.4 **Project under approval of MoRs** -

MRVC have closely interacted with GoM, Western & Central Railways and other stakeholders and conceptualized all rail projects for Sustainable Urban Transport in the City of Mumbai for the horizon of 2031. The works so identified for sustainable Urban Transport are put in a single basket which has been named as MUTP 3A.

MUTP 3A included in Pink Book 2018-19 at the cost of Rs. 54,777 crore is as under-

SN	MUTP 3A corridors	RKM
1	Fast elevated corridor between CSMT-Panvel on Harbour Line	55.5
2	New Suburban corridor between Panvel-Virar	70.17
3	Extension of Harbour Line between Goregaon-Borivali	7.08
4	5th & 6th line between Borivali-Virar	26
5	4th line between Kalyan-Asangaon	32.22
6	3rd & 4th line between Kalyan-Badlapur	14.05
7	Kalyan Yard - Segregation of Long distance and Suburban Traffic	
8	a) CBTC on CSMT-Panvel on Harbour Line	48.94
	b) CBTC on CSMT-Kalyan on Central Railway	53.21
	c) CBTC on CCG-VR on Western Railway	59.98
9	Station Improvement	
10	Procurement of Rolling Stock (210/12 car)	
11	Maintenance facilities for Rolling Stock	
12	Stabling Lines	
13	Augmentation of Power Supply Arrangement	
14	Technical Assistance	