

# MUTP Phase I

## Infrastructural inputs provided in MUTP Phase I

- Induction of dual voltage 75 new 12-car rakes (909 Coaches).
- Resettlement & Rehabilitation of about 15,000 Project Affected Households.
- Creating infrastructure for running of 12-car rakes on main lines of Central Railway & Western Railway.
- Completion of DC to AC conversion on Western Railway.

## Benefits of MUTP Phase I

### Procurement of EMU Rakes

- All 101 rakes (909 coaches) of MUTP received.
- Additional services provided - 458.
- Services augmented from 9-car rakes to 12-car rakes -1048.
- All trains on mainline of Central Railway - 12 car.
- Additional carrying capacity generated - 33%.
- Increase in vehicle KMs - 34%.
- Over-crowding reduced - 20%.
- Introduction of 15 car services on Western Railway.

## Laying of additional corridors -93 TKM

- Additional corridors between Borivali-Virar on Western Railway and Kurla-Thane on Central Railway.
- Providing additional path for increasing number of trains.
- Beginning made for segregation of main line operation from suburban operation.
- Extension of EMU services from Virar-Dahanu Road.

## DC-AC Conversion - Benefits to Commuters

- Longer trains.
- Running of 12/15 car rakes.
- No capacity constraint of power supply. More services will be available.
- Higher reliability of the system.
- Increased passenger safety.
- Quick electrical fault clearance.

## Electrical Energy

- Saving in Electrical Energy more than 35% due to introduction of regenerative braking in new technology of DC/AC rakes.

