

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4179

ANSWERED ON:21.04.2005

MUMBAI URBAN TRANSPORT PROJECT

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Will the Minister of RAILWAYS be pleased to state:

- (a) whether the 1,500 crore Metro Rail Transport system is waiting for the Railway Board's approval;
- (b) if so, the details thereof and the time by which the project is likely to be cleared;
- (c) whether Union Government and Government of Maharashtra have taken up Mumbai Urban Transport Project (MUTP) with the help of World Bank;
- (d) if so, details thereof alongwith the total cost involved in the project;
- (e) the present status of the project;
- (f) whether the second phase of the Mumbai Urban Transport Project and Rs.4028 crore Mumbai Transport Harbour link from Sewri to Nhava Sheva is yet to take off; and
- (g) if so, the reasons for delay and the time by which this project is likely to be completed?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

- (a) No, Sir. The proposal of State Government of Maharashtra for Metro Rail in Mumbai is underexamination of the Ministry of Urban Development.
- (b) The details of the above proposal is enclosed as appendix.
- (c) Yes, Sir. The Union Government (Ministry of Railways) and Govt. of Maharashtra have taken up Mumbai Urban Transport Project (MUTP) with the help of the World Bank.
- (d) The total cost of MUTP is Rs.4535/- crore of which the expected World Bank funding is Rs.2601/- crore. The anticipated completion cost of the Rail Component of MUTP is Rs.3510/- crore of which World Bank funding will be Rs.1780/- crore. At present Rail Component has been sanctioned at a total cost of Rs.3125/- crore at December 2001 prices in 2003-04. In this, World Bank funding is Rs.1613/- crore.
- (e) The progress of Rail Component of MUTP as on 31.3.2005 is 28%. The target for completion is June, 2008.
- (f) & (g) The rail projects of MUTP Phase II are under consideration of Ministry of Railways. As far as the project of Mumbai Transport Harbour link from Sewri to Nhava Sheva is concerned, this project does not concern to Central Government Ministries/Departments.

Appendix

Appendix referred to in reply to Lok Sabha Unstarred Question No. 4179 for 21.4.2005.

The Government of Maharashtra (GOM) has prepared a Master Plan for Metro Rail in Mumbai that envisages 9 corridors for a total length of 146.5km. (Underground 32.5 km. and elevated 114.0 km.) to be constructed in three phases at an estimated cost of Rs.19.525 crore (April'03 prices) during 2005-2021. Phase-I consisting of 3 corridors of total length of 63.8 km. is proposed to be implemented between 2005-2011. The details of these 3 corridors of Phase I are given below :-

Phase-I (2005-11) Corridor Length of the Corridor (Km) Cost (Estimated)

(April'03 prices)

(in Rs.crore)
Under Elev- Total
ground ated

Line No.1 Versova -Andheri Ghatkopar (VAG) 0.0 15.0 15.0 1500

Line No.2 Colaba (Backbay) - Mahim - Charkop 9.92 6.13 6.0 5085

Line No.3 Mahim to Mankhurd 2.1 10.7 12.8 1595

Total 12.0 51.8 63.8 8180

Of the three Priority I corridors identified in the Master Plan for Mumbai Metro, the Government of Maharashtra intends to first take up Versova - Andheri - Ghatkopar corridor (15km). The Detailed Project Report (February 2005) for Line 1 - VAG Corridor has been prepared by Govt. of Maharashtra through Delhi Metro Rail Corporation (DMRC) and the proposal received from the GOM shows the cost at June`04 prices as Rs.1488.46 crore, without taxes but including land cost.

The Alignment of the corridor is Versova - D.N Nagar - Azad Nagar - Andheri -Weh-Chakala - Airport Road -Marol Naka - Sakinaka-Subhash Nagar - Asalpha Road -Ghatkopar. All the 12 stations are elevated, located in the middle of the road and designed with elevated concourse with access from both sides of the road. Traffic integration facilities are provided at Andheri Metro Station with Andheri Suburban Railway Station, Ghatkopar Metro Station with Ghatkopar Sub urban Railway Station and Versova with Versova Bus Depot.

The corridor is proposed to be executed on Build Own Operate Transfer (BOOT) basis, Govt. of India contribution has been sought towards Viability Gap funding (estimated to be the tune of Rs.450-500 crore) and equity. The exact requirement of Viability Gap funding and equity will be available only after the bidding process initiated by the State Government is finalised in the meantime, on the basis of the State Government's proposal of February 2005, `in - principle` approval to the project is under examination in consultation with the Planning Commission.