

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:4320
ANSWERED ON:26.08.2004
TURBHE THANE SECTION
Deora Shri Milind Murl;Dhotre Shri Sanjay Shamrao

Will the Minister of RAILWAYS be pleased to state:

- (a) whether even after spending a sum of over Rs.109 crores on the Turbhe Thane section of the central railway the work remains incomplete and is going on a snails pace ;
- (b) if so, the reasons for delay in handling the work and the slow pace of implementation; and
- (c) the original cost of the project and the cost escalation so far ?

Answer

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

(a) to (c) A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 4320 BY SHRI SANJAY DHOTRE AND SHRI MILIND DEORA TO BE ANSWERED IN LOK SABHA ON 26.8.2004 REGARDING TURBHE - THANE SECTION.

The project Thane-Turbhe-Nerul-Vashi was included in the Works Programme in the year 1996-97. The cost of the project is being shared between City and Industrial Development Corporation (CIDCO), Mumbai and Railways in the ratio of 2/3rd and 1/3rd respectively. Presently the sanctioned cost of the project is Rs.403.39 crore. The expenditure on the project is Rs.315 crore. (Rs.192 crore by CIDCO and Rs.123 crore by Railways) upto 30.6.2004. Works are in full swing and in final stage of completion. Phase-1 (Thane-Turbhe-Vashi) of the Project is likely to be commissioned in the current financial year.

Reasons for delays in the progress of work were due to :

- Existence of encroachments Encroachments were removed by CIDCO in the current year.
- Non availability of land in Thane yard- existence of one Vyayamshala, which is to be removed by Government of Maharashtra in current year
- Delay in closure of level crossing at Bonkade by CIDCO.
- Completion of state of Art Station Building by CIDCO.

(c) Original estimated cost of the project was Rs. 134.30 crore in year 1996-97 and the revised cost is Rs.403.39 due to increase in scope of work like provision of double line between Jamnagar Nerul section, provision of additional car shed facilities at Sanpada, additional road crossings, provision of 2 subways at each station, increase in station building areas, platform areas, circulating areas etc. and due to increase in cost of material like earth, ballast etc.