

## CENTRAL RAILWAY



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No.CE/GC/Forest Land

Date:22.08.2022

### **Justification for locating the project in Forest area**

The Mumbai Suburban Railway system is operated by Indian Railway's two zonal divisions; Western Railways (WR) and Central Railways (CR). The fast commuter rail corridors on Central Railway are shared with long distance and freight trains, while inner suburban services operate on exclusive parallel tracks of which CR operates the Central Line, Harbour Line, Trans-Harbour Line as well as the Vasai Road-Bhiwandi-Diva-Panvel line. The Central Line in Mumbai consists of 3 major corridors, which bifurcate as they run into suburban satellite towns. Two corridors (one local and other through) follow the Central Railway run from Chhatrapati Shivaji Maharaj Terminus (CSTM) to Kalyan, from where it bifurcates into two lines – one to Kasara in the north-east and the other to Khopoli in the south-east. These two corridors constitute the 'main' Central Line.

Kalyan-Kasara (67.62 Km) is electrified double line section of Mumbai Division. This corridor is known as the North-East Main Lines and is a part of CSTM-HWH Group 'A' route. It is divided into 3 sub-sections viz., Kalyan-Titwala (10.84Kms), works on Automatic Block Signaling, Titwala-Asangaon (21.38Kms) and Asangaon-Kasara (35.4Kms) both work on Absolute Block System. All the three streams of traffic viz. Suburban, Mail / Express and freight trains use the same pair of lines between Kalyan & Kasara. Beyond Titwala, the section has a highly undulating terrain with ruling gradient of 1 in 90 in DN direction and 1 in 132 in UP direction.

The double-lined Kalyan-Kasara section is one of the most congested rail stretches in the country. As per CR records, a total of 147 local trains, 71 long-distance trains and about 20 freight trains run on the twin lines every day. All these trains compete with the suburban trains for slots as the passenger load to Titwala, Asangaon and Kasara is growing phenomenally, which makes it a very congested route. The third line will take away some of the load on these two lines significantly. Once completed, the 67 km line will be the longest bi-directional rail line in the Mumbai division and will allow long-distance and goods trains to run in both directions. Also, the third line will allow Indian railway to run more suburban trains. Accordingly, a project has been sanctioned by Govt. of India for providing 3<sup>rd</sup> line between Kalyan and Kasara stations.

Since this is a capacity augmentation project of existing Railway line, so the most feasible alignment is chosen utilizing entire existing available RoW already in possession of Railway, thus keeping requirement of additional land minimum. For additional land requirement, wherever possible non-forest land has been used for the alignment. In view of the cited reasons, the proposed alignment which passes through 16.6846 Ha of forest land cannot be located elsewhere and hence the proposed diversion requirement of 16.6846 Ha of forest land is minimum and fully justified.

Thanking You,

(D. D. Lolge)

Dy. Chief Engineer (C), Ghatkopar

Encl: Forest Diversion Proposal (06 sets)