

**Minutes of the Public Consultation Meeting
Environmental and Social Aspects of the Mumbai Metro Line-6
Swami Samarth Nagar- Vikhroli (Eastern Express Highway)**

The work for Mumbai Metro Line – 6 {Swami Samarth Nagar- Vikhroli (EEH)} has been undertaken by MMRDA with the approval of Govt. of Maharashtra and assistance of DMRC.

Public Announcement in Newspapers:

A preliminary public consultation meeting focusing on the environmental and social aspects of the Mumbai Metro line -6 {Swami Samarth Nagar- Vikhroli (EEH)} was organized on May 21, 2019. A notice regarding the schedule of the meeting was advertised in prominent daily newspapers in three languages i.e. English, Hindi and Marathi on the May 5, 2019 to inform the general public. Copies of the notices published in the newspapers are attached as *Annexure-I*. The details of the date, time and place of the Public consultation meeting were as follows:

Date	Time	Place
21/05/2019	11.00 a.m. to 1.00 p.m.	The Auditorium, New MMRDA building, G-Block, Bandra Kurla Complex, Bandra (E), Mumbai - 400051.

The following officers from MMRDA and DMRC addressed the meeting:

Sr. No.	Metro Representatives	Designation
1.	Shri. P.K. Sharma	Director, DMRC
2.	Shri. V.G. Patil	Chief, SDC, MMRDA
3.	Shri. A. S. Salunkhe	General Manager, Metro 6, DMRC
4.	Shri. Sahzad Ali	DGM, Civil, DMRC
5.	Smt. P. A. Khopade	OSD, Environment, MMRDA

The meeting started with introduction of officials and power-point presentations on the project comprising of the Metro Master Plan, details including alignment, station locations and facilities, method of construction, costs and financial obligations, the environmental and social impacts and safeguards etc. were made. The technical aspects of the project were presented by Shri. Sahzad Ali, social aspects were presented by Shri. V.G. Patil and environmental aspects were presented by Smt. P. A. Khopade.

The consultation meeting was attended by 100 persons. The list of attendees along with the attendance record consisting of their names, organizations represented and the contact details is attached as *Annexure – II*.

The details of the points raised by the participants related to social, environmental and technical aspects and the responses provided to their queries are as follows:

Sr. No.	Name of Participant and Points raised	Responses provided
1.	Shri. Satish Kumar Singh (Token No. 6) from Powai asked where people from Saki Vihar Station will be rehabilitated and when the survey work will be completed.	It was clarified that first step is to survey affected structures and PAPs which is being carried out. It was further clarified that PAPs will be rehabilitated in MMRDA's R&R Colonies closer to the site of impacts, depending on availability of tenements and that the survey work was expected to be completed in 6 months.
2.	Shri. Ashitosh Tiwari (Token No. 9) from Powai wanted to know exact stretch (i.e width of alignment) for which survey will be conducted.	It was informed that the width will vary according to the design of structure for viaduct, station etc. and survey work could be carried out for a larger width due to space requirement for operations of construction etc. The range for width for survey could vary from 28 m. to 48 m. depending on location.
3.	Shri. Abhijeet Patil (Token No. 99) from Jogeshwari wanted to know where people from Bandrekar wadi will be rehabilitated, will it be at Kanjurmarg and whether there is any rule or policy for rehabilitation within 2 km from their affected areas.	It was clarified that planning for rehabilitation can be done after the survey details are available and exact impacts are known and that PAPs will be rehabilitated in MMRDA's R&R Colonies closer to the site of impacts, depending on availability of tenements. Apart from Kanjurmarg, other options at Malad and Oshiwara can be considered if tenements become available. It was clarified that it was not mandatory to rehabilitate PAPs within 2 km from affected areas.
4.	Shri. Sumedh Patole (Token No. 16) from Powai asked whether constructions on upper floors and separate structures of relatives will get rehabilitation benefit and will they be considered in survey.	It was clarified that there was no provision to consider upper floors of encroached structures as separate units for survey and rehabilitation but detailed information should be provided to the survey agency if separate household stays

		on upper floor. It was further clarified that independent ground level structures occupied by relatives will be considered for survey and rehabilitation, if they are occupied by separate families, which live separately in such structures.
5.	Smt. Prabha Pandey (Token No. 74) felt that since infrastructure projects are meant for the benefits of the people, such projects should not affect any citizen and there should be no need to rehabilitate people, particularly slum dwellers.	Since this was a general comment, no specific response could be provided. The project alignment is always aimed to avoid/minimize the effect of R & R. Due to some design requirement, it becomes necessary sometimes to rehabilitate people.
6.	Shri. Vithil H. Kuran (Token No. 21) from Powai demanded that they should get equivalent size alternate accommodations as per areas of their original structures and further wanted to know where they will be rehabilitated and which year's documents of proof will be considered for eligibility.	It was informed that while the titleholders (land owners) can be provided compensation for land as well as rehabilitation benefits as per the provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, the non-titleholders (encroachers) will be provided rehabilitation benefits as per the MUTP R&R Policy. As per this policy, residential encroachers are entitled for a house of 225 sq. ft in R & R colony and commercial encroachers for a shop of area equivalent to area of affected structure (maximum up to 750 sq.ft out of which 225 sq.ft. free of cost and any additional area at Ready Reckoner rate). It was clarified that PAPs will be rehabilitated in MMRDA's R&R Colonies closer to the site of impacts, depending on availability of tenements, and that as per the MUTP R&R Policy, date of survey is the cut-off date for eligibility and that documents of proofs of staying in the affected structure at the time of survey will be considered.
7.	Shri. Debi Goenka (Token No. 57) asked why a residential tenement of 225 sq.ft. is provided when Govt. has revised the area to 300 sq.ft. He also asked how tenants on private land are	It was informed that revision carried out by Govt. was prospectively applicable to Slum Rehabilitation Schemes approved and built after the decision.

	<p>treated and commented that people were being shifted from horizontal slums into vertical slums and an old policy is being applied for rehabilitation.</p>	<p>Rehabilitation is carried out in stock available with MMRDA. It was clarified that the eligibility and entitlements of tenants on private lands depended on the scrutiny of legality of tenancy, and accordingly, their rights in the affected property.</p>
8.	<p>Shri. Jaydeep Desai (Token No. 58) asked why 225 sq.ft houses will be provided when the Govt. had promised to give 500 sq.ft houses.</p>	<p>It was clarified that there was no Govt. order increasing the entitlement to 500 sq.ft. for encroachers.</p>
9.	<p>Mrs. Sonali Mishra (Token No.52) asked that whether any interchange design is available to show it during presentation. She also wanted to know where space is available on road for erecting pillars for skywalk. She commented that 'Line-1 & Line-6 are running almost parallel in length but still the densely populated areas such as Saki Vihar, Chandivali do not have easy access to any metro line and on the other hand Metro Line-6 is going through the areas like Rambaug, Powai Lake, IIT Powai where ridership is less. She also commented that there are no future expansion prospects to elevated metro, these all are standalone lines and considering average 2Mtr. Diameter of the pillar of Metro, We are going to lose 2 lanes on both sides of divider/median.</p>	<p>It was informed that the design finalization is in conceptual stage. There will be direct FOB connecting paid area of Line-6 station with Paid area of Line-7 station.</p> <p>It is further explained that existing Metro line 1 starts from Ghatkopar where it is about 3.6 Km away from JVLR. At Link Road it is about 1.5 km away from Line-6 alignment. The two lines have separate catchment. City has very good North-South corridors of transport like Western Railway, Central Railway systems, WEH & EEH and proposed Metro 7, 2A, 3, 4 etc., but has very limited East West connectivity. Line-6 will provide the same.</p> <p>All metro lines whether underground or elevated are standalone lines and both have similar requirements for extending in future.</p> <p>It was also informed that in general at all locations in Mumbai, the existing medians are covering 1 to 1.5 meters width. After the construction of Metro Pillars, it becomes 2.25 to 2.5 meters including Crash barrier around the Pillars. Hence only 1 meter additional width is required for metro pillar i.e. 0.5 meter on either side.</p> <p>The comments were noted for record.</p>

<p>10.</p>	<p>Shri. Shirish D. (Token No. 42) commented that already there is congestion on LBS Marg at Gandhi Nagar due to construction of Line-4, 2 Km stretch is taking 60 minutes to travel in this area then what will happen when intersection of line -4 & Line-6 starts. People living in this area are shifting to other areas of Mumbai.</p> <p>He suggested not to start the work at Gandhi Nagar Junction before completion of Line-4 work. Otherwise it's difficult to commute from LBS road to Powai as due to barricading the width of entire road is get reduced. Metro Line-6 could have started after certain metro lines are completed.</p> <p>He also suggested to do the work of Metro Line-6 in parts i.e. first construct Jogeshwari-SEEPZ part, make it operational and then construct the balance portion.</p>	<p>It was informed that there are 3 level arrangements at this location. Ground level is LBS Road, first Level is Flyover on JVLR while Line 4 and Line 6 is at 2nd & 3rd Level respectively. Suggestions were noted down and will be considered during the execution of the project.</p>
<p>11.</p>	<p>Shri. Ashok Datar (Token No. 48) commented that in 2008, a study on Bus Rapid Transit System (BRTS) on JVLR was carried out which showed that more than 4 Lakh people can use it. It was not resulting in dust emission that happens during the construction of Metro. He also commented that in Government of India's 'Alternative Policy', 2017, it is mentioned that 'Consider the project only if alternatives are considered'.</p> <p>He asked that what alternatives were considered for Metro Line-6 and further suggested to use BRTS.</p>	<p>It was informed that the decision to construct Metro Line-6 has been taken after detailed study and taking all the factors into account. In order to improve road connectivity between Andheri west and eastern suburbs, a flyover is also being constructed from Samarth Nagar to Mahakali caves on the common metro pillars.</p>
<p>12.</p>	<p>One of the participants (name and token no. not provided) staying at Lokhandwala wanted to know that why Extra Cost is being spent for Viaduct from Infinity Mall to Swami Samarth Nagar.</p> <p>He also commented that why Can't Metro Ends at Adarsh Nagar and Why last station at Swami Samarth Nagar is being built?</p>	<p>It was informed that in order to give connectivity to Lokhandwala and surrounding areas which has substandard catchment, the lines has been planned up to Swami Samarth Nagar (Lokhandwala). After last station, in any case Viaduct has to be extended for about half KM beyond the station for the purpose of reversal of trains. Hence in any case, dead end would cross Infinity Mall junction.</p>

13.	<p>Shri. Nitin Killawala (Token No. 56) commented that there is duplication of huge structures over the Jogeshwari rail track which already done on Metro Line-1 at Versova and you are overcoming Metro Line-7, 6 & 4. He also commented that nearby the powai area, already Metro Lines-3 & 4 are coming, then what is the need of Metro Line-6. He suggested use of BRTS or metro bus instead of metro line-6. He also commented that in areas like Powai Lake and Rambaug, Metro is not needed as ridership is very less.</p>	<p>Another participant started stating some other point before any response could be provided. However, the comments were noted for record and suggestions were noted for consideration.</p>
14.	<p>Shri. Dhaval Shah (Token No.2) commented that Metro Line-6 viaduct continues after Swami Samarth nagar station for some length where piling work is in progress. He asked that why can't station is constructed at the end to serve the people of that locality.</p>	<p>It was informed that after last station of Metro, half a kilometre of viaduct has to be constructed for the purpose of train reversal and as the area is not heavily populated; hence last station of Metro Line-6 is planned at Swami Samarth Nagar station.</p>
15.	<p>Shri. Shirish D. (Token no. 42) commented that Gandhi Nagar station of Metro Line-4 is still not decided. Initially it was planned to construct the one station above other station at Gandhi Nagar Junction, But probably due to high costing, it was decided to shift Gandhi Nagar station towards Kanjurmarg railway station and Line-6 station towards Powai.</p> <p>He also commented that the construction work has started without doing complete survey.</p>	<p>It was informed that the information is not correct. Gandhi Nagar station of Metro Line-4 was already fixed and location is not changed. It was never planned that one station comes up above other station. There is a flyover at this junction on JVLR. The Metro Line-4 and 6 is at 2nd and 3rd level respectively. Only via-duct portion is crossing at this junction.</p> <p>The comments were noted for record</p>
16.	<p>Shri. Alan Abraham (Token No.93) commented that some stations plan at a height of 27 m. while others are 9 stories high. In such conditions, how one can go up and down. He also commented that fire hazards shall also be taken into consideration.</p>	<p>It was informed that generally each station will have 13-14 m. height and will be provided staircase, escalators etc. While the Kanjurmarg station of Metro Line-6 will be at 27 m. height due to flyover & Metro Lie-4. Sufficient number of escalators will be provided along with staircase. Plans will be approved from Fire department.</p>

		The comments were noted for record
17.	Smt. Amrita Bhattacharjee (Token No. 72) commented that how the tender was floated without design are ready	The civil works tender were invited on Lump sum basis with contractor detailed design for sub structure. Basic design was finalized before inviting the tenders. The standard designs of super structure of viaduct were incorporated in the tender.
18.	<p>Smt. Pamela Cheema (Token No. 50) wanted to know why construction was started before public consultation and why Metro-6 cannot be made underground.</p> <p>She commented that public consultation should have been held on Saturday (holiday) allowing all affected people to attend and give suggestions. She further commented that due to construction work of Metro-4, children of Pawar Public School are suffering from asthma and Nagpur is facing the same problem of elevated Metro like Mumbai Metro. She suggested that trees to be transplanted can be saved in the same area to maintain green cover.</p>	<p>It was informed that Environmental Impact Assessment (EIA) & Social Impact Assessment (SIA) was carried out at the stage of Detailed Project Report (DPR) preparation and now after finalization of alignment, station locations etc. it is possible to identify factors like utilities, and impacts like actual number of affected people, number of affected trees etc. just when the work has started. Considering this, consultation is carried out at this stage in order to take suggestions from the public and consider it while implementing the project. It was also informed that after discussion held at various levels about benefits of elevated metro against underground metro, like requirement of less time for completion of work, safety, cost etc. Metro Line-6 is designed elevated. It was indicated that the comments were noted for record and suggestion was noted which will be considered during the execution of the project.</p>
19.	<p>One of the participants (name and token no. not provided) wanted to know about who gave permission for barricading and soil testing and whether local people were consulted before barricading.</p> <p>He commented that the posters outside auditorium mention this to be a preliminary consultation and how can this be carried out after 6 months of starting of work.</p>	<p>It was informed that barricading requires traffic management and is carried out based on the permission granted by Traffic Police.</p> <p>It was also clarified that to finalize the design, it is necessary to do soil testing at each pillar. Hence no need to obtain permission for the same.</p> <p>The comments were noted for record.</p>

<p>20.</p>	<p>Smt. Sonali Mishra (Token No.52) wanted to know why public consultation was delayed, when they will know about whether any action is taken on their suggestions and whether MMRDA will stop work until minutes are published.</p> <p>She commented that while as per DPR prepared in 2016, 97 families were shown as affected, and now it is informed that survey will be completed in 2019.</p> <p>She suggested that measures to control air pollution. during construction should be taken, Metro Line-6 be made underground at some places like Saki Vihar where ridership is not enough and BRTS should be used at locations where ridership was less.</p>	<p>It was clarified that the assessment of impacts at the stage of DPR was at a broad level and the survey is now being carried out after likely impacts on project sites based on final alignment, designs etc. are known. It was again clarified that consultation was carried out at this stage in order to take suggestions from the public and consider it while implementing the project. It was informed that minutes of the Public Consultation will be shared and decisions on various suggestions will be taken into consideration.</p> <p>The comments were noted for record and suggestions were noted which will be considered during the execution of the project</p>
<p>21.</p>	<p>One of the participants (name and token no. not provided) commented that it was specified in para 9.13 of DPR that preliminary consultation was already held, and now again MMRDA was conducting preliminary consultation. He further wanted to know with whom MMRDA had conducted preliminary consultation before 2016 and does MMRDA have any records and details of issues discussed at that time.</p>	<p>Another participant started stating some other point before any response could be provided. (This pertains to consultation carried out by the concerned consultants at the time of preparing EIA and SIA reports at the DPR stage.). However, it is stated that Mumbai Metro Master Plan was presented during the consultations held for Metro Line-7, 2A, 2B & 4.</p> <p>The comments were noted for record.</p>
<p>22.</p>	<p>Smt. Snehal Basrur (Token No. 44) wanted to know whether 899 affected trees included only median trees or also included road side trees and about actual number of trees that will be cut and transplanted, details of place selected for compensatory plantation since as per the rule, it was mandatory to plant 3 trees against each tree cut.</p> <p>She commented about Metro-4 stating that air & noise pollution was occurring due to drilling work carried out during soil testing and 50 trees were killed on median, which locals were struggling to transplant, street lights were affected and that senior citizens in her area were suffering from hypertension, insomnia etc.</p>	<p>The following information was provided :</p> <ul style="list-style-type: none"> • Median trees and trees affected at stations & staircase locations will be cut only if unavoidable. • Regular watering to median plants is carried out. • The affected trees include trees like Ashoka, Peepal, Peltoforum, Royal Palm-, Foxtail palm, Satwin etc. were identified during joint tree survey done by MCGM and DMRC officers but actual decision of trees to be cut and transplanted will be taken by Tree Authority after following due

	<p>She further commented that there were many high-rise buildings along Metro-6 and many more were to come up resulting in increased vehicles, which will further increase the road congestion. She also commented that it was very easy to save trees with simple solutions that can be implemented and that MMRDA should have presented the EIA report in public consultation meeting. She also commented that suggestions given by public should be evaluated and MMRDA should come up with some concrete solutions and assure them that their suggestions would be implemented.</p> <p>She suggested that water should be sprinkled to avoid dust pollution and labourers should be engaged to remove the mud from drilling machines in order to reduce noise pollution, proper street lighting should be provided, regular watering of median trees should be carried out.</p>	<p>procedure. Trees can be transplanted in the adjoining area of depot or other locations like Aarey as per availability of land.</p> <p>The comments were noted for record and suggestions were noted which will be considered during the execution of the project.</p>
23.	<p>Shri. Debi Goenka (Token No. 57) wanted to know about the purpose of public consultation and taking suggestions at this stage when the project has started and asked that whether it would result into some considerable changes in the project. He commented that any responsible officer of MMRDA like Addl. Metropolitan Commissioner or Metropolitan Commissioner should have been present for the consultation.</p>	<p>It was informed that consultation is carried out at this stage to obtain suggestions from the people in order to consider it while implementing the project. The comments were noted for record.</p>
24.	<p>Shri. Jagdeep Desai (Token no. 58) commented that Metro works destroyed all the street lights, even under Metro Line-1 stations, and due to darkness, the barricades were not visible to the commuters. He suggested the use of fluorescent lighting or painting the barricades with white colour in order to avoid chances of accidents.</p>	<p>It was informed that proper improved lighting will be provided wherever necessary and stations will be design to provide proper lighting. The comments were noted for record and suggestions were noted which will be considered during the execution of the project.</p>
25.	<p>Smt. Bhalla (Token No.3) informed that there are beautiful promenades in Powai area which will get destroyed.</p>	<p>It was clarified that the alignment was far away from the lake and construction work will not affect the promenades.</p>

<p>26.</p>	<p>Shri. Shirish D. (Token no. 42) wanted to know about the likely expenditure on transplantation of trees and budget allotted for the same. He further wanted to know whether, in pre-planning phase, any tree survey was carried out and whether the technique as well as area required for transplantation and agency to do the work etc. was decided.</p> <p>He also wanted to know how the Kanjurmarg land was suitable for Metro-6 depot, when the land was not considered suitable and was having acquisition issues for Metro Line-3, whether Kanjurmarg depot area is demarcated or not and whether there were mangroves, whether location plan of depot/yard and destruction of mangroves addressed or not in preliminary EIA.</p> <p>He commented that if Metro-3 was turned towards Kanjurmarg as suggested then, Aarey forest could have been saved and no separate Metro-6 would be needed and to avoid traffic congestion problem on JVLR instead of Metro, preference should be given on widening of JVLR (making 6 lane road on either side)</p> <p>He suggested that (i) underpasses or overhead bridges should be constructed at the junctions coming in the Metro-6, (ii) boards should be put up at few locations showing project planning (date of work started, completion of work and removing barricades etc.) for the awareness of residents, (iii) barricaded area should be reduced from 9 meter to 6-7 meter in order to reduce traffic congestion, (iv) shrubs should be watered regularly and a chart to the side of barricading should be displayed indicating the name of concerned person and how those plants are taken care of, (v) trees not directly affected due to column construction should be trimmed instead of cutting, (vi) trees should be planted in between columns during construction phase, (vii) complete details of affected trees should be displayed on website, (viii) non standard design for construction of</p>	<p>It was informed that the affected trees were identified during joint tree survey done by MCGM and DMRC officers but actual decision of trees to be cut and transplanted will be taken by Tree Authority after following due procedure. Trees can be transplanted in the adjoining area of depot or other locations like Aarey as per availability of land and by consulting with MCGM. Since few points were related to Metro Line-3, no specific response could be provided. It was also clarified that Metro Line-6 stations will have special features depending upon the local environment. The comments were noted for record and suggestions were noted which will be considered during the execution of the project.</p>
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	pillars should be considered instead of 20 meter standard distance in between the pillars in order to save the trees, (ix) save the trees while doing drilling work (x) consider the aesthetic aspects while designing Metro Line-6 stations.	
27.	<p>Smt. Elsie (Token No. 68) asked that whether information on hydraulic, seismic, aquifers, Powai lake, soil studies etc. is available in EIA and requested to share it with the participants.</p> <p>She commented that if above information was not available, construction work can't be started. She further commented that people were giving their precious time and it was their right as public taxpayers to study the report, ask questions and give suggestions.</p>	It was informed that EIA report is being prepared and will be shared once ready and finalized. The comments were noted for record.
28.	<p>Smt. Amrita Bhattacharjee (Token no. 72) wanted to know why the work of Metro-6 has started although alignment, designs are not finalized, survey work is not completed, impacts are not identified.</p> <p>She commented that this was a public transport system and it was important to consult citizens because finally public had to pay for it. She further commented that already many pillars were erected on JVLR and people were facing the problem of traffic jam also because of work of Metro-2A, 7 & 4, which is going on simultaneously. She also commented that Western Express Highway was also getting affected due to Metro work and thus existing infrastructure was get spoiled and Bus services were also badly affected.</p> <p>She also commented that in terms of social impact, there is a loss of GDP, wastage of productive time, lots of stress, health problems due to air pollution, traffic jams resulting in more carbon emissions and Metro projects are very badly planned and experts from various fields present in consultation meeting were ready to give very constructive solutions.</p> <p>She further commented that the work should</p>	<p>The following Information was provided :</p> <ul style="list-style-type: none"> • Alignment is designed as per the sanctioned DPR. • Design cannot be done at the beginning for all the pillars. Generally, after finalization of DPR, marking of pillars is done on site. Soil investigation is carried out at each pillar and considering the soil parameters, the respective pillars are designed. • After discussion held at various levels about benefits of elevated metro against underground metro, like requirement of less time for completion of work, safety, cost etc. Metro Line-6 is designed elevated. <p>The comments were noted for record and suggestions were noted which will be considered during the execution of the project.</p>

	be immediately stopped and the barricades in the entire stretch should be removed if necessary studies are not carried out and first properly plan the project and then execute.	
29.	Shri. Vishal Nayak (Token No. 85) commented that in countries like USA, HEPA (High Efficiency Particulate Air) filters and air control systems are used to control air pollution. He also pointed out that in Mahim area (near paradise theatre), 2-3 cricket grounds are converted into dumping ground of metro work and that area is used for car parking of private/metro or other government officials.	It was informed that, the described area where metro work being done is related to Metro Line-3 which is being dealt by MMRCL. The comments were noted for record.
30.	<p>Shri. Stalin D. (Token No.29) asked for following information:</p> <ul style="list-style-type: none"> - Location of Kanjurmarg depot - How Kanjurmarg (E) depot is suitable for Metro-6, if not suitable for Metro-3. - Details of trees affected due to Metro Line-6 and the number of trees that will be cut or transplanted. - Why not all tree permissions are taken at once. - Number of trees affected in Package 3. <p>He commented that if Metro Line -3 was extended up to Kanjurmarg as suggested, Metro-6 project will not be needed and as per DPR, only 57 trees are affected but MMRDA has applied for 899 trees.</p> <p>He also commented that you are invited us to see the depot areas but these depots are nuclear facilities of MMRDA where outside People are not allowed to visit and there is no transparency, even RTI replies kept on halt or delayed.</p>	<p>The following Information was provided :</p> <ul style="list-style-type: none"> • Each line requires individual depot. • The Metro Line -6 depot will be in Kanjurmarg (E) and the land is in the process of acquisition. • There are total 3 packages. Out of which, affected trees at 2 packages are identified along with MGCM officer and proposals are submitted to MCGM. After following due procedure, permission will be given by MCGM's Tree Authority. While there are roughly 300-400 trees in third package. • It was clarified that there may be some printing mistake while giving number of affected trees in DPR. <p>The comments are noted for record.</p>
31.	Shri. Ashok Datar (Token No. 48) informed that Metro Line-1 is having only 4 lakhs ridership, still platforms are found to be inadequate and there may be chances of accidents like that happened at Elphinstone road. He expressed worry about the situation of Metro line 6 where	It was informed that the Platforms are designed to meet the requirements.

	ridership is 6 lakhs and platforms are narrower.	
32.	One of the participants (Name and token no. not provided) commented that if Metro Line-6 is made underground, there was no need to answer so many questions.	It was clarified that after discussion held at various levels about benefits of elevated metro against underground metro like requirement of less time for completion of work, safety, cost etc., and accordingly Metro Line-6 is designed elevated.
33.	<p>One of the participants (Name and token no. not provided) commented that Mumbai is going to suffer for a long time, as except Metro-3, all Metro projects are going to delay and that therefore need to depend on outside funding for Metro-6 in the absence of enough money and who will be the guarantor for funding. The participant further commented that MMRDA is mainly a planning authority and is taking wrong decisions and that MMRDA should put forth the exact situation to the Government.</p> <p>The participant suggested that considering the crowd of Metro Line-1, it should have 6 coach trains rather than 4 coach trains.</p>	It was clarified that Metro Line-1 doesn't serve the entire area of Mumbai and that's why the other lines are also planned. It was also informed that after the completion of all Metro lines 80-90 % population of Mumbai city would have metro lines within a walkable distance. The comments were noted for record and suggestions were noted which will be considered during the execution of the project
34.	Smt. Prabha Pandey (Token No.74) commented that although the government was theirs and money used for the projects belongs to them, still the government didn't inform or ask them before starting the project.	Since this was a general comment, no response could be provided. However, it is stated that MMRDA has conducted various consultations in the past for other metro projects where Mumbai Master Plan was presented.
35.	One of the participants (Name and token no. not provided) commented that it is proposed to construct a flyover from Lokhandwala to JVLR which can reduce the travel time from 1 hour and 45 minutes to 25 minutes. However, as 35% of road goes away due to metro, same time will be required to travel from end to end.	<p>It was clarified that apart from Metro Line-6, a flyover is also being constructed from Samarth Nagar-Mahakali caves which can also reduce the travel time.</p> <p>It was also clarified that the metro pillars will occupy only a small space in the median and most of the existing road will remain available for traffic after construction is completed.</p>
36.	Shri. Manohar J. (Token No.63) wanted to know why can't Metro line-6 be underground and who gave permission to do digging work during	It was clarified that after discussion held at various levels about benefits of elevated metro against underground

	<p>night time.</p> <p>He commented that JVL R was built to provide connectivity between EEH & WEH in 12 minutes but now almost 1.5 - 2 hours are needed for the same due to heavy traffic jams and that MMRDA can't destroy JVL R which has been made though the money of taxpayers. He further commented that Metro has also reduced the size of the road and due to Metro, entire beauty of lake will get destroyed and that noise destroyed sleep and peace of the residents. He also commented that for public consultation, MMRDA commissioner or assistant commissioner should have been present.</p> <p>He suggested that the alignment should be rerouted as 6.5 lakhs ridership was not possible on this route and there is need to plan Metro-6 through inside areas like Chandivali, Mahakali etc.</p>	<p>metro, like requirement of less time for completion of work, safety, cost etc. and accordingly Metro Line-6 is designed elevated.</p> <p>It was also clarified that Metro work will not affect Powai lake. The comments were noted for record and suggestions were noted for consideration.</p>
37.	<p>Shri. Alan Abraham (Token No.93) wanted to know why a month's time should be needed to get proceedings of this meeting.</p> <p>He commented that PAPs were not identified yet, EIA report and social surveys were not conducted, and alignment was also not yet finalized. He suggested that presentation should include more detailed drawings, designs, plans, sections etc.</p> <p>He suggested to consider rerouting the alignment, making Metro-6 underground, better planning to make city beautiful and to make available drawings of stations & alignments online.</p>	<p>It was informed that there are many points raised by the people and discussion is happening for a long time and it was necessary go through the audio-video recordings to finalize the minutes and further approval from the higher authorities was required to be obtained. It was also informed that few people can come to office to see the drawings. The comments were noted for record and suggestions were noted which will be considered during the execution of the project.</p>
38.	<p>Shri. Ankit Shah (Token No.30) commented that Mumbai Municipal Corporation Act is amended and 1% surcharge is applied on stamp duty to increase it from 5% - 6% to finance Metro and since there are no industrial or commercial units along the Metro-6, and if as proposed 6.5 lakhs ridership is not achieved, how the cost will</p>	<p>Since these are general comments, no specific response could be provided.</p>

	<p>be borne. He further commented that these decisions are taken in the absence of any funds and financial planning and that we have to mortgage our state to World Bank. He also commented that we also don't have enough money to run the other projects like Mumbai-Nagpur Samruddhi Highway, bullet train etc. and that it is a plan to vacant Mumbai. He further commented that JVLR is the best road connecting eastern and western suburbs, which gets destroyed due to Metro works and that first the proposed Goregaon-Mulund road should be completed and then we should think about Metro-6.</p> <p>He suggested that since it is the money of taxpayers, and if any losses happen, public needs to bare it, and hence the project should be scrapped.</p>	
39.	<p>One of the participants (Name and token no. not provided) wanted to know the timeline of completion of EIA report. He also wanted to know about the decision makers and reasons behind decisions taken.</p>	<p>It was informed that EIA report is being prepared and will be shared once ready and finalized.</p>
40.	<p>Smt. Hema Ramani (Token No.27) commented that whatever mitigation measures suggested in chapter 9 of DPR to tackle the environmental issues are not getting implemented during the construction work of Metro-4. She further commented that as per Metro-4 DPR, 452 trees are affected but actually in 11 km stretch of thane city only, more than 1000 trees are getting affected which means that DPR is having no significance.</p> <p>She suggested that instead of all metro lines, Metro-6 should be focused in Environmental presentation and that not much information about the environmental aspects of project is received. She further suggested that an independent study should be carried out for each Metro line.</p>	<p>The comments were noted for record and suggestions were noted for consideration.</p>
41.	<p>One of the participants (Name and token no. not provided) wanted to know the number of</p>	<p>It was informed that are approx. 300-400 affected trees in the third package and</p>

	trees affected in package 3 and details of affected tree species like girth, height etc. to give suggestions. He commented that 150-200 year old trees are cut down for metro works and as a compensatory plantation only 6 feet tall trees are planted which at many times don't survive. He suggested to upload details of affected trees on MMRDA website & design Metro in such a way that not a single tree will be cut.	compensatory plantation will be done as per Tree Authority's directions in consultation with experts in tree plantation. The comments were noted for record and suggestions were noted for consideration
42.	Shri. Date (Token No. 5) commented that MMRDA itself is a planning authority but the footpaths outside its office area are not properly planned.	Comment is not related to Metro Line-6.

List of Annexure

- Annexure IA,IB,IC : Copies of the notices published in the newspapers
- Annexure IIA,IIB,IIC : Presentation of MMRDA officials given during the consultation
- Annexure III : The list of attendees
- Annexure IV : Photographs of the Public Consultation meeting



एम एम आर डी ए **MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY**
MMRDA (A Govt. of Maharashtra Undertaking)

MMRDA New Building, Plot Nos. R-5, R-6 & R-12, Bandra-Kurla Complex, Bandra (E),
Mumbai - 400 051. Phone : 022-2659 4000, Fax : 022-2659 1264
Website : <https://mmrda.maharashtra.gov.in>

PUBLIC CONSULTATION

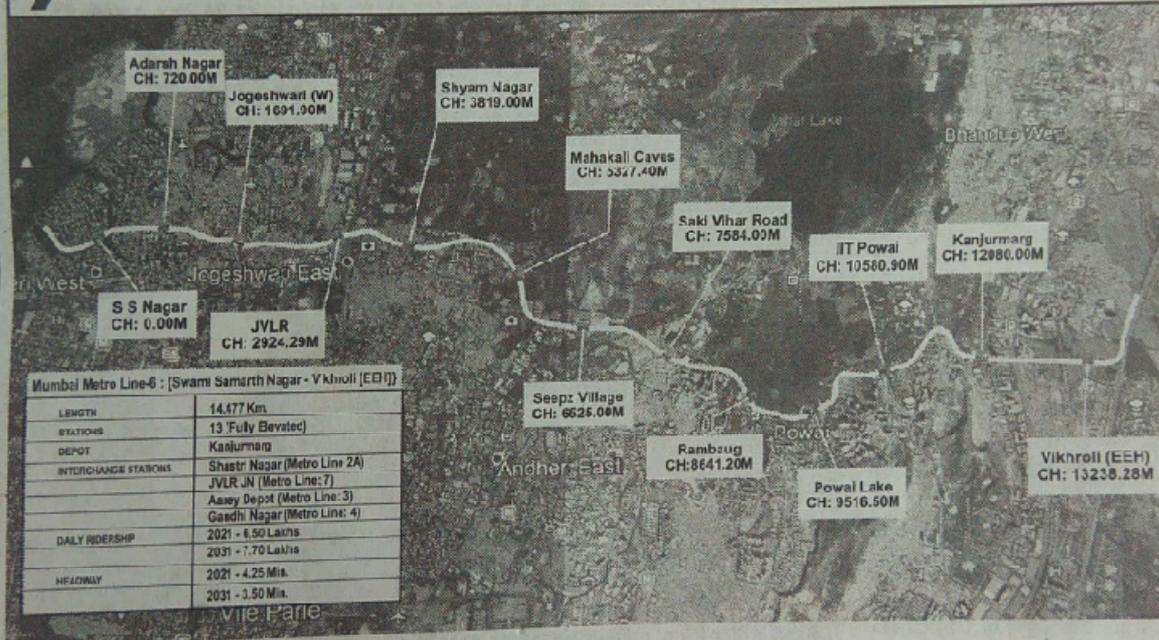
ENVIRONMENTAL AND SOCIAL ASPECTS OF MUMBAI METRO CORRIDOR-6 {SWAMI SAMARTH NAGAR-JVLR-SEEPZ-KANJURMARG-VIKHROLI (EEH)}

The MMRDA has undertaken implementation of the Metro Line-6 {Swami Samarth Nagar-JVLR-SEEPZ-Kanjurmarg-Vikhroli (EEH)} with the approval of the Government of Maharashtra.

Approved Alignment of the Metro Line-6



Mumbai Metro Line-6: {Swami Samarth Nagar-Vikhroli [EEH]}



The MMRDA has finalized ToR for the preparation of Environmental Impact Assessment (EIA) report & has undertaken preparation of Social Impact Assessment (SIA) report. The MMRDA desires to hold Public Consultation with various stakeholders and public at large to share the details about the project and obtain their views and suggestions. A Public Consultation meeting on Environmental and Social aspects of the project is scheduled on **21st May, 2019 (Tuesday) between 11:00 a.m. to 1:00 p.m. at the Auditorium, New MMRDA office building, Bandra Kurla Complex, Bandra (East), Mumbai-400051.**

All persons including NGOs, academicians, stakeholders etc. having interest in this project are invited to attend and participate in the meeting.

Date : 04/05/2019
Place : Mumbai

Addl. Metropolitan Commissioner (I)
MMRDA

Fulrani



एमएमआरडीए
MMRDA

मुंबई महानगर प्रदेश विकास प्राधिकरण

(महाराष्ट्र शासन अंगिकृत)

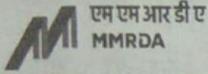
एमएमआरडीए नई इमारत, प्लॉट क्र. आर-५, आर-६, आर-१२ वांद्रे-कुर्ला संकुल, वांद्रे (पूर्व), मुंबई - ४०० ०५१.
दुरध्वनी क्र. ०२२-२६५९ ४००० फॅक्स क्र. ०२२-२६५९ १२६४ वेबसाईट : <https://mmrda.maharashtra.gov.in>

लोक परामर्श

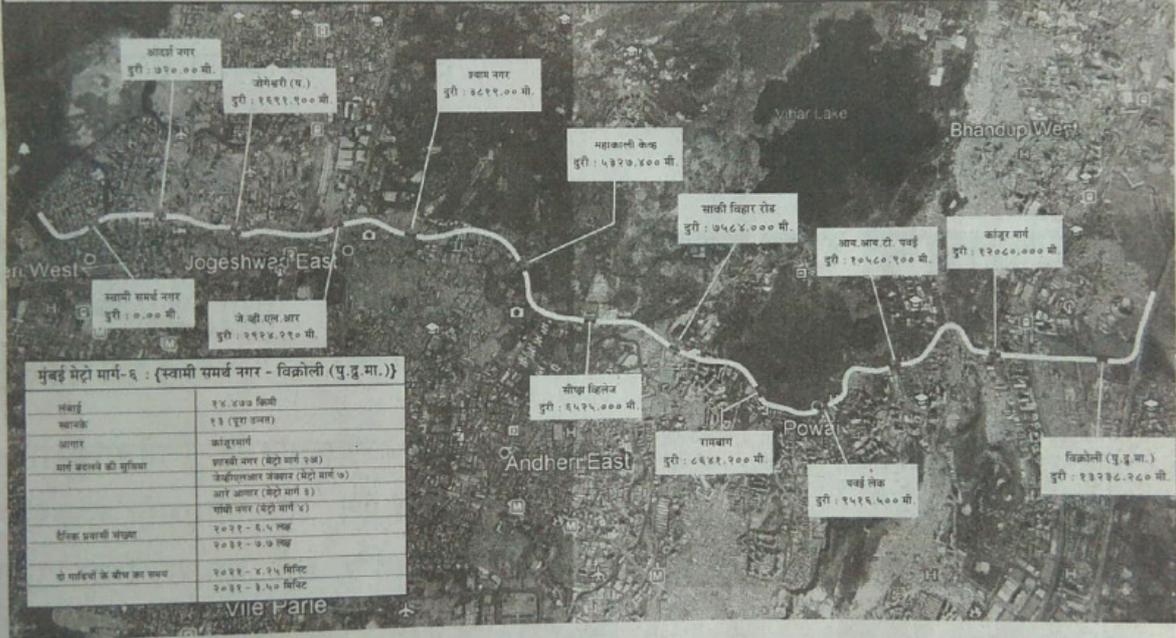
मेट्रो मार्ग - ६ {स्वामी समर्थ नगर-जेव्हिएलआर-सीझ-कांजुरमार्ग-विक्रोळी (पू.दु.मार्ग)}
के पर्यावरणीय तथा सामाजिक पहलू

महाराष्ट्र सरकार की स्वीकृती से मुंबई महानगर क्षेत्र विकास प्राधिकरण ने मेट्रो मार्ग - ६ {स्वामी समर्थ नगर-जेव्हिएलआर-सीझ-कांजुरमार्ग-विक्रोळी (पू.दु.मार्ग)} परियोजना के कार्यान्वयन का कार्यभार लिया है।

मेट्रो मार्ग - ६ का अनुमोदित संरेखण



मुंबई मेट्रो मार्ग-६ : {स्वामी समर्थ नगर - विक्रोली (पू.दु.मा.)}



मुंबई महानगर क्षेत्र विकास प्राधिकरण ने इस परियोजना के हेतु पर्यावरण परिणाम मूल्यांकन (EIA) अहवाल तैयार करने के लिये संदर्भिय शर्तें (टीओआर) अंतिम की है और सामाजिक प्रभाव निर्धारण (SIA) अहवाल तैयार करने का कार्य शुरू किया है। मुंबई महानगर क्षेत्र विकास प्राधिकरण विभिन्न हितधारकों तथा सर्व सामान्य जनता से इस परियोजना से संबंधित सूचना बांटने तथा उनके विचार और सुझाव प्राप्त करने हेतु परामर्श करने की इच्छुक है। इस परियोजना के पर्यावरणीय एवं सामाजिक मुद्दों के साथ विभिन्न पहलुओं पर विचार हेतु नई एम.एम.आर.डी.ए. कार्यालय बिल्डिंग, ई ब्लॉक, बांद्रा कुर्ला संकुल, बांद्रा (पूर्व), मुंबई - ५१ के प्रेक्षागृह में दिनांक २१ मई, २०१९ (मंगलवार) को सुबह ११.०० से १:०० बजे तक लोक परामर्श बैठक का आयोजन किया गया है।

इस परियोजना में रुचि रखनेवाले सभी लोगों और गैर सरकारी संस्थान, विद्वान व्यक्ती इ. बैठक में उपस्थित रहने तथा भाग लेने के लिये आमंत्रित है।

दिनांक: ०४/०५/२०१९

ठिकाण: मुंबई

अतिरिक्त महानगर आयुक्त (१)

मुं.म.प्र.वि.प्रा.

Fulrani



एमएमआरडीए
MMRDA

मुंबई महानगर प्रदेश विकास प्राधिकरण

(महाराष्ट्र शासन अंगिकृत)

एमएमआरडीए नवीन इमारत, प्लॉट क्र. आर-५, आर-६, आर-१२ बांद्रा-कुर्ला संकुल, बांद्रा (पूर्व), मुंबई - ४०० ०५१
दुरध्वनी क्र. ०२२-२६५९ ४००० फॅक्स क्र. ०२२-२६५९ १२६४ वेबसाईट : <https://mmrda.maharashtra.gov.in>

जनतेसाठी खुले चर्चासत्र

मेट्रो मार्ग - ६ {स्वामी समर्थ नगर-जेव्हिएलआर-सीझ-कांजुरमार्ग-विक्रोळी (पू. दु. मार्ग)}

संबंधी पर्यावरणीय व सामाजिक बाबी

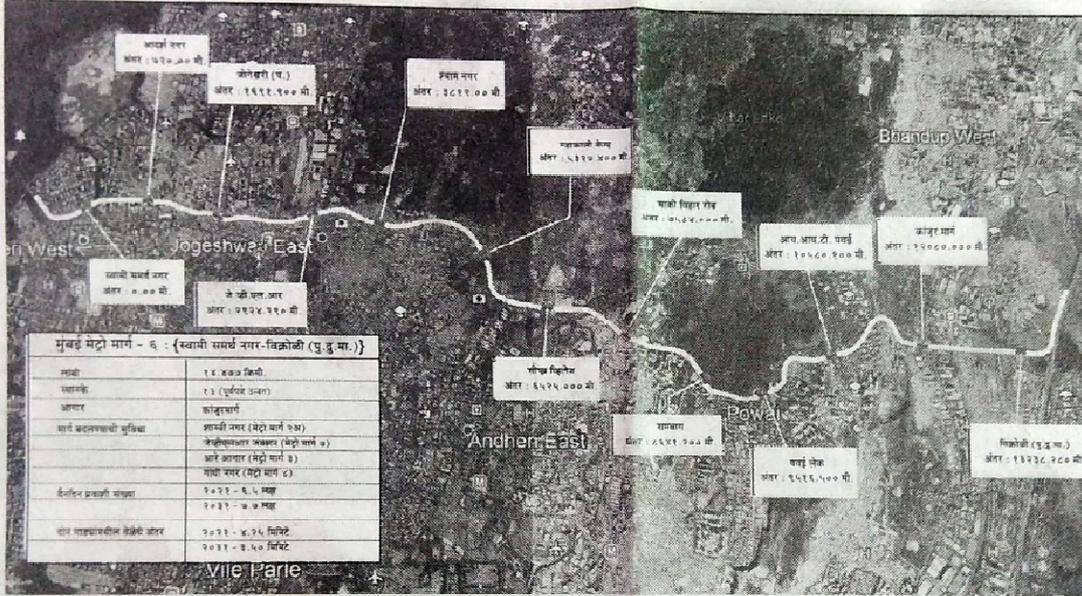
महाराष्ट्र शासनाच्या मान्यतेने मुं.म.प्र.वि.प्राधिकरणाने मेट्रो मार्ग - ६ {स्वामी समर्थ नगर-जेव्हिएलआर-सीझ-कांजुरमार्ग-विक्रोळी (पू. दु. मार्ग)} ची अंमलबजावणी हाती घेतली आहे.

मेट्रो मार्ग - ६ चा मान्यताप्राप्त आखणीमार्ग



एमएमआरडीए
MMRDA

मुंबई मेट्रो मार्ग - ६ : {स्वामी समर्थ नगर-विक्रोळी (पु.दु.मा.)}



मुं.म.प्र.वि.प्राधिकरणाने या प्रकल्पाचे पर्यावरण परिणाम मूल्यमापन (EIA) अहवाल तयार करण्यासाठी संदर्भिय अटी (टीओआर) अंतिम केले आहेत आणि सामाजिक परिणाम निर्धारण (SIA) अहवाल तयार करण्याचे कार्य हाती घेतले आहे. या प्रकल्पाचे तपशील सादर करण्यासाठी आणि त्यावरील विचार आणि सूचना प्राप्त करण्यासाठी मुं.म.प्र.वि. प्राधिकरण या प्रकल्पाशी संबंधित विविध हितसंबंधितांशी आणि सर्वसाधारण जनतेशी सल्लामसलत करण्यास इच्छूक आहे. याकरिता प्रकल्पाच्या पर्यावरणीय तसेच सामाजिक मुद्द्यांसह विविध पैलूंवर विचार विनिमय करण्यासाठी दि. २१ मे, २०१९ (मंगळवार) रोजी सकाळी ११.०० ते १:०० दरम्यान मुं.म.प्र.वि.प्राधिकरणाचे सभागृह, नवीन प्रशासकीय इमारत, डब्लॉक, बांद्रा कुर्ला संकुल, बांद्रा (पूर्व), मुंबई-५१ येथे जनतेसाठी खुले चर्चासत्र आयोजित करण्यात आले आहे.

या प्रकल्पात स्वारस्य असणाऱ्या सर्व व्यक्ती तसेच गैर सरकारी संस्था, विद्वानिष्ट व्यक्ती इत्यादींना बैठकीस उपस्थित राहून सहभागी होण्याचे निमंत्रण देण्यात येत आहे.

दिनांक: ०४/०५/२०१९

ठिकाण: मुंबई

अतिरिक्त महानगर आयुक्त (१)

मुं.म.प्र.वि.प्रा.

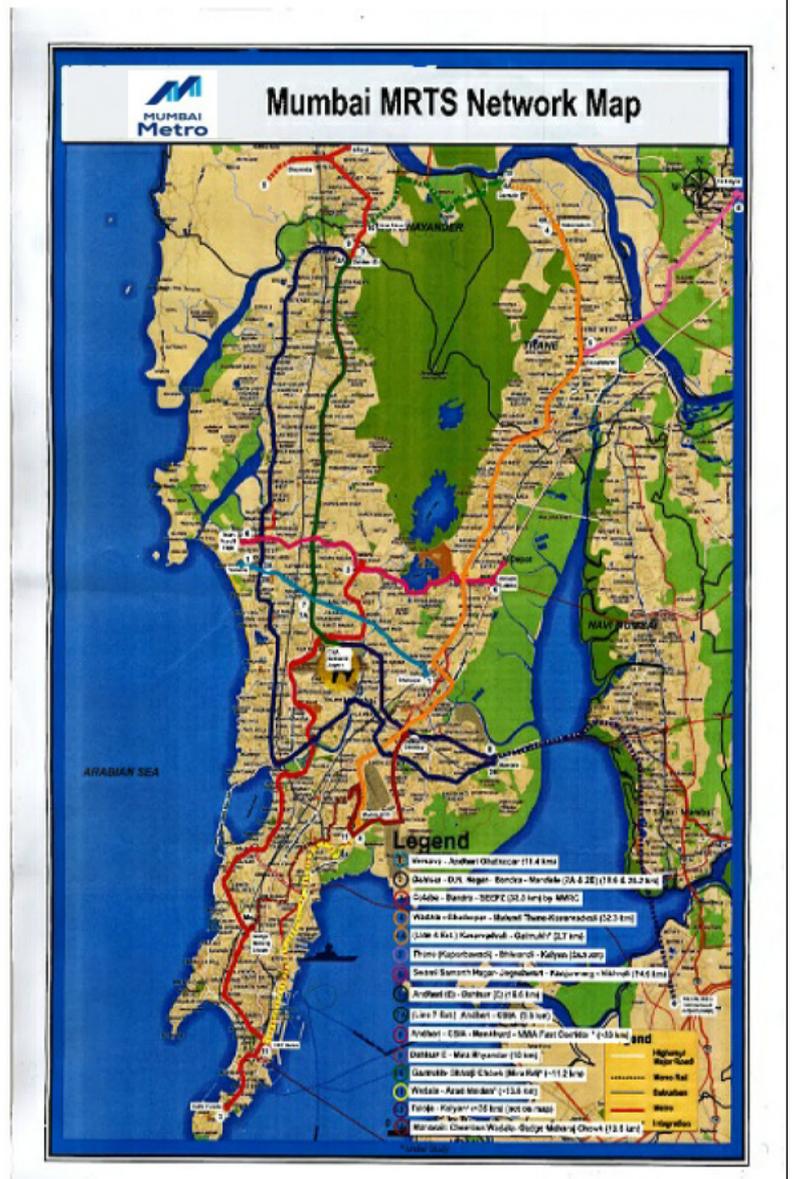
MMRDA

Welcomes
All the Stakeholder
present for the Public
Consultation

• 21st May 2019

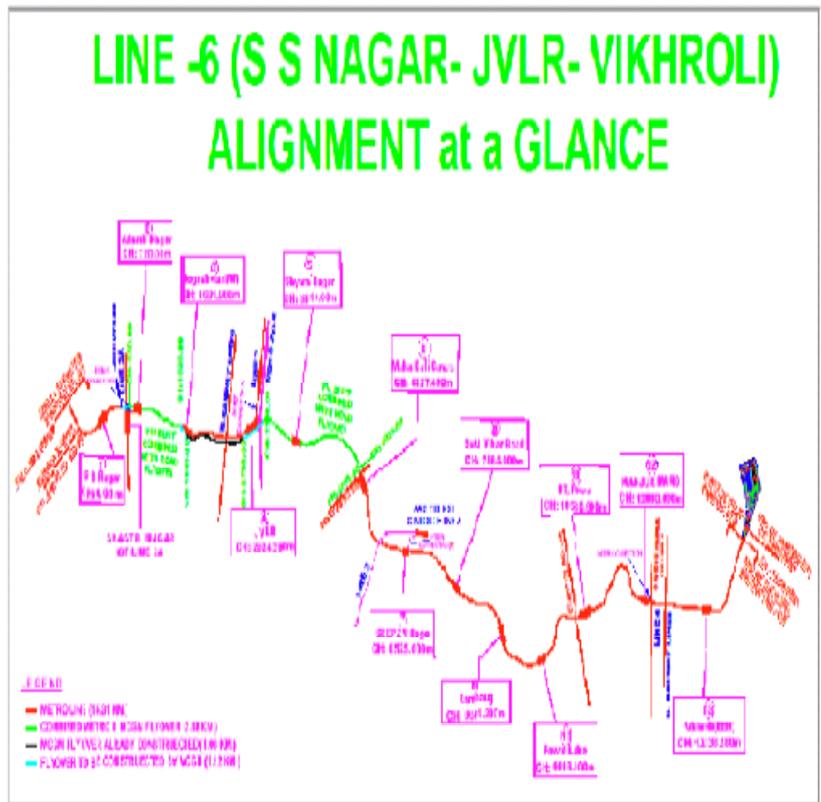


Length of Line -06 Corridor-
Swami Samarth Nagar –
Jogeshwari – Powai – Vikhroli
(EEH)
- 14.48 Km.



Metro Line 6 Stations

Metro Line 6	
1	Swami Samarth Nagar
2	Adarsh Nagar
3	Jogeswari(W)
4	JVLR
5	Shyam Nagar
6	MahaKali Cvaes
7	Seepz Village
8	Saki Vihar Road
9	Rambaugh
1	Powai Lake
1	IIT Powai
1	Kanjur Marg

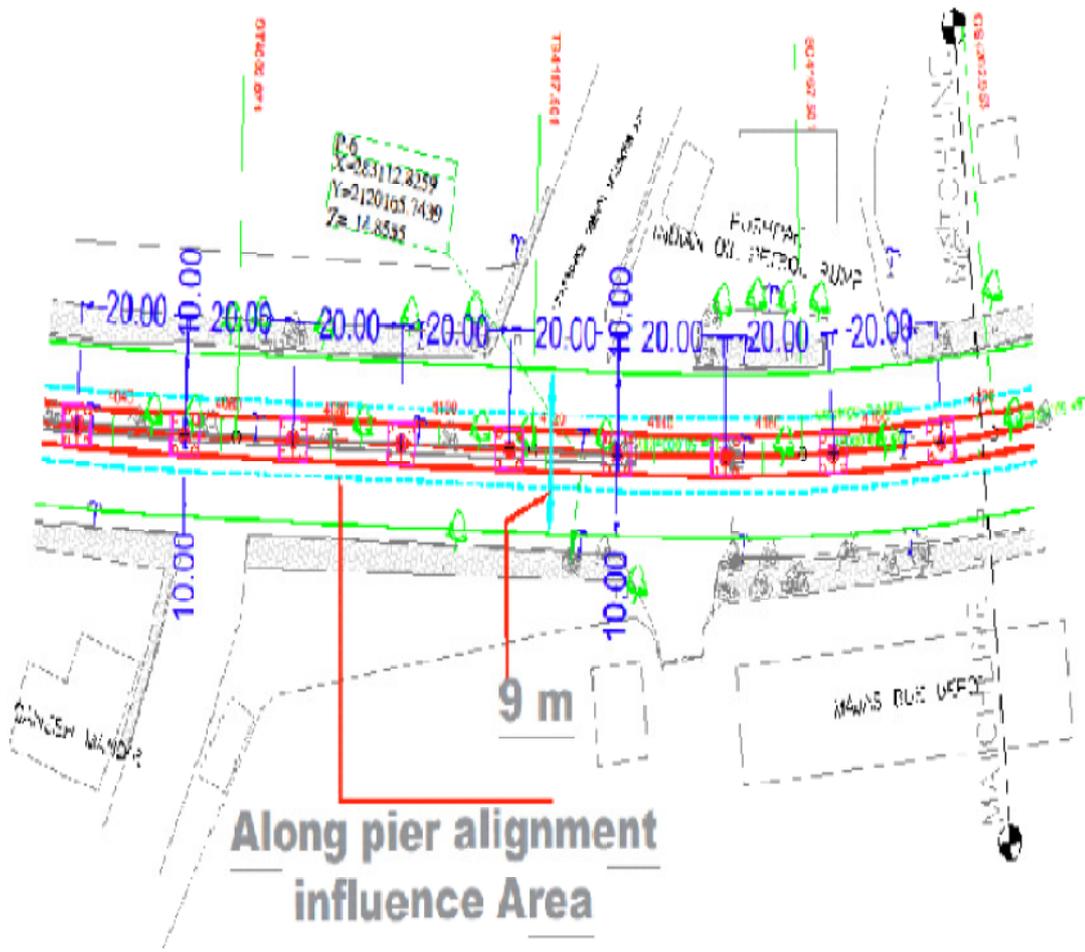


Metro Line 6 -Project Status

- DPRs prepared by DMRC – December 2016
- Agreement between MMRDA & DMRC- 18.12.2017
- Civil works –
- BC-03 between S.S.Nagar –Mahakalicaves(Ex.) - Field work started on 13.08.2018
- BC-02 between Mahakalicaves to Powai Lake- Field work started on 10.09.2018
- BC-01 between Powai lake to Vikhroli(EEH) upto maintenance depot- Field work stated on 18.02.2019.
- Planning for other works of Depot etc. In progress.

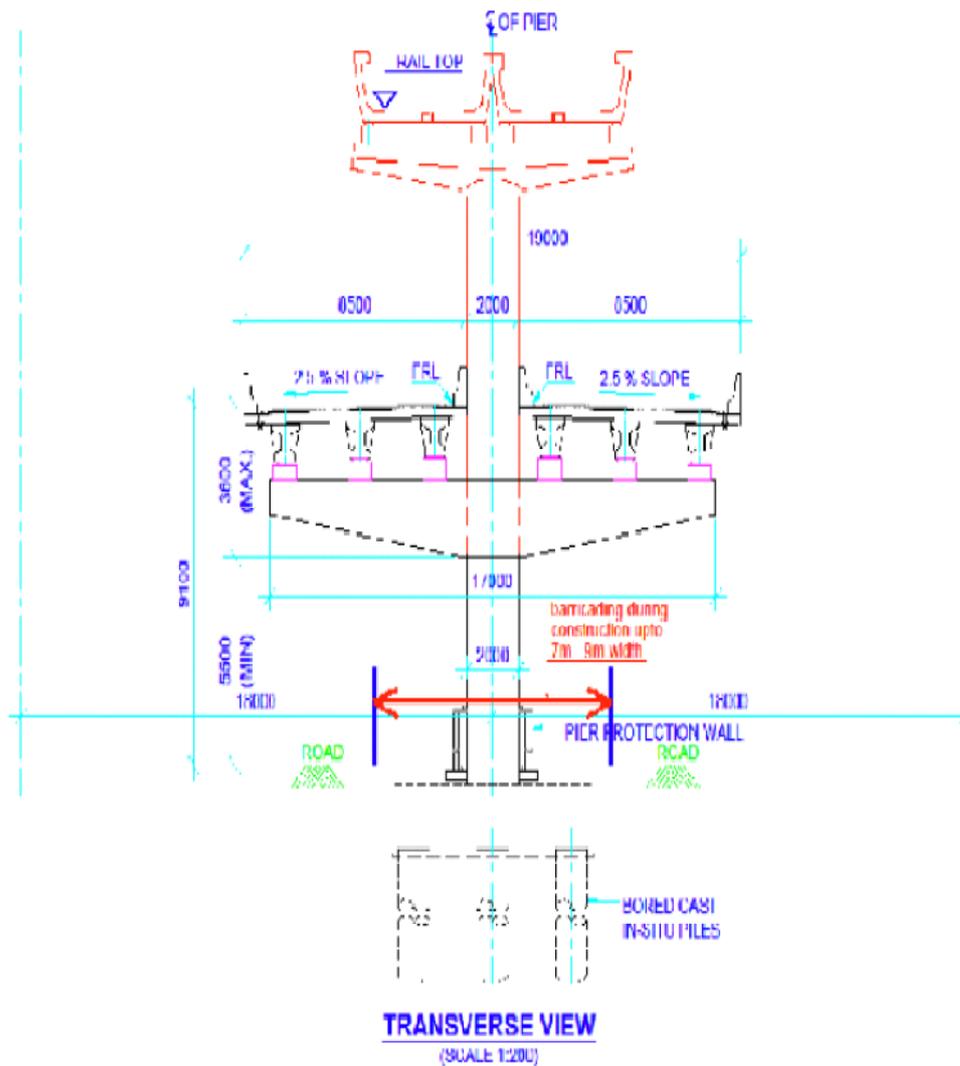
Station Facilities to be provided in Line-6

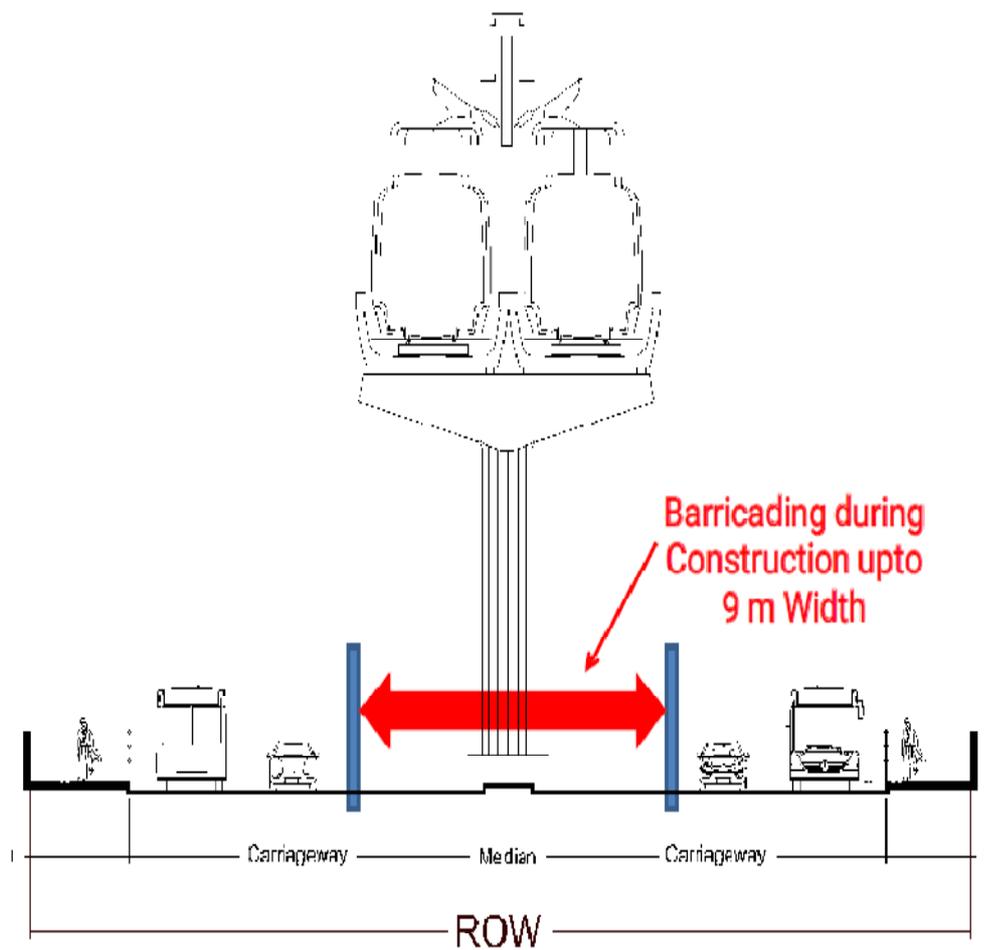
- Lifts, Escalators and Stair cases.
- Improved footpaths with ramps for differently abled and senior citizens
- Integrated Ticketing System
- Bus, Auto/Taxi Pick up and Drop off point.
- Integration with Other Transport Modes
- Application of Intelligent Transportation Systems for Arrival and Departure.
- Parking facilities



**Along pier alignment
influence Area**

PROPOSED SCHEMATIC SECTION OF LINE 6 (ALONG ROW)





**Proposed Schematic Section
Line 6: Jogeshwari-Vikhroli
Link Road**

Details of Rolling Stock for Line-6

- Width: 3.20 m
- Height : 3.9 m
- Length : 21.84 m
- Axle load 17 tonnes
- Seating Arrangement - Longitudinal
- Capacity : 6 coach train - 1,756 (Crushed)
- 1,020 (Normal)

Benefits

Interchange facility at:

Line 6	–Shastri Nagar, Link Road (Metro Line 2A)
	–JVLR Junc., Western Express Highway (Line-7)
	–Aarey Station (Metro Line-3) Near Seepz Village
	–Kanjur Marg (West) LBS Marg (Line4)

Travel time saving -

Line 6	30-45mins
--------	-----------

- Connecting Link Road of Western part of Mumbai with Eastern Express Highway/
Navi- Mumbai
 - Expected Shift from Road vehicular traffic is 30 to 35%
 - Relief to the Jogeshwari-Vikhroli commuters from overcrowded travel condition
 - Reduction in road congestion
 - Environment friendly, reliable, safe and comfortable
-

Line 6 – Financing Plan

- Completion cost - Rs. 6772.00 cr (incl. taxes, land, escalation, IDC, etc.)

Source	Amount (cr)	Percent
State Government / MMRDA	4,334.00	64%
Loan	2,438.00	36%
Total	6,772.00	

- Proposed funding through loan for systems includes Rolling stock, Signalling, Communication systems, E&M, AFC etc.

THANK YOU

Metro – 6
Public Consultation

**Social Impacts and
Safeguards**

May 21, 2019

Social Impacts and Safeguards

- MMRDA has experience in rehabilitating about 44,000 families & business enterprises, including those affected by Metro projects, in past 16 years
- Metro 6 alignment passes mostly through the ROW of existing Roads, including JVLR, and is chosen with a view to minimize displacement
- Requires acquisition of very less private land & rehabilitation of few PAPs
- Based on preliminary assessment, in the entire corridor of about 15 km, impacts likely to be at 10-12 locations.
- These include Bandrekarwadi, Subhash Nagar, Kirti Compound, Adarsh Nagar, Santoshimata Nagar between Swami Samarth Nagar and JVLR and Pratap Nagar, Datta Tekdi, Shyam Nagar, Durga Nagar, Milind Nagar, IIT etc. between JVLR and Vikhroli

Social Impacts and Safeguards

- Agency (M/s EQMS (I) Pvt. Ltd.) is engaged for Baseline census surveys of PAPs, involving spatial and socio-economic surveys, and preparation of SIA / RAP report
- Survey work has commenced
- Survey of lands required for the project is being separately carried out.
- Social impacts will be addressed as per the Funding Agency's Policies.
- A dedicated unit for Land Acquisition and R&R is set up.

Social Impacts and Safeguards

- Land Owners and Titleholders will be compensated on par with RFCTLARR Act, 2013 and private lands will be acquired through negotiations, as far as possible
- For private lands, legal title holders will be eligible for compensation and R&R benefits
- Non-titleholders will be provided entitlements as per MUTP R&R Policy
- All those covered in the survey (as actually existing at the time of survey) and affected by the project will be held eligible subject to due verification.
- R&R process will involve disclosure of information through PICs, specific consultation with PAPs & Grievance Redressal Mechanism.

Social Impacts and Safeguards

- PAPs will be resettled in tenements constructed in R&R colonies of MMRDA
- Residential PAPs will be provided free tenement of 225 sq.ft. c.a. and non-residential PAPs will be provided galas of equivalent area with a maximum of 225 sq.ft. c.a. free of cost
- Post-R&R, an amount of Rs. 20,000 / PAP will be provided to CHS of building for maintenance. Concession in P. Tax & Water Charges for R-tenement
- 3 tenements will be provided to CHS for social facilities

THANK YOU



PUBLIC CONSULTATION ON ENVIRONMENTAL ASPECTS

For

**MUMBAI METRO LINE- 6 : {Swami Samarth Nagar-
JVLR-SEEPZ-Kanjur marg-Vikhroli (EEH)}**

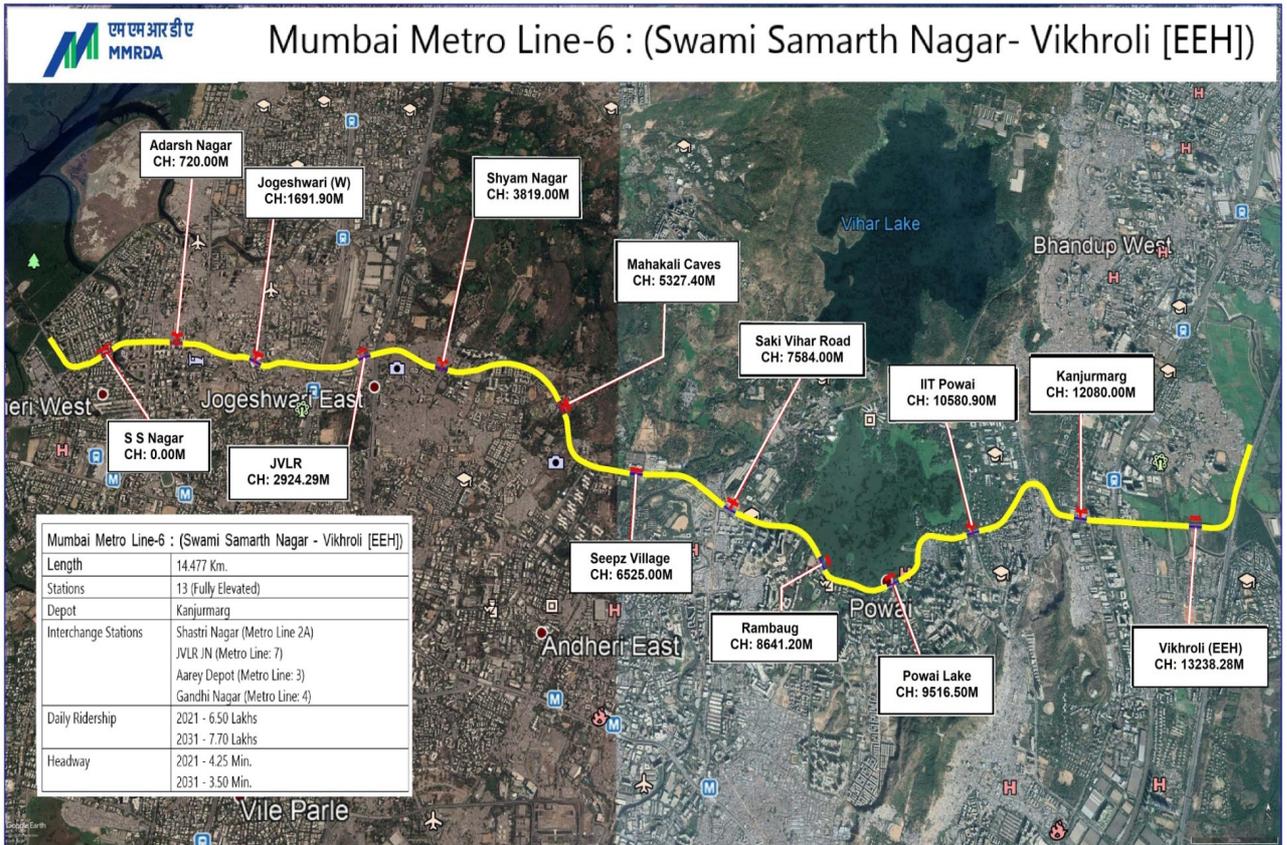
MMRDA

**WELCOMES
THE PUBLIC & STAKEHOLDERS
PRESENT**

Project Background

- ❖ The Government of Maharashtra, in order to alienate the severe traffic congestion in the City of Mumbai, has undertaken construction of Metro Railway network in Mumbai, covering 275.3 kms of Metro corridors within next 5 years. Out of 275.3 km, 33.5 km Metro corridor is underground while rest of the corridors are elevated.
- ❖ **The project has been declared as “Public Project of Urgency” and “Vital Urban Transport Project”.**
- ❖ Detailed Project Reports for Mumbai Metro Project prepared by Delhi Metro Rail Corporation (DMRC).
- ❖ The Metro line-1 (Versova-Andheri-Ghatkopar) fully elevated is already in operational.
- ❖ Metro line -3 (Colaba-Bandra-SEEPZ) fully underground, construction works are started by Mumbai Metro Rail Corporation Limited (MMRCL).
- ❖ The construction works of Mumbai Metro line- 2A from Dahisar (East)- D. N. Nagar and Metro line 7 from Andheri (East) –Dahisar (East) are in progress while construction works of Metro Line-2B (D.N.Nagar-Mandale) and Metro Line-4 (Wadala-Ghatkopar-Mulund-Thane-Kasarwadavali) has also started and remaining lines will be commenced in next 8-9 months.

Alignments of Metro Line-6



Details of Metro Line 6: {Swami Samarth Nagar- JVLR-SEEPZ-Kanjur marg-Vikhroli (EEH)}

❖ **Length** : 14.47 km

❖ **Stations** : 13

❖ **Depot** : Kanjur marg

❖ **Interchange Facility:**

1) Shastri Nagar (Metro Line-2A)

2) JVLR Junction (Metro Line-7)

3) Aarey Depot (Metro Line-3)

4) Gandhi Nagar (Metro Line-4)

❖ **Daily Ridership:**

2021- 6.5 Lakhs

2031- 7.7 Lakhs

Upcoming Metro Stations of Line- 6

1	Swami Samarth Nagar
2	Adarsh Nagar
3	Jogeshwari (W)
4	JVLR
5	Shyam Nagar
6	Mahakali Caves
7	SEEPZ Village
8	Saki Vihar Road
9	Rambaug
10	Powai Lake
11	IIT Powai
12	Kanjur Marg
13	Vikhroli

Current Status

- ❖ All Civil Packages are awarded.
- ❖ Works of Soil investigation/Geotechnical investigation are in progress.
- ❖ Barricading installed for safe work.
- ❖ Traffic diversion plan is being implemented.
- ❖ Identified the total number of trees affected for 2 packages and proposals submitted to Tree Authority, MCGM while work of 1 package is in process.

Environmental Benefits

- ❖ Gaseous, liquid or solid pollution prevention as the Metro railway is run on clean energy viz. electricity which does not emit any pollutant during the operation.
- ❖ Lower noise pollution compared to equivalent capacity of road transport. (Noise levels of the modern Metro Rail Coaches and the track at the source are expected to be < 60 dBA.
- ❖ Metro Lines are also environment friendly and will result in substantial reduction of fuel consumption, air pollution, traffic noise and also the greenhouse gas emissions.
- ❖ Energy efficient (energy consumption per passenger km is only 20 % of the energy consumed by the road based transport system.)

Other Benefits

- ❖ Operation of all these 12 Metro corridors would result in reduction of travel time by 40 to 55 minutes whereas reduction in vehicular traffic by 35 % to 50 %.
- ❖ Metro will reduce fatal accidents happening on Mumbai suburban rail system due to severe overcrowding.
- ❖ Also safer compared to road transport in Mumbai where road accident rate is very high.
- ❖ Higher speed, in line to peak hours, compared to bus and other road transport.
- ❖ Smooth ride as it is not affected by other vehicles, pedestrians etc.
- ❖ It has capacity to carry 72,000 people/hr/direction which is equivalent to 24 dedicated bus lanes and 78 private vehicular lanes.

Mitigation Measures

- ❖ Effective measures will be taken during construction and operation phases of the project to mitigate the adverse environmental impacts to the acceptable levels.
- ❖ Environmental Monitoring will be carried out.
- ❖ Noise and Vibration study will also be carried out and accordingly noise barriers will be designed and erected.

Attendance Sheet

Sub: Preliminary Public Consultation For Environmental and Social Aspects of Mumbai Metro Line-6 (Supam, Samarth, Nagar, VLR, SCP 2 - Kanyur)
 Date: 21/05/2019 Time: 11 am - 1:00 PM
 Venue: Auditorium, New MMRDA Bldg, BKC, Bandra (E).

Sr. No.	Name & Designation	Organisation	Contact No.	Address (Location)	Signature
1.	Dr. Kshit Somani	MP	9821082582		
2.	Dhaval Shukh	LOCA	9920087511		
3.	Abhalla	AGNI	9817171016		
4.	J. A. Kulkarni	HORA	986927791		
5.	Vidyaakar Jete	-	9967802897		
6.	Satish Kumar Singh	Powai	9699208385		
7.	Vinodha Singh	Powai	966408849	Powai	
8.	Asha Singh	SPH	966408849	Powai	
9.	Ashilashi Tiwari	Self	9861598545	Powai	
10.	Indu Patole	Self	-	Powai	
11.	Nilesh pandurangappa	Self	8898044100	Powai	
12.	Dattaraj S. Vadga	SIF	9930197991	Powai	
13.	Nitesh sonparase	Self	825038005	Powai	
14.	21/05/2019 21/05/2019		8898101682	Powai	
15.	Anil Khabe	Self	9768768703	Powai	
16.	Surendh Patole	Self	8850191218	Powai	
17.	Ganesh B. Vetal	Self	8652645593	Powai	
18.	Suming Gaitwad	Jai Bhawan Self	9768 252534	Powai	
19.	Ashok Gupta	Jai Bhawan	9322616389	Powai	
20.	Vinod. Sondalare	Jai Bhawan	7039528285	Powai	
21.	Abhishik. H. Kulkarni	Jai Bhawan	8291148851	Powai	

Attendance Sheet

Sub: Preliminary Public Consultation For Environmental and Social aspects of the Mumbai Metro Line - 6 Eswardi Samarth Nagar - JVLR - seepz - kajurwad - Vikhroli
 Date: 21/05/19 Time: 11:00 am - 1:00 p.m

Venue: Auditorium, New MMRDA Bldg BKC, Bandra (E)

Sr. No.	Name & Designation	Organisation	Contact No.	Address (Location)	Signature
22.	Sheetal Shinde	Jai Shram	7045857889	Powai	[Signature]
23.	Bhagwati Kuseri	-	8291148851	-	[Signature]
24.	Radhabai Kuge	-	8291148851	-	-
25.	KASTURI GANPHI	-	9870020992	SANTAGEVZ	[Signature]
26.	Helena Elice	-	9847013255	CHEMBUR	[Signature]
27.	Hema Ramani	-	9821722241	Ihane	[Signature]
28.	Robit Joshi	Yeoor Env. Society	9819769067	Ihane	[Signature]
29.	Stalin D	Vanashakti	9820232362	Mumbai	[Signature]
30.	Adv. Anant L. Sakh	Gen. Secy. Santa Dal(S)	982199008	Wadhwa	[Signature]
31.	K. Shivasankar	-	9821146835	Powai	[Signature]
32.	Tanusree V	HT	9819761990	Mulund	[Signature]
33.	Shamank Rao	DRDA	982076904	Worli	[Signature]
34.	Suman Joshi	Wesatta	9828068140	Thane	[Signature]
35.	सुनील शिंदे	WES	90043131398	WES	[Signature]
36.	शशि शिंदे	WES	9762624506	WES	[Signature]
37.	Raj Gajdhane	-	-	-	[Signature]
38.	Sonjay Nair	Self	905716740	Powai	[Signature]
39.	रजेश शिंदे	WES	97682523	WES	[Signature]
40.	रजेश शिंदे	WES	9326757326	WES	[Signature]
41.	Nikel. S. Barode	-	9096781817	Jogeshwar	[Signature]
42.	Shri. S. Daudkane	-	9292416991	Korva	[Signature]

Attendance Sheet

Sub: Preliminary Public Consultation For environmental and social aspect
of the Mumbai Metro Line - 6 Gswami Samarth Nagar - JVLR - Sec 2 - Kanjur
 Date: 21/05/2019 Vikhroli Time: 11.00 am - 1.00 pm Mary

Venue: Auditorium, New MMRDA Bldg, BKC Bandra (E)

Sr. No.	Name & Designation	Organisation	Contact No.	Address (Location)	Signature
43	Bindu Padmakumar		9821473215	Kanjurmog	[Signature]
44	Shehal Kasur		9930360288	"	[Signature]
45	Vijay Singh		8898139222		[Signature]
46	Balant SP		8829524622		[Signature]
47	Nilima Shel		9819342662	Powai	[Signature]
48	Ashok Datar		9867665107	Mahar	[Signature]
49	Sonali Kelkar		9821066666	"	[Signature]
50	Pamela Cheem		9820150748	Powai	[Signature]
51	Manini Newekar		9323192442	Powai	[Signature]
52	Sonali Mishra		77385 19998	Powai	[Signature]
53	Aparna Upadhyay		9819819654	Powai	[Signature]
54	Dr Geetajali Yadav		9920510909	Powai	[Signature]
55	Ms Anshulika		9820459920	Powai	[Signature]
56	NP Bin Killamda		9820029115	JVPD	[Signature]
57	DEBI GOENKA		9820086404	CAT	[Signature]
58	Jagdeep DESAI		+919869227178	AND	[Signature]
59	Bijin Shukla		8842085306	Powai	[Signature]
60	Vinay Shukla		8898558917	Powai	[Signature]
61	Nikhil Mishra		8828104559	Powai	[Signature]
62	Hannan Impact		9821012861	Powai	[Signature]
63	Mansher Jari		9820071204	Powai	[Signature]

Attendance Sheet

Sub: Preliminary Public Consultation For environmental and social aspect
of the Mumbai Metro Line-6 (Swami Samarth Nagar - VLR - SEEPZ - Kanjurwad - Vir

Date: 21/05/19

Time: 11:00 am - 1: p.m

Venue: Auditorium, New MMRDA Bldg. Bks, Bandra (E)

Sr. No.	Name & Designation	Organisation	Contact No.	Address (Location)	Signature
64.	Ajit Mishra	Powai	7977682679	Powai	
65.	Shakti Aji	powai		Powai	
66.	Shobhna yadav	Self	8925068607	powai	
67.	Jitendra Yadav	Self	9833268832	Powai	
68.	Abhi Chahal	Environmentalists	9967347511	Powai	
69.	Usha Joshi	"	9821016751	Powai	
70.	Vinay Chaudhary	"	9325056527	Powai	
71.	Santosh Rajan	Soc Shram	9769831824	Soc Shram	
72.	Amith Bhattacharya	Garegaon	9820652535	Garegaon	
73.	KRIPA RAMAN	Individual	9869015615	Garegaon	
74.	Prabha Pandey	AAP	9820690926	Bandra (W)	
75.	RAVI DANGERA	SELF	9820079913	BORIVALI	
76.	Yash Agrawal		9867656112	Vashi	
77.	Prakash	Self	9821022024	Andher	
78.	Khushroo	Self	7021329566	Andher	
79.	SURET	CIVILS Studio	9995811590	Kalina	
80.	Khushbu	Emergency	9930590754	Mulund	
81.	Sushant Badi	Self	9820842920	Mulund	
82.	Ajeet	The Hindu	9952179508	Harol	
83.	Sybil Shetty	The Hindu	745268433	BARONA	
84.	Akshata Tendulkar	BJP	7738805025	Dadar	

Attendance Sheet

Sub: Preliminary Public Consultation for Environmental and Social aspects of
the Mumbai Metro Line - 6 [Swami Samarth Nagar - JLR - Seapz - Kanyurmag
Date: 21/05/19 Vikhroli Time: 11:00 am - 1:00 pm

Venue: Auditorium, New MMRDA Building, BKC, Bandra (E).

Sr. No.	Name & Designation	Organisation	Contact No.	Address (Location)	Signature
85	VISHAL NAYAK	Self	9614295200	Mulund	
86	Dheeraj Ashan	Self	983226298	Lalbag	
87	Atina Sui	Self	9967049740	"	
88	Ramavard Kile	Pranai coop	9819512882	Powai	
89	Chandrakant b	-	-	Powai	
90	Babu Ch. Deshpande	"	"	Powai	
91	Shikha Kumar	Jbuthkon	9819602460	Vesava	
92	Anca Anthon				
93	Ana Anthon				
94	JOSEPH FERNANDES	SELF	9594444980	Mulund	
95	Reshmi Pillai	Self	9428007946	Powai	
96	Maheshwar Khetan	Self	9890029680	Prabhakeri	Maheshwar
97	Sohan Khetan	Self	9975856223	Prabhakeri	Sohan
98	Catherine Pullay	Self	9872001116	Prabhakeri	Catherine
99	Abhijeet Patil	Self	9870922960	Jogeshwar	Abhijeet
100	Subhash Pati	Self	9820586808	Jogeshwar	Subhash
101					
102					
103					
104					
105					

Annexure-IV





