

## Report on the Public Consultation Meeting

### Environmental and Social Aspects of the of Sewri-Worli Elevated Connector

1. Mumbai Metropolitan Region Development Authority (MMRDA) is implementing the Sewri- Worli Elevated Connector.
2. MMRDA submitted a proposal to Maharashtra Coastal Zone Management Authority (MCZMA) for granting CRZ clearance to the project. The proposal was discussed in the 140<sup>th</sup> meeting of the MCZMA held on 26.11.2019. During the meeting MCZMA instructed MMRDA to conduct the public consultation for the proposed Sewri- Worli Elevated Connector project for resident of Worli Sea face area considering the impact on environment at this location.

### 3. Public Announcement in Newspapers:

Accordingly a notice regarding the public consultation was advertised in prominent daily newspapers in two languages i.e. English (Free Press Journal) and Marathi (Danik Samna) on the 21<sup>st</sup> December 2019. 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
07 January 2020	11 AM	MMRDA New Office Building, 4 <sup>th</sup> Floor, Bandra-Kurla Complex, Bandra (East), Mumbai – 400 051

Environment Impact Assessment Report & details of the alignment were displayed at MMRDA's office and also been made available on MMRDA's web portal <https://mmrda.maharashtra.gov.in/>. The information regarding Public Consultation was also conveyed to Maharashtra Pollution Control Board & Collector Mumbai District.

The following officers from MMRDA addressed the meeting:

S. No.	MMRDA representative	Designation
1	Mr. Sanjay Khandare	Additional Metropolitan Commissioner MMRDA
2	Dr. D.T.Thube	Chief Engineer, MMRDA
3	Mr. Yatin Sakhalkar	Superintending Engineer, MMRDA
4	Mr. Abhijit Bhisikar	Executive Engineer, MMRDA
5	Mr. Ravindra Mandve	Deputy Engineer, MMRDA

The meeting started with introduction of officials followed power-point presentation showing the project alignment, details of project including method of construction, challenges in the project, the environmental and social impacts and proposed safeguards etc.

The consultation was attended by 26 persons. The list of attendees along with the attendance record including the names, organizations represented and the contact details is attached as Annexure – II.

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

### Minutes of Meeting

S.N.	Comments	Reply By MMRDA
<b>Comments from Conservation Action Trust</b>		
1	The project proponent submitting the application in a piecemeal manner. The project proponent should have submitted the application when the permissions for proposed Mumbai Trans Harbour Link (MTHL) were obtained from the respective authorities.	Mumbai Trans Harbour Link (MTHL) and Sewri-Worli Elevated project are having different Geographical aspects. Sewri-Worli Elevated project is independent land viaduct project. MTHL and Sewri-Worli Elevated Connector project are being implemented under different
2	The piece-mealing of the projects should not be permitted since the cumulative impact of the overall activities on the ecology, health, and livelihoods of the coastal communities cannot be adequately evaluated and addressed especially in view of global warming, climate change and constant sea-level rise in the region.	Contracts.
3	In case proposed alignment will be passing through mangroves, it will be in clear violation of the Judgment dated 17 <sup>th</sup> September 2018 of the Hon'ble High Court of Bombay in PIL 87 of 2006.	The proposed alignment is passing through CRZ II area (i.e. developed urban area), which is non-mangrove area. The project is on land alone and is not affecting any mangroves.
4	The maps provided in the EIA report uploaded on the MMRDA website are illegible.	The CZMPs available on MCZMA's official website have been used by the Project Proponent to superimpose the project alignment on these maps.

S.N.	Comments	Reply By MMRDA
		High Resolution CRZ map is available on MMRDA website for reference.
5	The CRZ maps of the proposed areas need to be provided on a 1:4000 scale and should be uploaded separately and not on A4 size pages.	Coastal Zone Management Plan with project alignment in 1:4000 scale is being uploaded on MMRDA web site for reference.
6	A cumulative impact assessment should be undertaken to study the impacts of all the projects proposed, ongoing and operational in the region. A copy of the same should be made available under the public domain.	The proposed, ongoing and operational projects in Mumbai city are of different nature & at different levels of construction stage. The Environment Impact Assessment Report for the project under consideration has been carried out by the project proponent. The same has been uploaded on MMRDA web portal.
7	The carrying capacity study of the region should be undertaken.	Detailed traffic study has been carried out for the proposed alignment along with the understanding of the existing intersections and the dispersal of the proposed traffic. Please refer Detailed Project Report of the project at MMRDA's web portal.
8	The proposed alignment falls under 10 km radius from the boundary of thane creek Flamingo Sanctuary. The Hon'ble Supreme Court has declared 10 km around Thane Creek Flamingo Sanctuary as Eco-Sensitive Zone vide its order dated 11 <sup>th</sup> December 2018, in Writ Petition(s) (Civil) No(s). 202 of 1995 in T. N. Godavarmans vs Union of India & OR's.	The proposed alignment is at more than 10 km aerial distance from ESZ of Thane Creek Flamingo Sanctuary and Sanjay Gandhi National Park. Hence wildlife clearance is not required for the project.
9	The wildlife clearance needs to be obtained from the National Board for Wildlife. Mitigation measures need to	

S.N.	Comments	Reply By MMRDA
	be provided as per the guidelines provided by the MoEF&CC for the Linear Projects.	
10	We would also like to place on record a research article titled “New elevation data triple estimate of global vulnerability to sea-level rise and coastal flooding”. The article demonstrates that “sea levels projected by 2050 are high enough to threaten land currently home to a total of 150 (140-170) million.”	Noted.
11	The project proponent has already violated conditions of CRZ Clearance for MTHL granted on 19.07.2013. The specific condition number (v) and (xii) have been violated by the project proponent towards Chirle end of the alignment.	The issue does not pertain to the Sewri-Worli Elevated Connector Project.
12	There is no specific condition in the clearances granted to the project proponent to deny access to the public at Sewri. The project proponent without any permission is denying access to bird watchers to Sewri Jetty blocking the access to excellent bird watching site to observe migratory birds including flamingos.	The issue does not pertain to the Sewri-Worli Elevated Connector Project.
13	Has the impact of this elevated connector been considered in the comprehensive mobility plan for Mumbai city? If yes, then kindly share the findings for the same.	Yes, the proposed elevated connector has been considered in the Comprehensive Transport Strategy of Mumbai city.
14	Have any transportation studies been	Detailed traffic study has been carried

S.N.	Comments	Reply By MMRDA
	conducted considering the impact of the proposed elevated connector? If yes, kindly share the copy of the same.	out for the proposed alignment. Please refer to the Detailed Project Report (DPR) of the project available on MMRDA's web portal.
15	What is the impact of Metros proposed in Mumbai on the proposed elevated connector? Has any cumulative impact assessment study been carried out for the same?	This has been considered in the Comprehensive Transport Strategy of Mumbai city.
16	We also raised the issue of hazard line during the public consultation which was not addressed. Is the hazard line in CZMPs being considered while planning the proposed elevated connector?	Small length of Sewri-Worli Elevated Connector project falls in the CRZ-II area. There will not be any impact of sea-level rise ion the Sewri-Worli Elevated connector project.
17	What will be the impact of sea-level rise on the proposed project?	
	<b>Comments from Mr. Zoru Bhatena</b>	
18	<p>The EIA has been prepared on the basis of existing exit of the BWSL, without considering the new interchanges proposed by the Coastal Road. The flow of traffic connecting from SWEC to the Bandra Worli Sea Link has not yet been finalised.</p> <p>The entry &amp; exits points of the existing BWSL (at Worli end, at SV road exit and at Liliwati junction) are classic examples of disastrously planned exits. Badly planned exits which cause tremendous traffic congestion which result in needless pollution due to idling vehicular traffic and completely ill planed u-turns to reach your destination.</p>	<p>MMRDA has shared the information regarding the proposed Sewri-Worli Elevated Connector Road with MCGM during various project review meetings.</p> <p>MCGM has planned effective dispersal of traffic of SWEC by providing interchange of Coastal Road at Worli Sea face.</p>

S.N.	Comments	Reply By MMRDA
19	<p>The SWEC proposes to bring a huge amount of traffic onto the existing Bandra Worli Sea Link. The BWSL caters to approx 33,000 cars per day and is already chockoblocked. It takes 10-15 minutes to cross the toll during peak hours. It takes 10-15 minutes to exit the BWSL at Worli, at SV Rd Road &amp; even at Lilavati hospital.</p>	
20	<p>To build the elevated SWEC, several pillars will have to be constructed. Several areas of open spaces will be used up to accommodate these pillars. Several hundred trees will be affected by this work. Your EIA does not identify the environmental damage that will be caused to Mumbai city due to reduction in open spaces &amp; destruction of tree cover. There is no plan in place to protect and preserve the existing tree cover, by scientifically moving affected trees. There is no proper plan to green up the elevated corridor, nor the space below. Without ascertaining the impact of tree removal and without planning for greening up the road (above &amp; below) the existing EIA is simply inconclusive. The tree protection &amp; tree enhancement plans will need to be shared to enable us to give meaningful suggestions.</p>	<p>The project alignment follows the centerline of the existing road and generally does not envisage cutting of trees. The project will be implemented on Contractor's alternative design. If the Contractor's alternative design requires cutting / transplantation of trees, the same will be done with due permission of the concerned authority. Tree transplantation, if required, will be done according to Compensatory Afforestation Policy under Forest Conservation Act - 1980 and guidelines of MCGM tree authority so as to ensure minimal impact of ecological and biological environment. MMRDA may consider plantation above and below the connector along the length.</p>
21	<p>The pillars of the SWEC will eat up a huge chunk of the existing roads (below the SWEC). No assessment has been done for the environmental</p>	<p>The location of the piers (pillars) will be so decided as to cause minimal obstruction to the traffic below. Further, traffic diversion shall be</p>

S.N.	Comments	Reply By MMRDA
	<p>pollution that will be caused below the SWEC due to such a significant reduction in existing road width. The increase in pollution caused due to road reduction below needs to be quantified and remedial measures will need to be taken to compensate for this increased levels of pollution. How can the existing EIA be considered to be meaningful if these critical issues are left out.</p>	<p>carried out as in consultation with the Traffic Police authorities and as per the site requirement during the construction phase and will be informed to the public in advance to ensure minimal inconvenience to the public.</p>
22	<p>The current EIA does not reflect the true level of potential environmental damage that will be caused due to the SWEC. It is therefore requested that a true and fair environmental assessment be done taking into account these issues and the report should be shared with the public to enable us to make meaningful suggestions.</p>	<p>Critical Environmental issues as envisaged during construction and operation phase have been addressed in EIA report and accordingly an Environmental Management and Monitoring Action Plan is proposed. Additional mitigating measures, if any, that might arise due to project related activities during the course of construction will be monitored and</p>
23	<p>Any application for environmental/CRZ clearance without taking these basis critical issues into consideration would be a sham/misleading application, to which we most certainly object.</p>	<p>dealt with during project implementation phase.</p>
24	<p>We therefore call upon you to provide a true and fair picture of the environmental damage that will be caused due to the SWEC, along with details of the mitigating measures that will be put in place to deal with this enhanced level of pollution and traffic.</p>	

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<b>Comments from Bombay Environment Action Group</b>		
25	There is no information provided on the alternative explored by MMRDA.	MMRDA has explored various alternatives such as feasibility of the tunnel option, feasibility of connection of the link with the flyovers at Dr. Ambedkar Road & Senapati Bapat Marg. MMRDA has also studied effective dispersal systems at Worli and Sewri end.  The information regarding the same is included in the DPR. The DPR is available on MMRDA's web portal.
26	CZMP map with SWEC alignment	Coastal Zone Management Plan (CZMP) with alignment of Sewri-Worli Elevated connector superimposed is available on MMRDA's web portal.
27	There is no mention on which days of the week the samples of PM10 were taken.  There is also no mention on which days of the week or during what time of the week the samples for RSPM, SO2, NOx, CO were taken.	The parameters for Ambient Noise, Ground Water, Surface Water and Soil were studied once during the study period. Ambient Air Quality Monitoring was carried out for twice a week for 12 continuous (non-monsoon) weeks at all the respective air /monitoring locations.
28	There seems to be no proper conclusion as the measures of mitigation given at no 2 & 3 as these measures are mere suggestions with no possibility of implementation hence the conclusion the predicted average concentration with baseline along with negligible proposed contribution from project will be below standard, is not correct.	The baseline values of ambient air in addition with the estimated incremental predicted values considering the proposed impacts during construction and operation phase of the project will be within the prescribed National Ambient Air Quality (NAAQ) Standards for PM <sub>10</sub> , PM <sub>2.5</sub> , SO <sub>2</sub> , NO <sub>x</sub> and CO.
29	Biodegradable waste will be handed	Same is now corrected as below.

S.N.	Comments	Reply By MMRDA
	over to Pune Municipal Corporation	Biodegradable waste will be handed over to Municipal Corporation of Greater Mumbai.
30	<p>Expected Hazardous Wastes During Construction Phase</p> <p>We suggest that mercury based devises should be avoided &amp; alternative should be used</p>	Noted & will be complied during execution of the project as feasible
<b>Comments from Shri Rohit Katre</b>		
32	I do not see any sense in this long West to East connectivity since the Sea link that lands at the Worli end itself is not getting directly connected to the SWC link.	MMRDA during various project review meeting with MCGM, has shared the information regarding the proposed Sewri-Worli Elevated Connector Road. MCGM has planned interchange of Coastal Road at Worli Sea face considering the projected traffic of Sewri-Worli Elevated Connector.
33	This proposed SWC link is clearly ill-conceived since it navigates through the already very thick 24x7 traffic congestion down below it at the Elphinstone station & nearby areas.	The reconstruction of Elphinstone ROB will involve 4 lane bridge instead of existing 2 lane bridge. The additional lanes will help decongesting at this location.
34	Building of two Eastward underground tunnels	The feasibility of the underground tunnels for East West connectivity option have been explored and discussed in details within the DPR by Consultant M/s Monarch Surveyors and Engineering Consultants. Considering the reasons mentioned in the DPR, the option of underground tunnel is not feasible and hence not recommended by the Consultant.
<b>General Points during discussion</b>		
35	Landing & Take-off Automatic representation (about ramps up &	Up & Down ramps at Acharya Donde Marg and R.A. Kidwai marg have been

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	above)	considered and are being proposed.
36	Environment Impact – Air Modeling for Traffic congestion	<p>Traffic study report was referred for considering upcoming traffic projection on proposed SWEC alignment.</p> <p>CALINEpro developed by Envitrans has been used for air modeling simulation. The CALINEpro is an Air Modeling Software used for predicting pollutant concentration near roadways/highways. Given source strength, meteorology and site geometry, the model predicts pollutant concentration for receptors located within 500 meters of the road way.</p> <p>The prediction of the Ground Level Concentrations (GLC's) due to activity has been computed by CALINEpro.</p> <p>The baseline values of ambient air in addition with the estimated incremental predicted values considering the proposed impacts during construction and operation phase of the project will be within the prescribed National Ambient Air Quality (NAAQ) Standards for PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, NO<sub>x</sub> and CO.</p>
37	Tunnel option for ambulance	<p>The feasibility of the underground tunnel for East West connectivity option have been explored and discussed in details within the DPR by Consultant M/s Monarch Surveyors and Engineering Consultants. Considering the reasons mentioned within the DPR, the option of underground tunnel is not feasible and hence not recommended</p>

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		by the Consultant.
38	Traffic congestion near bending of road	The bend/curve has been designed to be optimal acute to minimize the possibility of congestion. The red-orange colour near bends indicates speeds slower than design speed.
39	Frequency of sampling	The parameters for Ambient Noise, Ground Water, Surface Water and Soil were studied once during the study period. Ambient Air Quality Monitoring was carried out for twice a week for 12 continuous (non-monsoon) weeks at all the respective air /monitoring locations.
40	Jain Mandir Trust - Regarding Land Encroachment	This public consultation meeting was arranged to address the Environment issues of the residents of Worli sea face area. The issue regarding the Jain Mandir Trust is on the Sewri side and hence will be separately addressed.
41	No. of years to complete alignment	The construction period will be 3 years.
42	Benefits from project in terms - social & public	<ul style="list-style-type: none"> <li>• As a part of MTHL dispersal, East-West Connector from Sewri to Worli is being planned to disperse the traffic plying from MTHL to island city of Mumbai (particularly Western suburbs).</li> <li>• Faster transportation will ultimately lead to massive savings in the form of reduced wear and tear of vehicles, reduced vehicle operating costs and reduction in transportation costs etc.</li> <li>• The reconstruction of Elphinstone ROB will involve 4 lane bridge</li> </ul>

S.N.	Comments	Reply By MMRDA
		instead of existing 2 lane bridge. The additional lanes will help decongesting this location.
43	24m wide DP road bifurcation - in terms of pillar, distance between two pillars, how much road is going to use for public access.	<p>The proposed alignment of the construction of Sewri-Worli Elevated Connector shall not reduce the existing road width for traffic vehicular movement.</p> <p>The positioning of piers (Pillars) will be done in consultation of Traffic Department and in accordance with structural requirements so as to minimize disturbance to traffic on existing roads.</p> <p>Further, traffic diversion shall be carried out as per the requirement of construction activities during the construction and will be informed to the public well in advance to ensure minimal inconvenience to the public.</p>
44	Additional traffic near Sea-link.	MCGM has planned interchange of Coastal Road at Worli Sea face considering the projected traffic of Sewri-Worli Elevated Connector.
45	Integration plan for traffic congestion DPR Copy need to upload CRZ map preparing.	The Detailed Project Report (DPR) and high resolution Coastal Zone Management Plan with the alignment of Sewri-Worli Elevated Connector superimposed has been uploaded on MMRDA web site for reference.
46	Nos of Existing trees to be cut	There are existing trees along the alignment. Number of trees affected will depend upon the position of piers designed by contractor and the construction methodology that would
47	Proposed green development	

<b>S.N.</b>	<b>Comments</b>	<b>Reply By MMRDA</b>
		be adopted by the Contractor. Compensatory afforestation shall be carried out as per the applicable jurisdictional rules and regulations.

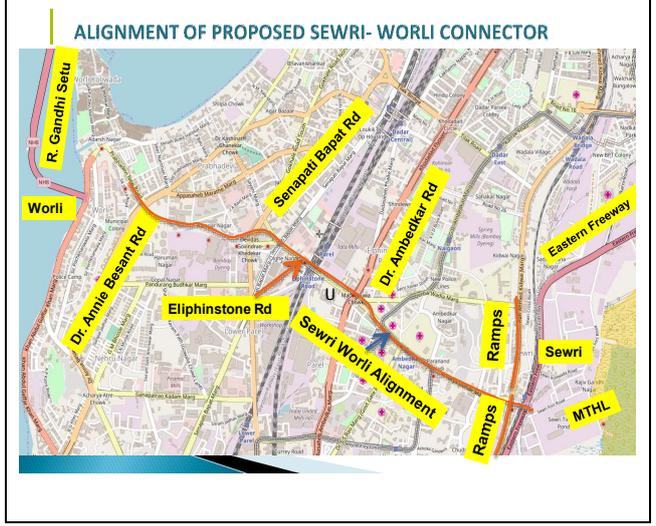
# मुंबई महानगर प्रदेश विकास प्राधिकरण

मुख्य अभियंता, अभियांत्रिकी विभाग- १, २ रा मजला, मुंबई महानगर प्रदेश विकास प्राधिकरण नवीन इमारत, वांद्रे-कुर्ला संकुल, वांद्रे (पूर्व), मुंबई - ४०००५१ फोन नं : +९१-०२२-२६५९४०७६/२६५९७७०५

ई-मेल : [chiefengineer1@mailmmrda.maharashtra.gov.in](mailto:chiefengineer1@mailmmrda.maharashtra.gov.in)

## अधिसूचना

मुंबई महानगर प्रदेश विकास प्राधिकरणाने मुंबई पारबंदर प्रकल्पाच्या मुंबई बाजुकडील वाहतुक विकीरण व्यवस्थेकरीता शिवडी ते वरळी उन्नतमार्ग प्रकल्पाचे बांधकाम करण्याचे प्रस्तावित केले आहे. प्रस्तावित प्रकल्पाची आखणी शिवडी रेल्वे स्थानकाच्या पूर्वेकडून सुरू होऊन, हार्बर रेल्वे मार्ग ओलांडून, आचार्य दोंडे मार्गावरून, डॉ.आंबेडकर मार्ग ओलांडून, प्रभादेवी रेल्वे स्थानकापाशी मध्य व पश्चिम रेल्वे व सेनापती बापट मार्गावरील उड्डाणपूल ओलांडून, कामगार नगर-१ व कामगार नगर-२ मार्गे,



डॉ. अंनी बेड्जंट रस्ता ओलांडून, वरळी येथे नारायण हर्डेकर मार्गावर संपते. सदर प्रस्तावित उन्नत मार्गाची लांबी सुमारे, ४.५ कि.मी. इतकी आहे. प्रकल्पाचा आखणी नकाशा प्राधिकरणाच्या <https://mmrda.maharashtra.gov.in/> या संकेतस्थळावर तसेच प्राधिकरणाच्या वर नमूद केलेल्या कार्यालयात दर्शविण्यात आला आहे.

महाराष्ट्र सागरी किनारा विभाग व्यवस्थापन प्राधिकरणाच्या (MCZMA) सुचनेनुसार वरळी सी-फेस येथील रहिवाश्यांकरीता प्रकल्पाबाबत जनसुनावणी आयोजित करण्यात येत आहे. प्रकल्पाची जनसुनावणी **दिनांक २० डिसेंबर २०१९ रोजी सकाळी ११:०० वाजता** मुंबई महानगर प्रदेश विकास प्राधिकरणाच्या नवीन इमारतीतील पॉडिअम मजल्यावरील सभागृहात आयोजित करण्यात येईल.

सदर प्रकल्पाबाबतच्या बाबतच्या लेखी सूचना, अभिप्राय **१३ डिसेंबर २०१९ रोजी संध्याकाळी ५:०० वाजेपर्यंत** स्विकारण्यात येतील.

प्रकल्पाच्या जनसुनावणीनंतर कोणत्याही लेखी सूचना, अभिप्राय विचारात घेण्यात येणार नाहीत. वरील अधिसूचनेच्या संदर्भात ज्यांनी लेखी सूचना, अभिप्राय पाठविले असतील त्यांच्याशी कोणत्याही प्रकारचा पत्रव्यवहार करण्यात येणार नाही, याची कृपया नोंद घ्यावी.

मुंबई

दिनांक :- **५ डिसेंबर २०१९**

सही/-

मुख्य अभियंता

## Mumbai Metropolitan Region Development Authority

Chief Engineer, Engineering Division-1, 2<sup>nd</sup> Floor, MMRDA New Building, Bandra- Kurla Complex , Bandra (East ) Mumbai -51 Phone No : +91-022-26594076/26597705

e-mail : [chiefengineer1@mailmmrda.maharashtra.gov.in](mailto:chiefengineer1@mailmmrda.maharashtra.gov.in)

### NOTIFICATION

Mumbai Metropolitan Region Development Authority (MMRDA) has proposed to construct the Sewri- Worli Elevated Connector (SWEC) for disbursement of traffic dispersal for Mumbai Trans Harbour Link on Mumbai side.

The alignment of the Sewri -Worli link starts from Sewri Interchange of MTHL project, crosses the Harbour Railway line, goes along the Acharya Donde Marg, crosses flyover at Dr. Ambedkar Road, crosses the Central



Railways and Western Railways at Elphinstone Road station, further crosses the flyover at Senapati Bapat Road, goes along Jagannath Bhatankar Road, further traverses through the Kamgar Nagar-I and Kamgar Nagar-II (drainage -channel road), crosses Dr. Annie Besant Road thereafter terminates on Narayan Hardikar Road (road connecting Dr. Annie Besant Road to the Worli Sea face). The total length of Sewri-Worli connector is about 4.5 km. Details of the alignment are displayed at MMRDA's above mentioned office and also been made available on MMRDA's web portal <https://mmrda.maharashtra.gov.in/>.

A Public Consultation is being undertaken for the proposed Sewri- Worli Elevated Connector project for resident of Worli Sea face area as per the directions of Maharashtra Coastal Zone Management Authority (MCZMA). The Public Consultation regarding the project will be held at Podium Floor, Auditorium Room, New Building MMRDA **at 11:00AM on 20<sup>th</sup> December 2019**. The views, comments, suggestions/objections for the same are invited in writing by MMRDA till **5:00 PM on 13<sup>th</sup> December 2019**.

Views, comments, suggestions will be not entertained after the Public hearing. Please note that no written communication will be sent to applicants filing views, comments, suggestions/objections.

Mumbai

Date :- **5<sup>th</sup> December 2019**

Sd/-  
Chief Engineer

**ATTENDANCE SHEET**

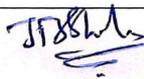
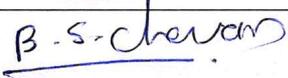
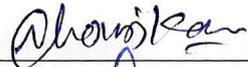
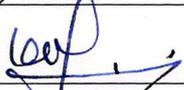
**Name of Project** : Construction of Sewri to Worli Elevated connector.  
Public consultation

**Date of Meeting** : 7<sup>th</sup> January 2020

**Time of Meeting** : 11.00 AM

**Venue of Meeting** : 4<sup>th</sup> Floor Meeting room

Sr.No	Name of the Attendee, Organization & Designation	Mobile No. & Email	Signature
1.	Saba Bharat	9820300862	
2.	Manoj Yadav.	9869837098	
3.	Jayantilal Shah	9322236761	
4.	Bahindor Bela.	9869034688	
5.	Damji B. Gangara	9819934660	
6.	Navroz Mody (BEAG)	9920806167	
7.	Hema Ramani (BEAG)	9821422241	
8.	Anil Pandit (BEAG)	9892157960	
9.	MAHESH SARAN	9819104438	
10.	ZOM BHATHENA	ZORU @HOTMAIL.COM 9821145767	
11.	Prasad Khale (CAT)	9867870923 prasad1@cat.org.in	
12.	Sanket Jha (CAT)	7505089766 sanket@cat.org.in	
13.	KASTURI GANANI	gandhikasturi@gmail.com	
14.	Rohit Katve	rohitkatve@gmail.com 9820048175	
15.	Tanushree V	tanushree.ventkat@gmail.com	
16.	Sahas Joshi	joshisahas@gmail.com	
17.	Ramakant Ghanate Jagannath Bhatnagar Ratnawashi Sangh	9930022248 ramakant3988@gmail.com	

Sr.No	Name of the Attendee, Organization & Designation	Mobile No. & Email	Signature
18.	Timir Shah	9867898864	
19.	Bharati Chavari	9765982552	
20.	Kishor B. Gunde	9867376229	
21.	P. S. Chouhan	7757059772	
22.	Dr. D. T. Thube CE, MMRA		
23.	YATIN SAKHAIKAR SEMMRA	9969022244	
24.	Ravindra D Mandve	8380037719	
25.	Akash Patel	7350775289	
26.	Prasad Baiden	9920443147	
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Sr.No	Name of the Attendee, Organization & Designation	Mobile No. & Email	Signature
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