

## SITE INSPECTION REPORT

Sr. No.	Items		Observations & Remark												
1	Name of the Project & location (Range, Round, Beat)	:	Proposed construction of 5 <sup>th</sup> and 6 <sup>th</sup> lines between Borivali to Virar stations by Mumbai Railway Vikas Corporation Ltd. (MRVC). <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <th>Range</th><th>Round</th><th>Beat</th><th>Village</th></tr> <tr> <td>Western Mumbai</td><td>Borivali</td><td>Borivali</td><td>Dahisar</td></tr> <tr> <td>Bhiwandi</td><td>Thane</td><td>Bhayander</td><td>Penpada</td></tr> </table>	Range	Round	Beat	Village	Western Mumbai	Borivali	Borivali	Dahisar	Bhiwandi	Thane	Bhayander	Penpada
Range	Round	Beat	Village												
Western Mumbai	Borivali	Borivali	Dahisar												
Bhiwandi	Thane	Bhayander	Penpada												
2	Name of the User Agency	:	Mumbai Railway Vikas Corporation Ltd. (MRVC).												
3	Date of site inspection	:	17-03-2022												
4	Extent (ha) & legal status of forest land proposed for diversion	:	<b>Village: Dahisar- 3.6879 Ha Un-notified Mangrove Forest (Railway Land)</b>  <b>Village: Penpada= 1.4274 Ha Un-notified Mangrove Forest (Railway Land)</b>												
5	a) Detailed of forest land proposed for diversion & activity-wise break-up of forest land	:	As per Area Statement attached on page no. 114												
	b) Density & Eco-value class	:	<b>Density- 0.6 Eco-value Class II</b>												
6	Whether the requirement of forest land as proposed by the User Agency in col.2 part-1 is unavoidable & barest minimum for the project. If no, recommended area item wise with details of alternative examined.	:	Yes												
7	Whether the proposal involves any construction of building (including residential) or not? If yes, details thereof	:	No												
8	a) Whether forest area proposed for diversion is important from wildlife point of view or not	:	No												

	b) Details of any rare or endangered or unique species of flora & fauna found in proposed forest land. IF so, the details thereof	:	No rare or endangered or unique species of flora & fauna found in proposed Mangroves forest land.
	c) Aerial distance from the nearest boundary of any Protected Area (km)	:	Distance From Sanjay Gandhi National Park- <b>1.8 Km</b> and Distance From Thane Creek Flamingo Sanctuary- <b>16.3 Km</b>
	d) Remarks about sensitivity of the forest area likely to be affected due to project	:	NA
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof	:	No
9.	Derails of Vegetation		
	a) Total number of trees to be felled	:	<b>1979</b>
	b) Number of trees to be felled of girth below 60 cm.	:	<b>1166</b>
	c) Number of trees to e felled of girth above 60 cm.	:	<b>813</b>
	d) Effect of removal of trees on the general ecosystem in the area	:	Total 1979 mangrove are likely to be cut for the construction of proposed railway alignment.
10	Background note on the proposal (Short summary)	:	<ul style="list-style-type: none"> <li>The suburban section of Western Railway in Mumbai extends from Churchgate to Virar and further to Dahanu Road covering a distance of 123 Kms and 37 stations. The first electric train on this section was introduced on 5th January, 1928 between Colaba and Andheri.</li> <li>Today, more than 7 million people travel per day on Mumbai Suburban section alone. Western Railway carries more than 3.5 million passengers per day.</li> <li>Historically speaking, the first suburban service of Western</li> </ul>



Railway in Mumbai with steam traction was introduced way back in April 1867, with one train each way between Virar and Back Bay. Later it was extended to Churchgate in 1870. By 1900, 44 trains on each way were carrying over one million passengers annually.

- To enable the Mumbai Suburban Railway to meet the demands of the ever-growing passenger traffic, Government of India's Ministry of Railways and the state Government of Maharashtra have jointly envisioned the constitution of a separate corporate entity to operate the system. The Mumbai Railway Vikas Corporation (MRVC), a public sector unit of the Government of India under the Ministry of Railways, was incorporated under the (Indian) Companies Act, 1956 on 12 July 1999, with an equity capital of ₹250 million (US\$3.5 million) to implement the rail component of an integrated rail-cum-road urban transport project, called Mumbai Urban Transport Project (MUTP). The cost of the rail component of the project is to be shared equally by the Ministry of Railways and the Government of Maharashtra.

			<ul style="list-style-type: none"> <li>MRVC under the Mumbai Urban Transport Project (MUTP)-IIIA has proposed construction of 5<sup>th</sup> and 6<sup>th</sup> lines between Borivali to Virar stations. The proposed alignment will help in dealing with overcrowding in trains and increasing frequency of trains, reduction in time travel.</li> </ul>
11.	Whether the proposal involves any violation of Forest (Conservation) Act 1980? If yes, a details report on violation including action taken against the concerned officials to be attached.	:	No
12	Whether the proposal involved rehabilitation plan has been approved by the State Government?	:	The proposal doesn't involve any rehabilitation hence no rehabilitation plan required.
13	Derailed on catchment & culturable common area under the project (if applicable)	:	NA
14	Utility of the project	:	MRVC under the Mumbai Urban Transport Project (MUTP)-IIIA has proposed construction of 5 <sup>th</sup> and 6 <sup>th</sup> lines between Borivali to Virar stations. The proposed alignment will help in dealing with overcrowding in trains and increasing frequency of trains, reduction in time travel.
15	Whether land being diverted has any socio-cultural/religious values? Whether any sacred grove or very old growth trees/forest exist in the areas proposed for diversion?	:	No  No
16	Any other important information related to the project (Separate note may be attached, if req.)	:	No
17	Details of documents & photographs enclosed.		Documents enclosed on page no.205

18	Recommendations of the Inspecting Officer (CCF/DCF/CF)	Mumbai Rail Vikas Corporation has proposed the construction of 5 <sup>th</sup> and 6 <sup>th</sup> line between Borivali to Virar with intension of increasing frequency of local trains, reduction in travel time and also reduction in overcrowding in local trains. Hence the project is recommended as it is a public utility and ecofriendly project.
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Date: 10/10/2022

Place: Mumbai



(Adarsh Reddy)

Divisional Forest Officer  
Mumbai Mangrove Conservation Unit