

FORM – 'A'

Form for seeking prior approval under section 2 of the proposals by the State Governments and other authorities

PART-I

(to be filled up by user agency)

1. Project details: Forest Clearance for the Construction of the Dharavi Railway Station on Metro Rail project III.

- (I) **Short narrative of the proposal and project /scheme for which the forest land is required.**

Mumbai Metropolitan Region (MMR) is one of the fast growing metropolitan regions in India. In MMR, public transport systems are overcrowded and the road network is congested as there is a large gap between the demand and supply. Mumbai, the financial capital of India, has witnessed phenomenal growth in population and employment. The trend is expected to continue in the future. The job opportunities it offers have served as a major attraction for immigration from hinterland of Maharashtra as well as from all parts of the Country. Four-fold growth of population since 1951 has been largely accommodated in the suburbs while the highest concentration of jobs has remained in the Island City. The physical characteristics of the City are such that the suburbs have been constrained to spread northwards only, and all transport facilities are concentrated within three narrow corridors. Today's major challenge is to provide connectivity and promote growth by providing additional infrastructure which would improve the quality of life of the residents.

To decongest the existing public transport systems and increase mobility across the Region. A Master Plan for Mumbai Metro was prepared by MMRDA in 2004 which proposed implementation of metro corridors in three phases i.e. Phase 1: 2005-2011, Phase II: 2011- 2016 and Phase III: 2016-2021. MMRDA has carried out DPR studies for all the three Phase I metro corridors during the period 2005-2009 (Line 1: Versova - Andheri - Ghatkopar, Line 2: Mankhurd - Bandra - Charkop and Line III: Colaba - Bandra). State Government's Metro line III (3) is being funded by Japan International Cooperation Agency (JICA)

The salient features of the project are as below:

Design Speed:	80 kmph
Design Speed:	30 kmph
Power Demand (MVA)	89.46 MVA (2016)
Sub Station:	Colaba, Race course & Dharavi
Capacity of 8 coach unit:	2406 Passengers
Signaling & Train Control:	Computer Based Interlocking signaling, automatic train control

	/Protection
Fare Collection:	Automatic Fare collection system
Train operation:	19 hours of the day (5 AM to 12 PM, i.e. midnight)
Max. PHPDT:	Rs. 243,400 Million
Power requirement:	89.46 MVA (2016), 105.99 MVA (2021), 119.38 (2031)

Construction of the underground running section shall be done by Tunnel Boring Machine (TBM) and stations will be constructed either by Cut and Cover or NATM method.

The proposed project would be completed in 60 months and the completion cost of the project is **Rs. 23,136 Cr**

The proposed Colaba – Bandra – SEEPZ Metro corridor is expected to have a daily ridership of 16.99 Lakh and Max PHPDT of 42000 by 2031. The daily ridership and PHPD on the corridor are shown in Table

PHPDT and Daily Ridership for 2016, 2025

Corridor	2021		2031	
	Max. PHPDT	Daily Ridership (in Lakh)	Max. PHPDT	Daily Ridership (in Lakh)
Colaba-Bandra-SEEPZ	39000	13.87	42000	16.99

The Proposed Forest Clearances is sought for the construction of the Dharavi railway station. The proposed Railway station is Under ground and with Entry and exits on the above ground. The Proposed station is on the land declare as reserved forest with Mangroves cover on the land of the proposed land.

The Proposed station is on the land declare as reserved forest with Mangroves cover on the land of the proposed land. The Forest Area Required for the diversion is (3378 Sq M) 0.34 Hectares out of 3288 sq M land is required to diverted for non forest propose during the construction phase and 90 Sq M is required diverted permanently for the non forest purpose for the various utility of the project components.

II . Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map. :Attached

IV. Justification for locating the project in forest area: The Project area is been selected based on to serve the metro services for the public at large.

(v) Cost-benefit analysis: Enclosed.

- (vi) **Employment likely to be generated.** The construction phase of the project is spread over a period of 50 months. During this period the manpower / labour will be needed to work as mason, beldar, bhisti, carpenter, coolie, fitter, crane operator etc. Due to this project, the local population will get the employment based on the skills they have. About 1500 persons per day are likely to work during the peak periods. In the post construction phase the project will provide social benefits in terms of direct employment by generating large number of jobs in various position both in supervisory and non-supervisory positions.

Construction of the project would employ about 150 Skilled like engineers, planners and various domain experts for the projects and around 250 unskilled persons would be direct employed and about 2750 persons will find indirect employment in the proposed project.

2. Purpose-wise break-up of the total land required: Attached

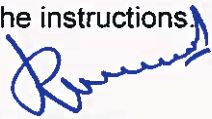
3. Details of displacement of people due to the project, if any: NIL

- (i) Number of families.
- (ii) Number of Scheduled Castes/Scheduled Tribe families
- (iii) Rehabilitation plan. (to be enclosed)

4. Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No).NO

5. Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc. as per the scheme prepared by the State Government (undertaking to be enclosed).

6. Details of Certificates/documents enclosed as required under the instructions.



R. Ramana,

**Executive Director, Planning,
Mumbai Metro Railway Corporation**

Date:- _____

Place:- _____

State serial No. of proposal _____

(To be filled up by the Nodal Officer with date of receipt)