

**Full Title of the Project:** Diversion of 12.7808 Ha Forest (Mangroves) for the 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).

**File No. :** FP/MH/RAIL/145390/2021

**Date of Proposal:**

### **Checklist Serial No 10**

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

Mumbai city and suburbs may boast of metro as well as monorail services, it also has Uber, Ola and various other app cabs literally at its fingertips, but the trusted local train remains the most popular mode of transport.

To enable the Mumbai Suburban Railway to meet the demands of the ever-growing passenger traffic, the federal 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).

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.

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, increasing frequency of trains, reduction in time travel, reduce the number of accidents. It will be 26 Km broad gauge line.

A part of proposed 5<sup>th</sup> and 6<sup>th</sup> line of existing Borivali-Virar broad gauge line pass through forest land in the mangrove and marshy terrain. Considering the type of terrain, availability of land and techno-economic feasibility of the project, the new BG

line is inevitably required to be laid parallel to existing BG Line. The proposal is essentially a site-specific. There is no other alternative available with the MRVC to locate the project categorized as Public Utility Service and Infrastructure Project. The Forest land proposed for diversion is about 12.7808 Ha. which is unavoidable and barest minimum. Hence, the project is located in forest land.



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