



Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

No. MMRC/ML-3/PKG-1/CP/COLABA WOODS/JICA/ 1801

Date: 7th June 2016

To

Association of Colaba Cuffe Parade Residents
C/o Twin Star, Venus C.R.S.Ltd.
87, Cuffe Parade,
Mumbai – 400 005.

Sub: Mumbai Metro Line 3 - Colaba Cuffe Parade station.

- Ref : 1) Your letters dt. 22.2.2016, 3.5.2016 and 10.5.2016 addressed to CGM MMRC
2) Your letters dt. 10.5.2016 addressed to MC, MMRDA & MD MMRC.
3) Your letter dt. 18.5.2016 to JICA, MD MMRC and Environment Ministry. | P. 323/c
4) Meeting with ACCPR members and MMRC officials on 17.5.2016. | P 403/c

Sir/Madam,

This is in reference to various letters (referred above) received from you on the subject of Metro station at Cuffe Parade. Various concerns conveyed by you in all these correspondences, and during the last consultation meeting with you held on 17th May 2016. Though these issues were discussed with your representatives' number of time earlier duly considered by the MMRC Planning & Design teams while finalizing the project. MMRC once again intends to bring clarity to the point raised by you and explained herewith:

2.0 Rare & endangered/threatened species of Trees (referred in your letter dt. 22.2.2016):

A detailed survey has been conducted to identify if any rare and endangered species of trees exist and if so exist assess the likely impact of project on them. The General Consultants (GC) survey report confirms that none of the trees in the Colaba Woods garden or in the surrounding area fall under the category of "rare or threatened species". It is further to confirm that the two trees namely "Beggars bowl" and "Lychee" are far from the construction zone.

2.1 Minimize impact on Colaba Woods Garden: As per the municipal records the Colaba woods garden and its boundary have been clearly identified. Cuffe Parade Metro station is completely located within *Capt. Prakash Pethe Road*; a designated DP Road (also called BMC garden). It was also explained to you that the construction zone is kept 6 m. clearly away from the Garden boundary. The Trees within the Station construction zone will be removed/transplanted as per the Tree authority approval.

3.0 Suggestion to modify the station locations as per Alternative 3: Please note that you had suggested 4 alternative sites for Cuffe Parade Station location (Vide letter/email dated 18th May 2016 to JICA and Maple report uploaded on website has referred these sites

CIN U60100MH20085GC181770

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accordingly. The report is prepared by GC (MAPLE) to address the suggested sites, difficulties/issues associated with each site. Thus the Alternative 3 in GC report refers to a suggestion made by you in the referred representation to JICA. Please note that the GC have the expertise in planning, design and implementation of Underground Metro Projects of comparable magnitude and similar urban conditions. The GC team also has in-house expertise in traffic management, environment and other technical matters. GC has made a diligent study and submitted the report which is uploaded for public information.

3.1 As understood from your suggestion, the Alternative 3 is very close to the second station proposed in the alignment which was subsequently dropped due to site constraints lack of catchment, close proximity Fisherman colony/open sea and being too close to stations on either side. Your suggestion to shift or relocate the starting station as per Alternative 3 is not possible for the same reasons.

3.2 Further the GC report clearly mentions that the Cuffe Parade Metro Station requires 400 m. straight portion to accommodate **Terminal station and cross over. The available length is not adequate and technically not suitable, since the plot 105 is not falling within the line of project alignment.** Therefore not suitable

3.3 CPRA Garden required for implementing Alternative 3: It has been clarified several time during verbal discussions that the Alternate 3 suggested by you requires complete excavation of CPRA Greens Garden. CPRA Garden also consists dense cluster of fully grown tree. As per GC estimate, 300 trees in this garden will be affected by this proposal.

3.4 Further the Alternative 3 also requires shifting Sewage pumping station located at the north end of the Garden which is handling the Sewage generated in the A & B Wards of Mumbai. As per MCGM information the Sewage pumping station cannot be closed even for one day. The suggested Alternative 3 will impact significant number of structures in the Fisherman Colony (Machhimar colony)

3.5 Alternative 3 also involves partial excavation of Capt. Prakash Pethe road and therefore closure of road traffic diversion during constructions with no alternative for traffic diversion.

In view of the above explained reasons GC concluded that the Alternative 3 mentioned in your proposal is not suitable as the starting station.

4.0 Your suggested (new) Alternative 5 - modifications in alignment; from Hutatma Chowk station towards Regal cinema: The alignment conceived as Metro Line 3 is well examined based on various Travel demand estimate studies and technically reviewed. The project was also publically notified in 2011, followed by public consultative process and finalized by the Planning Authority. The alignment has also been notified by Govt. of India through Govt. Gazette dt 18th Sept. 2013. Arbitrary suggestions to modify, alter and/or delete a part of alignment/station cannot be considered. The project is a public infrastructure and beneficial to City's population and environment. Therefore the views of select group cannot be held against the larger public interest and hence this alternative cannot be considered at this point of time.

5.0 Percolation of chemicals in the root zone of Colaba Woods may affect the garden: The construction methodology proposed by the GC would addresses this concern as a impervious

30/c

RCC piled-wall be constructed between Colaba Woods garden and the Station zone. As the Piled-wall would extended up to the rock level, percolation of any construction material to Colaba woods is not possible. As the Construction zone would be 6.m away from the garden fencing, therefore there would be no effect on the trees in Colaba Woods.

6.0 Traffic diversion during the construction GC has prepared a comprehensive traffic Diversion plan that was shared with Traffic police who generally agreed to the same. However, this issue would be addressed jointly by MMRCL, GC and the Contractor for this package as per the directions of Traffic authorities from time to time.

7.0 Traffic Impact after construction of the station/operational stage: At present the Cuffe parade, Colaba and Navy Nagar areas are accessible only by Road. The available road network, public parking areas fully saturated and often experience congestion. With Implementation of Metro there would be substantial reduction (minimum 30%) in vehicular traffic thereby easing the traffic, parking and environmental problems in the area. Further the area will be directly connected to Airport; Domestic and International terminals would provide unhindered pleasant travel to Airport and back to the airport passengers.

8.0 As explained above all concerns raised by your association are adequately addressed. MMRC is willing to address any specific issue that may arise during the course of implementation that would improve efficiency of project implementation. You are therefore requested to extend your co-operation to the project in general and to development of Cuffe Parade metro station specific that would change the way Mumbai will travel in the coming decades.

Thanking you in anticipation of your co-operation.

Yours faithfully,



(S.R.Nandargikar)
Chief General Manager (Civil)

Copy forwarded with compliments to

Mr. Sanjeev Moholkar,
Addl.Chief Development Specialist,
Japan International Cooperation Agency (JICA)
India Office, 2nd floor, Dr.Gopal Das Bhawan,
28, Barakhamba Road, New Delhi – 110 001.



Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

MMRC/ML-3/PKG1/CP/ACCPR/3391/2016

Date: 8.11.2016

Association of Colaba Cuffe Parade Residents
C/o Twin Star, Venus CRS Ltd
87, Cuffe Parade, Mumbai 400005

Kind attention: Ms Manjeet Kriplani/ Parag Udani

Sub: Mumbai Metro Line 3- Construction of Cuffe Parade Metro station

Ref: 1. Your letters dated 28.6.2016 and dated 31.7.2016
2. No MMRC/ML-3/PKG1/CP/Colabawoods/JICA/1801dt 7.6.16
3. No MMRC/ML-3/PKG1/CP/ACCPR/3561/2016 dt 9.9.16
4. Your email dated 11.10.16 and 22.10.16 and 6.11.16 to MMRCL.
5. Joint site visit with ACCPR representatives on 18.10.2016

Sir/Madam

MMRC is very thankful for the way the people of Cuffe Parade are extending the support for the Metro line 3 project.

As regards to various points raised in your email and the issues came up during the discussions held on 18.10.2016 at site MMRC's response is as follows:

1. Preliminary work for the construction of metro station at Cuffe Parade is started by the contractor M/s L&T – STEC JV.
2. MMRC has informed Assistant Commissioner, A ward, MCGM about the starting of the work and removal of the play equipment from the work area. A.C. has also been requested to provide /suggest place for relocation of the play equipment, these will be relocated by MMRC. We are in contact with MCGM for the same.
3. A formal notification will be issued only in case of traffic diversion or closure of roads if required with the permission of Traffic police. When the Work is happening in a plot of land assigned by Govt. for specific project no such notice is mandated.
4. ACCPR has been already informed vide letter dated 9.9.16 that the metro civil for package I work is entrusted to M/s L&T –STEC JV and work has commenced from 18.7.2016.
5. MMRC has been in constant interaction with all the concerned like ACCPR, CPRA, Mumbai Underground and Cuffe Parade Action Group etc from last two years. Your saying that MMRC is not cooperating is not acceptable. We

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have always mentioned that as and when the need arises MMRCL will interact with the concerned people.

6. M/s MAPLE a JV group of international consultant is appointed as General Consultant by MMRCL for the Contract Management of the Metro line 3 work. Your concerns about maintaining the standards as per contract about noise, air and water pollution, traffic management etc will be taken care by the General Consultant.
7. MMRC is going to establish a Public Information Center (PIC) through the contractor at work locations. The PIC will be manned as per the declared working timings, will provide all information related to project and the contact details of senior project officers, along with various details of general public interest. This PIC is likely to be setup on priority basis within a week time.
8. The Government lands required for the project are handed over to MMRC for the metro work. The preliminary work has been started in all the seven packages for civil work. Your contention of misinformation by MMRC is not understood.

A meeting can be held on 16.11.2016 at 4.00 pm at site if it is convenient for ACCPR representatives. Please confirm.

It is MMRC commitment that the Metro Line 3 Project would add Environmental benefits to City and the community and not to adversely affect any local area.

Thanking you.



(Ashok Bhasme)

Deputy General Manager





Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

No MMRC/ML-3/PKG1/CP/ACCPR/ 356/2016

Date:09.09.2016

To

Association of Colaba Cuffe Parade Residents

C/o Twin Star, Venus CRS Ltd

87, Cuffe Parade, Mumbai 400005

Sub: Mumbai Metro Line 3- Construction of Cuffe Parade Metro station

Ref: 1. Your letters dated 28.6.2016 and dated 31.7.2016

2. MMRC letter No MMRC/ML-3/PKG1/CP/Colaba woods/JICA/1801dt 7.6.16

Sir/Madam

This is in reference to your letters referred above. As regards to various points raised in MMRC's response in general are as follows.

1. Copy of the drawing and list of the trees affected by the metro work at cuffe parade is enclosed for your reference. Our General Consultant has appointed the horticultural expert named Vaibhav Raje , Bsc (Hort), Msc (Agri & Environment). He was present in the meeting MMRC official has held with representatives of ACCPR on 17.5.16. But he could not get the opportunity to discuss the issue.
2. It is once again mentioned that the Colaba Wood Garden and BMC garden in the proposed DP width of Captain Prakash Pethe Marg are different. MMRC has correctly mentioned in our earlier letter that U/G Metro station is proposed within the DP width of Captain Prakash Pethe Marg and not in the Colaba Woods Garden.
3. Obtaining the approval of the Tree authority is under process .MMRC will provide the copy of Tree Authority approval once we obtain it.
4. The location of the Cuffe Parade station is final. Contract work for design and construction of metro tunneling work including four stations from Cuffe parade to CSTM under package 1 entrusted to M/s L&T- STEC Ltd has been commenced from 18.7.2016.
5. As for suggestion of alternative playground MMRC will take up the issue with concerned authorities. In this case you are also requested to help MMRC in finding the solution at your suggested locations. The children can use the Colaba Garden and CPRA garden.
6. The DP width of the road is about 60 m which has not yet fully widened. For widening of the road and hawkers issue MMRC will request MCGM to take appropriate action.
7. MMRC has awarded the contracts to M/s J. Kumar with JV partner taking into account legal issues and approval of JICA.
8. We will take your help in maintaining smooth traffic flow during construction of metro work.
9. As and when required engineers of L&T and MMRC will be in touch with representatives of your organizations for the metro work issues if any.

Requesting for your cooperation in the timely execution of the work.

Thanking you.

(Ashok Bhasme)

Deputy General Manager

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Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

MMRC/ML3/PKG-1/CP/2016/ 3980

Date : 07/11/2016

To

Mr. Robin Jaisinghani

D-31, Dalamal Park, 3rd Floor,

89, Cuffe Parade, Mumbai – 400005.

Ref: Your letter Dated 27th Sep, 2016.

Sir,

This is in response to your above referred letter. MMRC would also like to take this opportunity to clear your some perceptions and misinformation about MML3 project which could be due to hearsay. Para wise response is as follows;

1. MMRC is committed to follow a structured process of environment management and monitoring of all activities during the construction and operation phase of the project. Accordingly an 'Environmental Management and Monitoring Plan' is a part of project implementation which intend to delineate management measures to minimize all adverse environmental impacts during construction.
2. Being the last station on the network Cuffe Parade station is to facilitate reversal of trains apart from passenger services. That is the reason of its being longer than other stations.
3. Existing high rise buildings near Taj Vivanta President Hotel are at least 18m away from the station box. We have conducted geological tests before planning the station. Construction of an underground station in the given geological condition is technically feasible. It may also be noted that depth of station is much below the depth of reclamation. You would appreciate that similar type of metro projects have been implemented successfully in many cities world over and also in various cities of India. Stations have been constructed in close vicinity of heritage, sensitive and high rise buildings in congested locations.

To implement these works we would follow good engineering practices detailed in our contracts. We have already engaged international consultants as our General Consultants to supervise these works. Our contractor were also scrutinized and pre-qualified on the basis of stringent criteria for executing underground works in

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the past. In addition, they are required to engage designers from our prequalified list of designers.

Therefore, we request you not to have concerns about the construction of an underground station close to a high rise building.

4. We beg to differ with your understanding about the location of Cuffe Parade station. You may please peruse the follows:
 - i. Cuffe Parade station is proposed within the DP road width and are reserved as a road space. As of now the road in this stretch was not fully widened to its full DP width and the undeveloped part of DP road has been temporarily used by MCGM for park and for playing by the locals and some children playing equipment were installed by MCGM. Therefore the contention that the proposed station is destroying gardens and parks is not in order. It may also be noted that most of the area is required only for temporary period till the completion of construction activities and the area will be reinstated after completion of project by MMRCL.
 - ii. It is true that some trees would to be cut or transplanted for facilitating construction of MRTS. The same would, however, be done with the approval of competent authority of the MCGM and following compensatory plantation as directed. You would appreciate that the metro project would have major contribution towards reduction in pollution then by evolving green environment by way of people using mass transit instead of using diesel or petrol driven vehicles.
 - iii. As stated earlier, the metro alignment has been designed to run within the DP limits. The Cuffe Parade metro station is located at least 8 m away from the Colaba Woods Garden (Children's Park as per DP) boundary. It may be noted that on environmental concerns raised by Colaba residents, we assigned our General Consultant to study these in details. The General Consultant reviewed all the technical and geotechnical aspects and opined that no severe impacts would be caused to the trees inside Colaba Woods garden, as precautionary and mitigation measures specified in the contract

- would be followed. We assure you that all your concerns regarding noise, dust, ground water etc. will be taken care off by stipulated conditions detailed in our Contracts.
- iv. Construction methods for works are finalized after taking into account technical and local condition and functional requirement. In addition, necessary safety precautions are also taken into account to ensure stability and safety of the buildings in the vicinity. All the buildings and the ground in the vicinity of the construction area would also be instrumented and monitored before and during construction.
- v. As a part of project requirement the excavation works will be carried out in station and other required locations. MMRC has drafted strict contractual conditions in the contract to maintain hygienic conditions at site to prevent situations listed by you.
- vi. We have no comment to offer on this issue. You may take it up with relevant authorities.
- vii. We have stipulated number of mitigation measures in contract to minimize generation of dust. Some of the provisions envisaged in the contract are as under:
- o Take all the necessary precautions to minimize fugitive dust emissions from operations involving excavation, grading and clearing of land and disposal of waste. Also prevent emissions of fugitive dust from any transport during handling of materials and construction of storage activities.
 - o Provision of cover for dust generating materials like debris and soil being transported from construction sites. All trucks carrying loose materials to be covered and provided with sufficient free-board to avoid spills through the tailboard or sideboards.
 - o Wash plant will be installed at construction site for vehicle wheel wash.
 - o The contractor are required to place materials in a manner that will minimize dust production. Materials shall be wetted each day, to minimize dust production.

- viii. Our contractors are required to undertake detailed traffic studies and prepare traffic diversion plan, that is further subject to review of our General Consultants and MMRC. It also require final approval of the Traffic Police. The contractor shall implement the traffic management plan as approved by the Traffic Police department.
- ix. The contractor's activities will not be allowed to block roads (unless special permission of traffic police is obtained) at any stage and the passage of emergency vehicles will not be affected due to construction activities. We therefore request you not to have such misgiving as stated in your letter.
- x. As mentioned above, the existing high rise buildings near Taj Vivanta President Hotel are at least 18m away from the station box. Following mitigative measures will be taken to control noise pollution due to construction works;
- o Establishing temporary barriers between construction worksites and sensitive locations.
 - o Fitting noise reduction measures to all plant and equipments.
 - o The noise levels generated due to construction activities, equipment will be maintained as per standard norms.
 - o These measures will ensure that civic life is not affected.
 - o While above measured as taken, you would also appreciate that citizens may have to bear some inconveniences for some times for implementing projects that would keep city livable and pollution free in long run.
- xi. We appreciate your concern on threat from the terrorists. You would also appreciate that the project is approved by Govt. of India and security measures approved by the security agencies will be put in place to address security concerns.
- xii. The Muck generated from the excavation will be transported carefully and the transportation and other equipments will be periodically checked to confirm to the emission standards fixed by Govt. of India and State Government. The

muck shall be disposed off in abandoned quarries allotted by the GoM for the purpose.

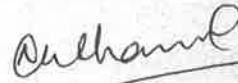
- xiii. We do not anticipate such situations as the contractors would adopt only permissible measures.
5. We would request you not to be prejudiced in your views. We have made immense efforts to implement this project with minimum disruption to environment. Keeping in view of Mumbai's geological and social aspects and to maintain least inconvenience to the residents, the open lands are planned to be utilized for construction purpose with approval from respective authorities.
6. MML3 project is designed as a modern metro system that would give decent quality of travel which would be safe and comfortable. The project will add dignity in travel, connecting railways stations, hospitals, schools, religious places and airports, etc. and facilitate decent quality of life.
7. The present local railway capacity is saturated and people are losing lives daily due to overcrowding. Steps are therefore taken by government to improve public transport and by planning metro network. The vital factor for implementing the MML3 project is to provide easy and fast access to major residential, commercial, employment Centre and transport hubs within the city. MML3 is designed to facilitate users with lot of comfort and a pleasurable travel, which we believe, will attract public to have preference to public transport as compared to other modes same as prevails in many international cities. MML3 will also provide world class travel to the common public who cannot afford private vehicles. As per the calculations projected in the DPR the daily ridership at Cuffe Parade station will be 79,173 in 2016 and increase to 1, 33,717 in next 15 years.

This shows that the intention to construct an underground metro is neither malafide nor against public interest.

8. Past experiences show that a public transportation designed to connect residential areas with frequently accessed business centers deliver efficient outcome. Considering the fact that the connectivity between Cuffe Parade and other places is mainly through road, the metro access to/from Cuffe Parade will create a huge

benefit to the common users from Navy Nagar, Colaba, WTC and Cuffe Parade residents and users.

9. The project will provide Mumbaikar's a comfortable, reliable and safe travel. MMRC has taken enormous efforts to provide the users this modern and international level comfort at affordable/reasonable tariff.
10. Further, project details are also available on our website www.mmrcl.com. Any further documents can also be obtained from our office as per standard rules and regulations.



(Ashok Bhasme)
Deputy General Manager (Civil)

Copy to:

1. **Mr. Takayoshi Tange**
Senior Representative,
JICA India Office,
2nd Floor, Dr. Gopal Das Bhawan,
28, Barakhamba Road,
New Delhi - 11

Ref.
A/557/C



Mumbai Metro Rail Corporation Limited
(JV of Govt. of India and Govt. of Maharashtra)

No MMRC/ML-3/PKG1/CP/ACCPR/3790 /2016

Date: 6.10.2016

✓ Association of Colaba Cuffe Parade Residents
C/o Twin Star, Venus CRS Ltd
87, Cuffe Parade, Mumbai 400005

Sub: Mumbai Metro Line 3- Construction of Cuffe Parade Metro station

- Ref:** 1. Your letters dated 28.6.2016 and dated 31.7.2016
2. MMRC letter No MMRC/ML-3/PKG1/CP/Colabawoods/JICA/1801dt 7.6.16
3. This office letter No MMRC/ML-3/PKG1/CP/ACCPR/3561/2016 dt 9.9.16
4. Your letter addressed to Hon'ble Chief Minister vide letter dt 15.9.15

Sir/Madam

This is in reference to your representation addressed to Hon'ble Chief Minister vide letter dated 15.9.2015.

The various points raised in the letter are clarified in the various letters under reference and meetings held with your representatives.

Requesting your cooperation in the timely execution of the metro work.

Thanking you.

(Ashok Bhasme)
Deputy General Manager

Copy submitted for information:
With reference to UDD letter (फ 3790)-2016/मु.न. ६३३/ dated 15.9.2015

Shri V.S Patil,
Under Secretary, UDD-7,
Madam Cama Road, Hutatma Rajguru Chowk, Mantralaya,

CIN U60100MH2008SGC181770

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Mumbai Metro Rail Corporation Limited

(JV of Govt. of India and Govt. of Maharashtra)

607/c

MML3/SK/PKg 1/ 4368 /2016

Date: 26.12.2016

Shri Sunil Kewalramani
305, Dalamal Chambers
29 New Marine Lines,
Mumbai -400020

Sub: Mumbai Metro Line 3- Construction of Cuffe Parade Metro Station

Ref: 1. Your representation addressed to Honorable Prime Minister
2. Public Grievance Registration No PMOPG/D/2016/0341594
dated 15.11.2016

Sir,

With reference to your representation, following facts are brought to your attention:

1. Government of Maharashtra has taken up implementation of metro rail corridor plan in Mumbai Metropolitan Region to improve the overall mass public transportation system. The present local railway capacity is saturated and people are losing lives daily due to overcrowding.
2. Metro Line 3 is one of the planned corridor, having 33.5 km underground length joining Colaba - Bandra -SEEPZ(Andheri). As per the calculation projected in DPR the daily ridership at Cuffe Parade Station will be 79,173 in 2016 and will increase to 1,33,717 in next 15 years.
3. Metro line 3 corridor has following advantages:
 - i. Comfortable public transport
 - ii. Connecting by metro unconnected areas such as Colaba, Fort, Worli, BKC, Airport
 - iii. Decongestion of roads.
 - iv. Reduction in travel time.
 - v. Environmental benefits, green and efficient transport, saving in fossil fuel.
4. Mumbai Metro line 3 (Colaba Bandra SEEPZ) corridor has been notified in Government Gazette of India vide notification dated 18.9.2013 under Metro railways Act 1978. The project is approved by Central and state Government.
5. MMRCL has organized a series of consultations and information meetings with Cuffe Parade as well as other area residents on 5th March, 12th May and 13th July 2015. These meetings are well documented in SIA report.
6. The metro Line 3 project work is commenced from 18.7.2016. The work in Cuffe Parade station area started during Navratri period. Your saying that the work started without informing people of the area is not correct. MMRC has held meetings with the people of the area since March 2015. MMRCL

- is in contact with representatives of CPRA, ACCPR, Cuffe Parade Action Group and others from time to time in the subject matter.
7. The metro station construction is about 18m (60 feet) away from the nearest building at Cuffe Parade station. Environmental Management Plan as stated in EIA report will be implemented to manage environmental issues such as Air pollution Control, Noise Pollution control, Water pollution Control, Waste and debris Management etc.
 8. Cuffe parade area is well connected by the Captain Prakash Pethe Marg (3x2 Lane road), GD Somani Marg and Sadhu Vasvani Marg. The access to the buildings will be maintained at all time. MMRCL is not aware of any incident of death taken place in Venus building due to Metro work as mentioned by you.
 9. Cuffe parade station (underground station) is proposed in the DP road width which is not yet fully widened. It is true that some trees would to be cut or transplanted for facilitating construction of Metro station. The same would, however, be done with the approval of competent authority of the MCGM and following compensatory plantation as directed. You would appreciate that the metro project would have major contribution towards reduction in pollution then by evolving green environment by way of people using mass transit instead of using diesel or petrol driven vehicles.
 10. Public transportation designed to connect residential areas with frequently accessed business centers deliver efficient outcome. Considering the fact that the connectivity between Cuffe Parade and other places is mainly through road, the metro access to/from Cuffe Parade will create a huge benefit to the common users from Navy Nagar, Colaba, WTC and Cuffe Parade residents and users. MMRCL do not agree with your contention that 'it seems there is some other underlying motive for the Cuffe Parade station and facilitating mass transits not one of the underlying motives'. The Cuffe parade station work will be executed following the best engineering practices and guidelines to minimize inconvenience to residents nearby.
 11. The details of the project are available on our web site www.mmrcl.com.

For your information.

Ashok Bhasme

(Ashok Bhasme)
Deputy General Manager

t/e

Copy submitted for information:

With reference to Letter No F.No. K-14011/9/2013-MRTS-II dated 15.12.2016

Under Secretary to the Government of India
322-C, Nirman Bhavan , New Delhi

SP