

राजीव जलोटा भा.प्र.से.
अध्यक्ष
(समकक्ष सचिव, भारत सरकार)

मुंबई पोर्टन प्राधिकरण Mumbai Port Authority

(पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)



Rajiv Jalota IAS (Ministry of Ports, Shipping and Waterways, Government of India)
Chairperson
(Rank of Secretary, GoI)

D.O. No.CE.L/1-1(SPA)/4991

Date : 9 JAN 2024

Subject: Issues related with the construction of underground connectivity including approaches on of design build basis from Eastern Freeway from Marine Drive coastal road.

Reference:

1. MMRDA letter No.033 dated 05-01-2023 requesting for various permission for East-West connectivity.
2. Padeco letter No. 013 dated 04-01-2023 requesting NOC for alignment of the connectivity (Letter from Consultant).
3. MMRDA letter No. 035 dated 13-02-2023 regarding clarification on the MbPA letter dated 31-01-2023.
4. MMRDA letter No. 092 dated 21-06-2023- Submission of drawings incorporating comments from MbPA.
5. MMRDA letter No. 113 dated 24-07-2023 regarding solution to infringement of elevated connector and twin tunnel project.
6. MMRDA letter No. 148 dated 15-09-2023 to PSUDD to request MbPA to issue NOC.
7. MMRDA letter No. 152 dated 20-10-2023 regarding compliance of the points discussed during the meeting held.
8. MMRDA letter No.160 dated 22-11-2023 requesting to issue NOC.
9. MbPA letter dated 31-01-2023 regarding queries and clarifications on the proposal dated 05/01/2023.
10. MbPA letter dated 10-08-2023 to PSUDD highlighting the impact of the proposal.
11. MbPA e-mail dated 08-12-2023 to MMRDA preliminary scrutiny of the proposal.
12. MbPA letter dated 22-12-2023 to MMRDA suggesting alternatives and the concerns raised by Traffic Department.
13. Meeting conducted by PS-UDD-1 dated 05.01.2024.

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Dear

MMRDA vide the above reference letters has been requesting Mumbai Port Authority (MbPA) to give NOC for the construction of underground connectivity including approaches on of design build basis from Eastern Freeway from Marine Drive coastal road. The proposed road and the tunnel is passing from the existing road, waterfront area and custom bound area of the port of MbPA.

MbPA acknowledges the importance of the proposed project in providing relief to the traffic congestion in Mumbai city. We are supportive of the initiatives that contribute to the betterment of the city's infrastructure. However, it is imperative for MbPA to express its concerns regarding the potential adverse impact on the port activities, cargo movements, waterfront, and passenger movements of MbPA, in the short term and longer term.

The project is likely to affect the port cargo traffic particularly the export of automobiles and steel due to the works anticipated on the existing roads and plots. MbPA has undertaken projects under the National Monetization Pipeline of the Government of India namely, Base Oil Terminal and Marina which are likely to be affected due to the subject project either during construction or after the completion of

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the project. MbPA has engaged in numerous discussions and joint site visits with MMRDA and its consultants. The primary objective has been to collaboratively work towards minimizing any negative effects on port activities, and the discussions are still going on to find out an amicable and workable solution.

A detailed note elucidating our extensive deliberations, identifying potential adverse impacts on port activities, and outlining the associated compensation for MbPA's lands required for the project is attached as Annexure-1. Additionally, a map of the project is attached as Annexure-2 for your reference.

In this regard a meeting was held by Principal secretary UDD on 5th Jan 2024 with MbPA, MMRDA and MCGM. MbPA presented its concerns and the adverse effects which are likely to have on port activities. Principal Secretary acknowledged the concerns and asked MMRDA to address them. It was also agreed that portion of the connectivity falling on the road area will be taken up in the last phase when the land of BPCL will be available within three to five years. Draft minutes of the meeting are attached.

MbPA is committed to the greater good of the city and is willing to collaborate closely with MMRDA to address concerns and find mutually beneficial solutions. It is requested that your good office takes the responsibility of resolving the intra-agency issues related to the project and ensure that Mumbai Port related cargo passenger movement does not get adversely impacted during and after implementation of the project.

As per the discussions in meeting of 5th January 2024, your office is requested to secure a proper mitigation plan from MMRDA, that is mutually acceptable and lease premium payments for temporary and permanent use of MbPA lands is also made timely to MbPA.

In view of the exigency of the matter, as foundation stone laying ceremony is planned this week, an approval in principle is hereby granted for the project provided the work will be commenced after signing of the agreement between MbPA and MMRDA and also resolving all the concerns expressed by MbPA and as discussed in the above meeting, under your stewardship.

Yours

D.A. : (i) Annexure 1
(ii) Annexure 2
(iii) MoM.

Sd/-
(Rajiv Jalota)
Chairperson

To,
Shri Aseem Gupta, IAS
Principal Secretary, UD-1
Govt. of Maharashtra, 4th floor,
Mantralaya, Mumbai-400032.

CC to:

1. The Chief Secretary, Govt. of Maharashtra,
6th Floor, Mantralaya,
Mumbai – 400 032.
- ✓ 2. The Metropolitan Commissioner, MMRDA,
MMRDA Building, Bandra-Kurla Complex,
Bandra (East), Mumbai – 400 051.

Rajiv
Chairperson

MUMBAI PORT AUTHORITY

Subject: Issues related with the construction of underground connectivity including approaches on of design build basis from Eastern Freeway from Marine Drive coastal road.

A. Correspondences and deliberations

1. MMRDA vide their letter dated 5th January, 2023 requested MbPA for the way leave permission for permanent and temporary land of MbPA for construction of the subject project.
2. The consultant appointed by MMRDA provided conceptual drawings regarding the alignment of the underground connectivity including the approaches.
3. The issue was discussed with the AMC MMRDA on 4th January, 2023 where the concerns from the MbPA were expressed.
4. MbPA vide letter dated 31st January, 2023 requested for additional data and also requested to design the project in such a way that it will not affect the overall traffic movement of port, DCT and RO-PAX etc. It was also conveyed that the proposal is also affecting the alignment of the Metro Line 11 as per the DPR prepared by MMRDA.
5. MMRDA through their consultant gave the clarification on 13th February, 2023; however, detailed drawings and data were not provided.
6. MMRDA vide their letter dated 21st June, 2023 provided modified drawings and also provided the details of the land required for the project. Accordingly, the total requirement of the land was 39,528 sq.m which is subsequently modified by MMRDA.
7. BMC has also proposed another East-West Connectivity from Freeway to Tardeo. The said project was partially overlapping on the proposal of MMRDA. MbPA therefore took up the issue with Principal Secretary, Urban Development Department, GoM by letter dated 10th August, 2023 and raised the concerns about the design and alignment of the connectivity and also its adverse impact on the port operations. The Principal Secretary was also requested to examine the need for both the connectivity which are provided within the distance of half a kilometer and also a need of traffic study to have proper traffic evacuation and to understand effect of both the projects. The Principal Secretary held a meeting on 22nd September, 2023 and directed MMRDA to provide exact alignment of East-West Connectivity in Marina Plot, construction plan and time schedule and the measures which will be taken so that the port traffic will be least affected, and also obtain details from MMRCL regarding the alignment of Metro Line 11. The Principal Secretary UDD also directed MMRDA to carry out traffic study for any future traffic issues which may arise from this project. The Project Plan should be duly signed jointly by MMRDA, MbPA, BMC and MMRCL before the commencement of work.
8. MMRDA vide their letter dated 20th October, 2023 informed that the issue regarding Metro Line 11, traffic dispersal at Orange Gate and alignment at Marina Plot has been resolved and complied. However, modified drawings were not received by MbPA.
9. MMRDA vide their letter dated 22nd November, 2023 provided details regarding traffic dispersal, traffic simulation plan and phase wise timeline. The proposals were discussed with the consultant and certain changes were suggested by MbPA.
10. Deputy Chairperson along with the officers of MbPA, MMRDA and BMC undertook a joint site visit on 18th December, 2023. The impact of the project on the port activity was explained on site. Few alternatives were also suggested by the officers of MbPA. It was therefore decided that MbPA will provide alternatives to MMRDA along with the concerns raised regarding the impact on the port activities. Accordingly, MbPA suggested certain alternatives to MMRDA

vide letter 22nd December, 2023. As per discussion with L& T the phase wise implementation plan submitted by Padeco will be revised based on the construction plan and subsequently land requirements and traffic management plan will be revised.

11. An email dated 8th December, 2023 was sent to MMRDA requesting for
 - a. A consolidated transportation plan of Mallet Bunder area incorporating projects of MCGM and MMRCCL as per direction given by Principal Secretary, UDD in meeting dt.22.09.2023.
 - b. Land requirements and traffic plan is yet under revision and land requirement for permanent footprint and temporary footprint.
 - c. Approved Traffic study including junction design.
12. In short, the design went into number of modifications after series of discussions with the consultant and the MMRDA. However, MbPA has not received a suitable proposal under which the port activities will not be affected at all.

B. Probable Impact of the project:

1. The project involves a construction of a tunnel passing through the port area, cut and filling for the access to the tunnel, open to sky via duct to approach the road at grade. The project also involves a ramp from the freeway to the road approaching the tunnel.
2. As per the proposal of MMRDA, the land requirement for the project is as follows:

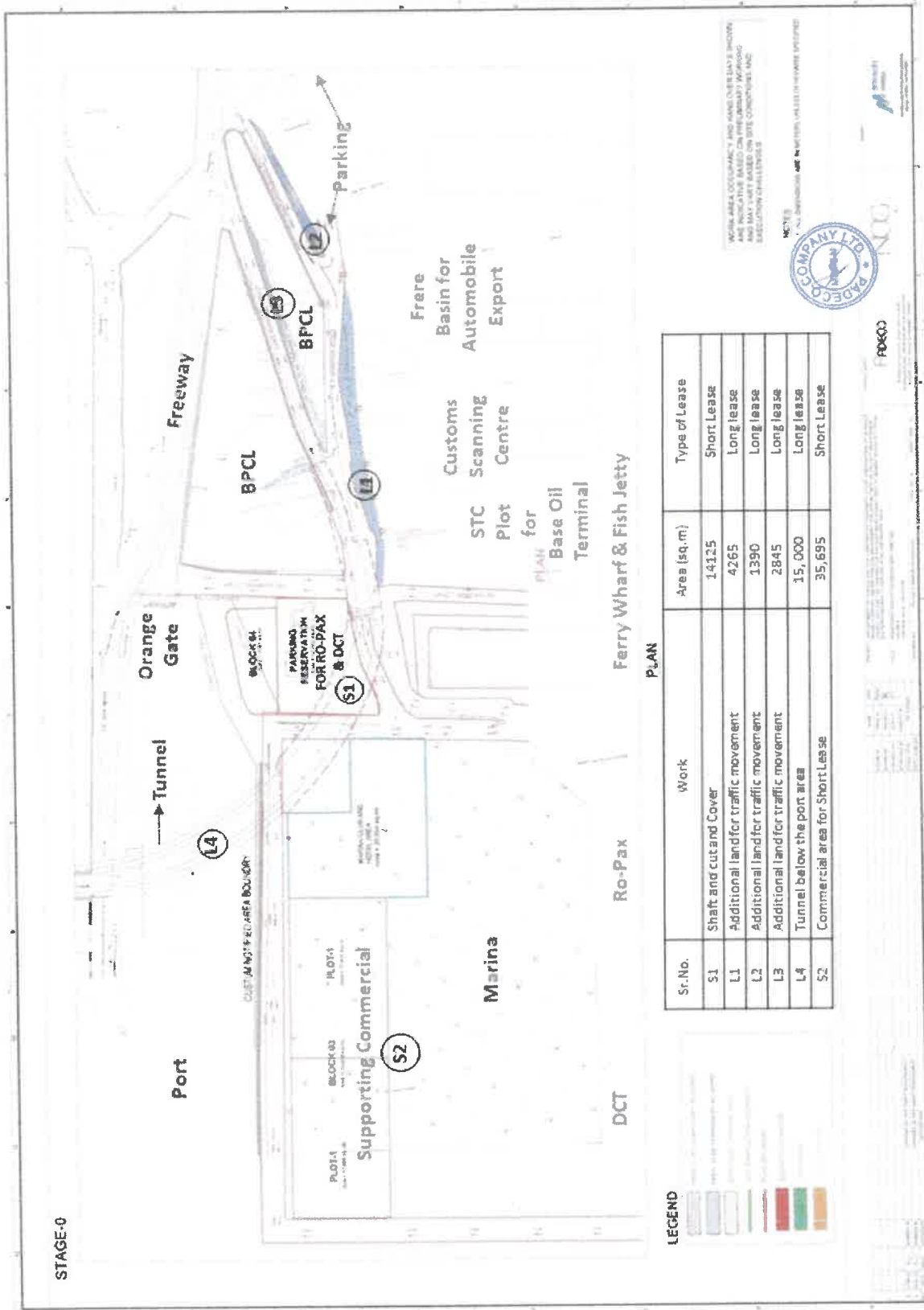
Sr.No.	Work	Area (sq.m)	Type of Lease
S1	Shaft and cut and Cover	14125	Short Lease
L1	Additional land for traffic movement	4265	Long lease
L2	Additional land for traffic movement	1390	Long lease
L3	Additional land for traffic movement	2845	Long lease
L4	Tunnel below the port area	15, 000	Long lease
S2	Commercial area for Short Lease	35,695	Short Lease

3. The impact of the project is assessed as follows:
 - a. **Loss of Parking Provision:** The three parking lots which are being used for parking of the trucks of fish jetty, RO-PAX and DCT vehicles and BPCL Lube Plant. The major parking lot of RO-PAX and DCT will not be available during the construction period of 5-7 years which will disrupt the RO-PAX activity.
 - b. **Effect of the EXIM of Automobiles:** The project requires part of the land of Frere Basin which is a custom bound area and being used for the parking and servicing of export vehicles. At present MbPA has exported 96,736 number of vehicles in the year 2022-2023. According to the survey carried out by MbPA, it is expected that the EXIM of automobile shall increase up to 2,38,000 by the year 2047. The East-West Connectivity project is likely to disrupt the incoming and outgoing movement of export vehicles during the construction period. Further, even after the completion of the project the movement of the EXIM vehicles from Frere Basin to the inside port will also get disturbed. The Automobile manufacturing from the Pune belt are presently dependent on MbPA for export. Dust created during the construction period will also damage the automobiles. In this situation car manufacturing companies may opt for other ports for their export operations and it will be very difficult for MbPA to bring them back leading to severe financial loss and to port cargo.
 - c. **Monetization for Base Oil Terminal:** A plot namely STC Plot is proposed for Base Oil Terminal which is also affected partially for road widening. The techno-economic feasibility of the Base Oil Terminal is likely to be affected. MbPA is expecting a revenue of Rs.9.50 cr. with escalation of 2% per year from the said project.

- d. **Marina Project:** MbPA is developing first of its kind marina project on the Prince's Dock. Marina is a project under National Monetization Pipeline, Project of GoI. In order to make the project financially viable, MbPA is remodeling the Marina project for which a supporting a commercial area of 35,695 sq.m is proposed. The said area is also required by MMRDA for the construction yard of the project. This will necessitate delay in the project formulation and implementation by at least five years of construction period. The said delay is likely to cost a loss of Rs.220.80 cr. (44.16% per annum for 5 years).
- e. **Effect on the cargo movement and of other projects:** On an average 2000 trucks are entering and exiting from the port and travels along the roads included in the East-West connectivity project. Further, the movement of vehicles for the passenger jetty, fish jetty, RO-PAX, Domestic Cruise Terminal, containers coming to the customs scanning centre, trucks movement and parking generating from the BPCL lube plant etc. will have adverse effect during the construction.
- f. **Traffic congestion:** As per the proposal the incoming traffic from Worli and going towards Freeway will take the road near the Ganesh Mandir Junction and along the Messant Road through the ramp at Mazgaon. The Ganesh Mandir Junction is already crowded due to port traffic. Long ques of the truck are seen at the junction. The traffic coming from Worli will further add to the congestion delaying the cargo movement. Further, the Messant Road has only two lanes which cannot be expanded due to existing railway track. The road will also get congested due to additional traffic leading towards Freeway.
- g. **Financial Implications:** The movement of steel cargo and EXIM of automobiles takes place on the roads included in the project. In the year 2022-2023 the steel cargo handled at port is 39,45,000 tonnes and 96,736 automobiles. Due to disturbances during the construction, the cargo movement will be affected. Based on the traffic study conducted by MbPA, the traffic projections for the year 2028 for steel cargo and EXIM of automobiles is 52,00,000 tonnes and 1,77,000 numbers respectively. Assuming a reduction of 40%, the net loss to MbPA for steel cargo is Rs. 104 Crores and for automobiles is Rs. 42.5 Crores up to the year 2028.
- h. **Affected Tenancies:** In the road widening, four lessees of MbPA are falling. MMRDA need to compensate and rehabilitate them.

C. Amount to be charged from MMRDA for the short term and long term lease of land:

- a. Rent of land during project implement stage will be Rs. 1851.30 per sq. mtr. Per month as on 01.01.2024 with 2% annual escalation every October.
- b. After project completion, long lease of 30 years tenure with the approval of MbPA Board or 60 years tenure with the approval of Shipping Ministry with prevailing land rates at that time with upfront premium, will be done for permanent foot prints.
- c. Security Deposit is 2 years annual lease rent for construction period.
- d. Rehabilitation of existing tenants/lessees of MbPA to be done by MMRDA at its own cost outside MbPA estate.



Sub : Minutes of the meeting held by Principal Secretary, UDD on the proposal of East-West Connectivity.

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A meeting was held by Principal Secretary on proposal of MMRDA regarding East-West Connectivity at his Chamber on 05.01.2024. The following officers were present :-

At the outset, MbPA presented on the issues and concerns on the proposal of MMRDA for East-West Connectivity. The issues are

- a. All the three existing parking lots will be affected due to alignment of East-West Connectivity. The major parking lot within the Marina shall not be available during the construction period which will be around 5-7 years.
- b. The movement of the export vehicles will be affected.
- c. The overall cargo movement of the Port shall also affect leading to loss of cargo and financial implications.
- d. The Marina project will be delayed till the end of construction of the project.
- e. The intersections at Ganesh Mandir and Mallet Bunder will be affected due to traffic of East-West Connectivity.
- f. MbPA also suggested two alternatives which may help in reducing congestion and also minimum effect on cargo traffic.
- g. MbPA also inform that the land of BPCL will be available after 3-5 years and hence the proposal need to be remodelled with aim to reduce the effect on port traffic.
- ii) The issues were deliberated in detail. PS, UDD acknowledge the concerns raised by MbPA and express that MMRDA need to consider them while designing the project.
- iii) AMC, MMRDA informed that they had deliberated their issues in detailed with MbPA and already replied vide their letter dated 28.12.2023. However, they need a principal NOC as the project will be launched by Hon'ble PM on 12.01.2024.
- iv) After detailed discussions, the following decisions were taken :-
 - a. MMRDA and MbPA Officers need to discuss the alternatives suggested and come out with agreeable proposal both for MMRDA and MbPA.
 - b. Since BPCL land will be available in next 3-5 years the same may be considered in the design. The portion around BPCL area can be taken for construction in the last phase of the project so that BPCL land will be available at that time.
 - c. In order to avoid the probable traffic congestion at the Ganesh Mandir intersection, proposal such as shifting of railway line, exit road of East-West Connectivity at different grade, change of down ramp, providing additional width of the road and such other measures may be explored.
 - d. MMRDA should clearly demarcate on site the proposal and the fencing line required for construction purpose to MbPA after leaving two plus two lanes for the port movement.
 - e. All the issues need to be sorted and acceptable proposal be submitted in the next meeting which will be scheduled after 15 days. A map showing the final outcome after the execution of the project need to be mapped and presented.
- v) Chairperson, MbPA agreed to issue principal NOC for the project considering the exigency of the matter.
- vi) As regards the elevated connectivity proposal of MCGM, AMC MCGM has informed that the project is not conflicting with MMRDA proposal and no traffic will be generated at ground level. Only columns need to be demarcated on site which will be approved by MbPA and MbPA may confirm the same.