

Project: Mumbai Trans Harbour Link (MTHL)

Sub: Minutes of the 3rd meeting of coordination Committee constituted for formulation of guidelines for the compensation to be paid to the project affected Fishermen.

Meeting held on 01/12/2015 in MMRDA office.

Following were present for the meeting:

Meeting Chaired by : Mr. Sanjay Khandare,
Addl. Metropolitan Commissioner-II MMRDA

Members of JICA : Mr. Vivek Kulkarni, BEIPL, JICA study Team
Study Team:

Committee Members:
: Mr. M.B Gaikwad, Commissioner, Fisheries, MS
: Mr. V.U. NAik, Dy. Commissioner, Fisheries, MS
: Mr. K.V. Sapkale, ACP representing DCP (Zone-II) Panvel
Division, Navi Mumbai
: Mr. Ajit Sakhane, Dy. Collector, Mumbai City

MMRDA officials
: Mr. P D Mamdapure, Engineer in Chief, MMRDA
: Representative from MMB
: Representative of Collector, Mumbai
: Dr. D.T. Thube, Chief Engineer, MMRDA
: Mr. S.S. Varaskar, Superintending Engineer, MMRDA
: Mr. M.H. Paranjape, Executive Engineer, MMRDA
: Mr. G.G. Deshpande, Dy. Engineer-1, MMRDA

Invitees:
: Shri Vasant Koli, Mahul Matsya Sahakari Sanstha
: Mr. Ramdas Koli, Paramparik Macchimar Bacchav Kruti Samiti,
Navi Mumbai
: Mr. Harish R. Sutar, Mari Aai Sahakari Sanstha, Vashi
: Mr. Pandharinath Patil, Sainath Macchi Sahakari Sanstha.
: Mr. Chandrakant D. Vaiti, Turbhe Macchimar Vikas Sanstha,
Turbhe

The following is the gist of discussions:

At the outset, the Committee Chairman welcomed all present. While explaining the importance of the project, he informed that the purpose of the meeting is to apprise the fisher folk about the project and steps being taken by MMRDA to draw a compensation policy for the fishermen likely to be affected by the project.

2. Mr. Vivek Kulkarni, with the help of a Power Point presentation explained the alignment, salient features of the project, similar bridges constructed in Japan, the environment concerns and the draft methodology for drawing the compensation policy.

Mr. Kulkarni further explained that JICA would be funding the project and as per their policy all project affected fishermen on Mumbai side, Thane & Panvel creek and the Navi Mumbai side who are likely to be affected due to the project are to be appropriately compensated.

3. He informed that the first activity survey was carried out on 27/06/2015 and the second activity survey was carried out with Trombay representatives on 02/07/2015.

During the reconnaissance survey, following points were generally observed:

- Commercial fishing by trawlers
- Artisanal fishing
- Shore net fishing
- Fish catch, etc.

He further explained that similar case of Worli-Bandra Sea Link (WBSL) was studied. Also, explained the spanning arrangement and vertical clearance for the bridge structure as well as the ROW width of 250 meter on the either side of the bridge alignment.

4. He explained the potential impact for the project as follows:

- There would be access restriction to big size boats while crossing the construction jetty which would be about 4.5 Km. in length on Mumbai side.
- Permanent impact due to reduce water current.
- Temporary impact due during construction

It was agreed by the fisher folk community present during the meeting that the clearance (air draft) required for small size boat would be about 4.0 meter for passage below the construction jetty and also agreed that for the large size boats they would have to take a detour to cross over on the either side on the jetty during the construction period.

5. Having explained by the AMC-II and Mr. Kulkarni as above, following were the queries raised / suggestions made by the fisher folk which were replied as follows:

1. Mr. Chandrakant Koli: At which location the excavated mud would be disposed?

Reply: The excavated muck would be disposed designated site by the Competent Authority.

2. Mr. Harishchandra Sutar from Vashi suggested: The impact should not be limited to the alignment but the impact on upstream and downstream of the alignment should also be considered while drawing the policy for compensation.

Reply: The point is noted.

3. Another suggestion by one of the fishermen was NGT's order in respect of JNPT project in the vicinity should be studied and cognizance taken accordingly.

Reply: The point is noted.

4. One of the resident, Mr. Chandrakant Vaiti from Trombay queries:

- a. How the alignment was finalised in the proximity of BARC, Tata Power plant in view of its security and bird habitat etc.

Reply: It was explained that the requirement of the stake holders and their safety issues have been considered while finalising the alignment. In case of bird habitat also, the mitigation measures are proposed during construction and operation phase.

- b. He suggested making necessary arrangement on the upstream (north) side of the bridge alignment to prevent plastic bags and floating debris reaching present alignment.

Reply: It was explained that measures with respect to pollution control for the surrounding area in general is in the purview of Govt. of Maharashtra/ Maharashtra Pollution Corporation Board.

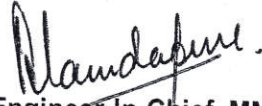
- c. He suggested compensation to the project affected families in the terms of developed land, jobs on the project works along with monthly monetary compensation.

5. There was suggestion from Fisher folk that during the implementation, the work force/ equipment required on the project (like welders, helpers, fitters, drivers, boats etc) should be preferably taken from project affected Fishermen.

Reply: Mr. Kulkarni explained that while carrying out detail survey the information regarding skills of affected families shall be gathered which will be helpful while considering jobs on construction work.

6. Lastly the AMC-II assured all present that after the drawing the compensation policy, detailed survey would be carried out to evaluate the permanent, temporary, incident losses due to the project. Also, proper delivery mechanism for disbursement of compensation and grievance redressal cell would be established during the course of execution.

Meeting ended with a vote of thanks.


Engineer-In-Chief, MMRDA