

No. MMRDA/MTHL-PIU/JICA/QPR-11/ 1265 /2020

Date: 18th September 2020

To
Mr.Katsuo Matsumoto
Chief Representative
Japan International Cooperation Agency (JICA)
16th Floor, Hindustan Times House,

18-20, Kasturba Gandhi Marg, New Delhi - 110-001

Sub: Mumbai Trans Harbour Link Project (I) (ID-P255)

- Quarterly Progress Report-11 (October 2019–December 2019)

Sir,

- The loan agreement for the Official Development Assistance (ODA) loan for the Mumbai Trans Harbour Link Project (I) is signed between Japan International Cooperation Agency (JICA) and Mumbai Metropolitan Region Development Authority (MMRDA) on 31st March 2017 with MMRDA as a direct borrower of the loan.
- 2. The Quarterly Progress Report-11 for the Mumbai Trans Harbour Link Project(I) for the period of October 2019 December 2019 is enclosed herewith for information.
- 3. Please note that the Quarterly Progress Report-11 could not be submitted earlier because of the unprecedented situation caused by COVID-19 pandemic.

Thanking you,

Yours faithfully

Encl: QPR-11(October 2019 – December 2019)

(Dr. D.T.Thube)

Chief Engineer, MTHL-PIU

Copy submitted to,

Mr. K.A.Sivadas, Under Secretary, BC Division (JICA Projects Section), Department of Economic Affairs, Ministry of Finance, North Block, New Delhi – 110001 Encl: QPR-11 (October 2019 – December 2019)



Mumbai Metropolitan Region Development Authority

Mumbai Trans Harbour Link Project

Quarterly Progress Report - No.11

(From 1st October 2019 to 31st December 2019)



Mumbai Trans Harbour Link Project Quarterly Progress Report No. 11 1st October 2019 to 31st December 2019 Loan Agreement No. ID-P255 (Tranche–I)

ORGANIZATION INFORMATION

	Mumbai Met	ropolitan Region Development Authority				
	Person in	Metropolitan Commissioner, MMRDA				
_	Charge					
Borrower	Contact	M.M.R.D.A. New Office Building, Bandra-Kurla Complex,				
	Address	Plot no. R-5, R-6 & R-12, E Block, Bandra (East),				
		Mumbai - 400051				
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Mumbai Trans Harbour Link Project Implementation Unit						
	Headed by:	Chief Engineer				
Executing		Mumbai Trans Harbour Link Project Implementation Unit				
Agency	Contact	M.M.R.D.A. New Office Building, Bandra-Kurla Complex,				
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		Mumbai - 400 051				
		Phone: +91-22-2659 4034 Fax No: +91-22-2659 4179				

Details of JICA Loan

Source of	JICA ODA Loan Portion:	238,572 million Japanese YEN (JPY)
Finance	Tranche-I:	144,795 million Japanese YEN (JPY) (Loan Agreement signed on 31 st March 2017)
	Tranche-II:	66,909 Million Japanese YEN (JPY) (Loan Agreement to be signed)
Terms and Conditions	Interest Rate:	0.10000% (LIBOR(-0.04817%) + SPREAD RATE(0.10000%)) from 20 th September 2019 to 19 th March 2020.
of JICA ODA Loan (Tranche-1)	Repayment Period:	30 years, including 10 years of grace period.

DOCUMENT VERIFICATION AND REVISION RECORD

PROJ	ECT NAME	Mumbai Trans Harbour Link Project					
DOC	NO.	11		DATE O	F ISSUE	11/	02/2020
DOC	TITLE	Quarterly Progress Report No. 11					
REV No.	DATE OF ISSUE	DESCRIPTION	PRI	EPARED BY	СНЕСКЕД Е	ЗҮ	APPROVED BY
R0	05/07/2017	Quarterly Progress Report No. 1 (Apr-Jun 17)	JS	Senthil	Dr T K Sunda	ram	Dr Robin Sham
R0	05/10/2017	Quarterly Progress Report No. 2 (Jul-Sep 17)	J Senthil		Dr T K Sunda	ram	Dr Robin Sham
R0	05/01/2018	Quarterly Progress Report No. 3 (Oct-Dec 17)	JS	Senthil	Dr T K Sunda	ram	Dr Robin Sham
R0	05/04/2018	Quarterly Progress Report No. 4 (Jan-Mar 18)	JS	Senthil	Dr T K Sunda	ram	Dr Robin Sham
R0	24/07/2018	Quarterly Progress Report No. 5 (Apr-Jun 18)) Prashant B Dr T K Sundaram		ram	Dr Robin Sham	
R0	10/10/2018	Quarterly Progress Report No. 6 (Jul-Sep 18)	Pra	ishant B	Dr T K Sunda	Dr T K Sundaram	
R1	08/02/2019	Quarterly Progress Report No. 7 (Oct-Dec 18)	Prashant B J Senthil/ Dr T K Sundaram			Dr Robin Sham	
R0	05/04/2019	Quarterly Progress Report No. 8 (Jan-Mar 19)	Prashant B J Senthil			V. D. Sharma/ Dr Robin Sham	
R0	18/09/2019	Quarterly Progress Report No. 9 (Apr-Jun 19)	Prashant B		Mr. Som Ghosh		Dr Robin Sham
R0	13/11/2019	Quarterly Progress Report No. 10 (Jul-Sep 19)	Pra	ishant B	Mr. Som Ghosh		Dr Robin Sham
R0	11/02/2020	Quarterly Progress Report No.11(Oct-Dec 19)	Pra	ishant B	Mr. Som Gho	sh	Dr Robin Sham

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1.0 PROJECT DESCRIPTION

1.1 Project Objective

Original:

To improve connectivity in Mumbai Metropolitan region by constructing the Mumbai Trans Harbour Link connecting Mumbai with Navi Mumbai, thereby contributing to mitigation of traffic congestion and promoting regional economic development.

Actual (P/R, PCR)

There is no change in the Project Objective.

1.2 Necessity of the Project

The Project is consistent with the development policy, sector plan, national/regional development plans and demand of target group of the recipient country.

Benefits from MTHL Project

- Saving in travel time for commuters from Mumbai to Navi Mumbai.
- Improved comfort and accessibility between the island and the mainland.
- Reduced operating costs of vehicles due to lesser congestion.
- Smooth traffic flow from Navi Mumbai airport to Mumbai Island.
- Accelerated economic development of Navi Mumbai and nearby regions.
- Greater economic integration of Mumbai island with Navi Mumbai and extended regions of Pune, Goa, Panvel and Alibaug.
- Improvement in environment and reduced pollution levels.
- Improved safety due to reduction in accidents.
- Improvement in trade competitiveness through faster and improved logistics.
- Accelerated growth of Navi Mumbai.
- Decongestion of Mumbai Island and dispersal of population to Navi Mumbai region & beyond.

Necessity of the Project

- 1. Although the urbanization in India has been rapidly progressing, infrastructure development in the urban areas has not caught up its progress. Particularly, the traffic congestion in the urban areas due to a lack of road network hinders the economic development. Thus, Government of India (GOI) places transport and connectivity as one of the "Growth Enablers" and plans to enhance road network in the "Three Year Acton Agenda 2017-2018 to 2019-20 (NITI Aayog)".
- 2. Mumbai Metropolitan Region, which includes Mumbai and Navi Mumbai, has about 18.4 million people in population as of 2011 (Census 2011) and the population density reaches 20,694 people per square km in the center of Mumbai, which is one of the most overpopulated and high-density cities in the world.
- 3. Mumbai, the narrow stretch of land that has traditionally been the epicentre of India's commerce, has seen a steady increase in population in the last three decades despite obvious spatial constraints. Thus, the development of Navi Mumbai has been identified as

an urgent requirement for broad development in Mumbai Metropolitan Region.

- 4. The Government of Maharashtra (GoM), of which Mumbai Metropolitan Region is under jurisdiction, has been facilitating various development plans particularly in Navi Mumbai area, which stands at the opposite site of Mumbai across the Mumbai Bay and still has spacious area for development, such as a new international airport, Special Economic Zone (SEZ) and expansion of Jawaharlal Nehru Port in order to promote the sustainable economic development in Mumbai Metropolitan Region.
- 5. Furthermore, a lack of connectivity in Mumbai has stunted its growth. The GoM has given importance to construct the faster connection with Mumbai to Navi Mumbai International Airport, Jawaharlal Nehru Port, Mumbai-Pune expressway and main hinterland.
- Accordingly, the Mumbai Trans Harbour Link (MTHL) has been identified as the important infrastructure to improve the connectivity between Mumbai and Navi Mumbai and continue economic development in Mumbai Metropolitan Region.
 - The MTHL is proposed to be developed as an expressway link comprising of a dual three-lane main carriageway bridge connecting Sewri in Mumbai to Chirle in Navi Mumbai. When completed, MTHL will reduce the distance between Mumbai and Navi Mumbai and will help save approximately an hour in travel time. Also, development of Navi Mumbai along with the imminent construction of the Navi Mumbai airport will lead to increased traffic between Mumbai and Navi Mumbai. Consequently, the project is envisaged to; improving accessibility between Mumbai and Navi Mumbai, accelerating growth of Navi Mumbai, smooth traffic flow from Navi Mumbai airport to Mumbai, accelerating economic development of Navi Mumbai and surrounding regions, greater economic integration of Mumbai with Navi Mumbai and extended regions of Pune, Goa, Panvel and Alibaug, and decongestion of Mumbai and dispersal of population to Navi Mumbai region and beyond.
- 7. The Comprehensive Transportation Study (CTS) for Mumbai Metropolitan Region which was guided by Mumbai Metropolitan Region Development Authority (MMRDA) and supported by World Bank, was completed in July 2008, which was over 25 years after the issuance of the last comprehensive transport study. The report provided a vision for Mumbai's future transportation as seamless and integrated system, in which commuters can make their journeys safely and conveniently by various modes of transport, particularly by public transport, and recommended the development of Multi Modal Corridor to take care of the varied travel demands of the region for the period up to 2031. The CTS proposed to develop the highway network in the region. The MTHL has been regarded as the priority road for Mumbai, considering its function and importance connecting between Mumbai and Navi Mumbai.
- 8. Necessity of the Project: To promote economic development in Mumbai Metropolitan Region it is essential to improve the connectivity between Mumbai and Navi Mumbai, by constructing MTHL.

Actual (P/R, PCR)

There is no change in the Necessity of the Project preamble.

1.3 Rationale of the Project Design

- Timing, Scale, Technology of the Project:

Demand Analysis

1. At the opening year 2022, the daily traffic on the main bridge is expected to be 39,300 PCU. The traffic is projected to increase up to 103,900 by 2032 and up to 145,500 by the year 2042. The daily breakdown by vehicle class on the main bridge link is presented in the Table 1.3.1 below:

Vehicle Type		Sewri Interc	hange and	Between Shivaji Nager Interchange and Chirle Interchange			
	2022	2032	2042	2022	2032	2042	
Car	24,100	66,400	94,100	4,900	21,300	43,300	
Taxi	2700	14,100	20,200	100	400	2,300	
Bus	2,700	3,700	3,700	2,700	3,700	3,700	
LCV	2,200	4,100	5,600	700	1,300	1,800	
HCV	3,000	6,500	8,100	1,000	2,000	2,200	
MAV	4,600	9,100	13,800	400	900	1,700	
Total	39,300	103,900	145,500	9,800	29,600	55,000	

Table 1.3.1 Demand Projections Over the Period

LCV: Light Commercial Vehicle; HCV: Heavy Commercial Vehicle; MAV: Multi Axle Vehicle

- 2. At the opening year in 2022, the traffic flow on MTHL represents a diversion of 10% on the traffic across Thane creek which will increase up to 16% in 2032. If only Thane Creek Bridge is considered, then the diverted traffic from the bridge will be 21% in 2022 which will rise up to 35% in 2032.
- 3. 6-lane of main carriageway was decided by GoM. It was reviewed based on the forecasted result of future traffic volume by Manual of Specification and Standards for Expressways (IRC: SP:99-2013). The result of the review shows that 6-lane will be required in 2032 (10 years later after traffic open). Although, 8-lane will be required in 2042, it is assumed that the level of service of MTHL would be maintained as additionally metro might be constructed in parallel with MTHL.

Design Parameters / Overall Design

- 4. The MTHL which is 21.8 km long road bridge partly on the land and partly over the creek across the Mumbai Bay between Sewri in Mumbai and Chirle in Navi Mumbai, is to be constructed with the approach sections and interchanges. ITS (Intelligence Transport System) and the other necessary facilities will be provided for full access-controlled bridges.
- 5. As per the provisions of IRC (Indian Road Congress) SP:99-2013, the Width of each lane of the Main Carriageway is 3.5 meters.
- 6. When the design speed is 100 km/h according to the traffic demand forecast the large vehicle, ratio will be as low as 9.4% (2022).
- 7. The shoulder width of bridge towards outside of each carriageway is 2.5 meters and towards median side of each carriageway is 0.75 meters.
- 8. The major portion of MTHL structure is on sea and partly towards ends is on land with

- different type and with different span, viz., PC box girder with 50 m spans which is typically applied on marine viaduct since, it is economical, easy to construct and maintain.
- 9. On the land portion, the PC box girder having span of generally 30m is used.
- 10. As far as the location in which long span (150-180 m) is required to cross significant obstacles, such as navigation channels, pipelines and creeks, the steel box girder bridge with steel deck is proposed with large block erection method to shorten the construction period.
- 11. The project is coded with three lanes of traffic in each direction. The reference toll is presented in the Table 1.3.2 below for each vehicle class in Year 2022 (based on 2015 monetary value reflecting price escalation).

Table 1.3.2: Base Toll Rates (Rs) for different class of vehicles between Interchanges

Vehicle Type	Sewri to Shivaji Nagar	Shivaji Nagar to Chirle	Total
Car	180	60	240
Bus	420	130	550
LCV	240	70	310
HCV	420	130	550
MAV	600	180	780

Intelligent Transport Systems (ITS) and Toll Management System (TMS)

- 12. The Toll Management System will be implemented in MTHL to collect tolls from all road users of MTHL. Two types of toll collection method will be adopted; Electronic Toll Collection (ETC) and Manual (paying by cash).
- 13. The lanes corresponding to these toll collection methods are dedicated ETC lanes and Manual lanes, and Manual system shall be installed to ETC lanes for backup to be able to cope at the time of the trouble of ETC equipment failure.

Traffic management System

- 14. Traffic Management System is a support system to Manage the traffic on MTHL safely and efficiently. The System consists of the information collection system including Closed-Circuit Television (CCTV), Emergency Call Box (ECB), Automatic Traffic Counter-Cum-Classifier (ATCC) and Meteorological Data System (MDS), and Information Dissemination System including Variable message Sign (VMS).
- 15. CCTV Cameras shall be installed at around three places per 1 km, on Both side of main route and the monitoring of the traffic condition of the whole stretch of MTHL will be almost enabled in the Traffic Control Centre and VMS displays the appropriate information for road users on the collated information.
- 16. The Information collected by these devices shall be transmitted to the Command Control Centre through the medium of an Optical Fiber Cable laid in MTHL.

Actual (P/R, PCR)

There is no change in the Rationale of the Project Design.

2.0 PROJECT IMPLEMENTATION

2.1 Project Scope

Refer Table 2.1.1 and 2.1.2 for details on Scope of the Project.

Table 2.1.1 Comparison of Original and Actual location

	Original: (P/M)	
Location	Mumbai Metropolitan Region Development	Actual: (P/R and PCR)
	Authority, Mumbai, State of Maharashtra	·

Table 2.1.2 Comparison of Original and Actual Scope

Items	Original	Actual
Construction	work: 6-lane Marine Bridge Road (21.8 km)	
Package-1 Ch 0+000- 10+380 (10.380 km)	 1 Interchange (Sewri) Viaduct superstructure (Marine Portion: PC Box Girder & Steel Box Girder with Steel Slab Land Portion: PC Box Girder & PC-I Girder) Viaduct Substructure (RC Concrete Structure) Viaduct Foundation (Bored piles) Road Furniture and roadside facilities (Traffic Signs and Pavement Marking, Traffic Safety Devices, Crash Barrier, Drainage Structures, Noise Barriers, View Barriers) 	(P/R and PCR)
Package-2 Ch 10+380- 18+187 (7.80 km)	 1 Interchange (Shivaji Nagar) Viaduct superstructure (Marine Portion: PC Box Girder & Steel Box Girder with Steel Slab Land Portion: PC Box Girder & PC-I Girder) Viaduct Substructure (RC Concrete Structure) Viaduct Foundation (Bored piles) Road Furniture and roadside facilities (Traffic Signs and Pavement Marking, Traffic Safety Devices, Crash Barrier, Drainage Structures, Noise Barriers, View Barriers) 	(P/R and PCR) Actual: No View Barriers
Package-3 Ch 18+187- 21+800 (3.61 km)	 2 Interchanges (State Highway-54, National Highway-4B) Viaduct superstructure (Marine Portion: PC Box Girder & Steel Box Girder with Steel Slab Land Portion: PC Box Girder & PC-I Girder & Steel Truss Girder for Rail-over-Bridges (ROB) Viaduct Substructure (RC Concrete Structure) Viaduct Foundation (Bored piles) Cutting Section (6-lane with Slope Protection) Road Furniture and roadside facilities (Traffic Signs and Pavement Marking, Traffic Safety Devices, Crash Barrier, Drainage Structures, Noise Barriers, View Barriers) 	(P/R and PCR) Actual: No Noise Barriers & View Barriers

Items	Original	Actual
Package-4 ITS (Intelligent Transport System)	 Administrative Buildings Toll Booths (1 for main alignment and each on and off rumps for 3 interchanges) Traffic Management System (Traffic Control Centre, Closed Circuit Television (CCTV), Meteorological Observation System (MET), Emergency Call Box (ECB), Automatic traffic Counter-cum-Classifier (ATCC), Variable Message Sign (VMS)) Highway Lighting (Whole sections Low-positioned lighting for some sections) Electrical Powering System including HV/ LV Ring Network across the Bridge. 	(P/R and PCR)
Consulting Services	 Tender Assistance Construction Supervision Facilitation of Implementation of Environmental Management Plan (EMP), Environmental Monitoring plan (EMoP). 	(P/R and PCR)

2.2 Implementation Schedule

2.2.1 The Original Implementation Schedule

Table 2-2-1 Comparison of Original and Actual Schedule

	Items	Original Original	Status (P/R and PCR) as on 31st December 2019
	Completion of Land Acquisition and Resettlement	March 2019	January 2020
2)	Consulting Services		
	a) Selection of Consultant	May – December 2016	May – December 2016
	b) Consultancy Works	December 2016 – September 2024	December 2016 – September 2024
3)	Selection of Contractor		
Pac	kage-1, Package-2 & Package-3	(Civil)	
	a) Pre-Qualification Process	May – December 2016	May – December 2016
	b) Main Bidding	January – December 2017	January – December 2017
	c) JICA's Concurrence of Contract	February-2018	February-2018
Pac	kage-4 (ITS)		
	a) Pre-Qualification Process	January 2019 – May 2019	January 2020 – April 2020
	b) Main Bidding	June 2019 – September 2020	May 2020 – September 2020
4)	Civil Construction		
Pac	kage-1 and Package-2	March 2018 – September 2022	March 2018 – September 2022
Pac	kage-3	March 2018 – September 2021	March 2018 – September 2021
Pac	kage-4	October 2020 – September 2022	September 2020 – September 2022
5)	Defect Liability Period		
	kage-1, Package-2 and kage-4	October 2022 – September 2024	October 2022 – September 2024
Pac	kage-3	October 2021 – September 2023	October 2021 – September 2023
,	Commencement of Toll Collection	September -2022	September -2022
,	Selection of O&M Organization	October 2020 – September 2021	October 2021 – September 2022

Attachment: Package wise updated construction schedules at the end of fourth quarter (October-December 2019).

2.2.2 Reasons for changes of the schedule and their effects to the Project

(P/R and PCR)

No change in the Implementation Schedule except the selection of O&M Organization timeline.

2.3 Project Cost

2.3.1.a Comparison of Originally Planned and Actually Incurred Cost BY ITEM

Table 2.3.1.a.(i) Originally Planned Cost BY ITEM

	Foreign	Currency	Portion	Local (Currency P	ortion		Total	
Cost Breakdown	Total (JPY mil)	JICA Portion (JPY mil)	Others (JPY mil)	Total (Rs. mil)	JICA Portion (Rs. mil)	Others (Rs. mil)	Total (JPY mil)	JICA Portion (JPY mil)	Others (JPY mil)
Package-1	34,398	34,398	0	45,376	45,376	0	105,713	105,713	0
Package-2	26,513	26,513	0	32,617	32,617	0	77,774	77,774	0
Package-3	759	759	0	8,276	8,276	0	13,766	13,766	0
Package-4 (ITS)	0	0	0	1,444	1,444	0	2,269	2,269	0
Package-5 (Geotechnical Investigation)	0	0	0	166	0	166	260	0	260
Dispute Boards (Package-1, 2, 3 & 4)	63	63	0	45	45	0	134	134	0
Price Escalation	2,251	2,251	0	7,133	7,133	0	13,460	13,460	0
Physical Contingency	6,398	6,398	0	9,506	9,489	17	21,338	21,312	26
Consulting Services	1,650	1,650	0	1,587	1,587	0	4,145	4,145	0
Land Acquisition*	0	0	0	11,293	0	11,293	17,748	0	17,748
Administration Cost	0	0	0	4,898	0	4,898	7,698	0	7,698
GST	0	0	0	18,238	0	18,238	28,663	0	28,663
Import Tax	0	0	0	13,435	0	13,435	21,114	0	21,114
Interest during construction	2,942	0	2,942	0	0	0	2,942	0	2,942
Front End Fee	477	0	477	0	0	0	477	0	477
Total	75,451	72,032	3,419	154,013	105,967	48,046	317,501	238,572	78,929

(Note) 1. Exchange Rate: US\$1=Rs. 71.9, US\$1=JPY 113.0, Rs.1 = JPY 1.57

2. Price Escalation (a) Foreign Currency Portion: 1.83% p.a. (b) Local Currency Portion: 4.13% p.a.

3. Physical Contingency: 10%

4. Base Year for Cost Estimation: December 2018

^{*} Base Cost for Land Acquisition considered in the year 2016 was INR 9,062,669,696. The base cost has been revised to INR 11,293 million considering Price Escalation and 10% Physical Contingency.

Table 2.3.1.a.(ii) Actually Incurred Cost BY ITEM (Need to be updated by MMRDA – Account Dept)

	Foreign	Currency	Portion	Local (Currency I	Portion		Total	
Cost Breakdown	Total (JPY mil)	JICA Portion (JPY mil)	Others (JPY mil)	Total (Rs. mil)	JICA Portion (Rs. mil)	Others (Rs. mil)	Total (JPY mil)	JICA Portion (JPY mil)	Others (JPY mil)
Package-1	5,075	5,075	-	13,140	13,140		25,660	25,660	
Package-2	3,705	3,705	-	9,105	9,105		16,980	16,980	
Package-3	72	72	-	1,921	1,921		3,066	3,066	
Package-4 (ITS)	-		-	-			-		
Package-5 (Geotechnical Investigation)	-			196		196	308		308
Dispute Boards (Package-1, 2, 3 & 4)	-			-			-		-
Price Escalation	-			4	4		6	6	-
Physical Contingency	-			-			-		-
Consulting Services	253	253		299	299		870	870	
Land Acquisition*	-			5,268		5,268	8,271		8,271
Administration Cost	-			1,819		1,819	2,856		2,856
GST	-			3,392		3,392	5,325		5,325
Import Tax	-			-			-		-
Interest during construction	-			-			-		-
Front End Fee	-			-			-		-
Total	9,105	9,105	-	35,144	24,469	10,675	63,342	46,582	16,760

(Note) 1. Exchange Rate: Rs.1 = JPY 1.57 for MMRDA Portion only

(b) Local Currency Portion: 4.13% p.a.

^{2.} Price Escalation (a) Foreign Currency Portion: 1.83% p.a.

^{3.} Physical Contingency: 10%

^{4.} Base Year for Cost Estimation: December 2018

^{*} Base Cost for Land Acquisition considered in the year 2016 was INR 9,062,669,696. The base cost has been revised to INR 11,293 million considering Price Escalation and 10% Physical Contingency.

2.3.1.b Comparison of Originally Planned and Actually Incurred Cost BY YEAR

Table 2.3.1.b.(i) Originally Planned Cost BY YEAR

(All Figures are in JPY mil)

Cost	Total		Others (MMRDA			
Breakdown	lotai	Tranche I	Tranche II	Tranche III	Sub Total	
FY 2017	12,679	10,134	0	0	10,134	2,545
FY 2018	30,771	22,707	0	0	22,707	8,064
FY 2019	72,379	56,816	0	0	56,816	15,563
FY 2020	92,944	55,138	16,040	0	71,178	21,765
FY 2021	66,397	0	50,869	0	50,869	15,527
FY 2022	27,683	0	0	20,113	20,113	7,570
FY 2023	3,723	0	0	565	565	3,158
FY 2024	10,925	0	0	6,189	6,189	4,735
Total	317,501	144,795	66,909	26,868	238,571	78,929

Table 2.3.1.b.(ii) Actually Incurred Cost BY YEAR (Need to be updated by MMRDA – Account Dept)

(All Figures are in JPY mil)

Cost	Total		Others (MMRDA			
Breakdown	Total	Tranche I	Tranche II	Tranche III	Sub Total	Portion)
FY 2017	13,738	9,232	-	-	9,232	4,506
FY 2018	26,813	21,695	-	-	21,695	5,118
FY 2019	22,790	15,654			15,654	7,136
FY 2020						
FY 2021						
FY 2022						
FY 2023						
FY 2024						
Total	63,341	46,581	-	-	46,581	16,760

(Note) 1. Exchange Rate used: Rs.1 = JPY 1.57 for MMRDA Portion only

- 2. Fiscal Year starting from 1st April and ending on 31st March.
- **2.3.2** Reason(s) for the wide gap between the original and actual, if there have been any, the remedies you have taken, and their results.

(P/R and PCR)

There is No major gap between the original and actual cost.

2.4 Organization for Implementation

2.4.1 Executing Agency

Original:

Executing Agency

Mumbai Metropolitan Region Development Authority (MMRDA) was established on 26thJanuary 1975 in accordance with the Mumbai Metropolitan Development Act, 1974 to make Mumbai Metropolitan Region (MMR) a destination for economic activity by promoting infrastructure and regional planning. MMRDA takes all the necessary measures, required from time to time, in an effective manner and be fully responsible for the Project implementation. After completion of the Project, MMRDA continues to be responsible for the efficient operation and maintenance of the Project.

The GoM appointed MMRDA as the implementing/ executing agency of MTHL vide Government Resolution dated 4th February 2009 and further the ownership of MTHL would be with MMRDA vide Government Resolution dated 8th June 2011.

Organization's Role

To construct, execute, carryout, improve, work, develop, administer, manage, control or maintain in MMR all types of roads, highways, express routes, paths, streets, bridges, sideways, tunnels and other infrastructure, works and conveniences, approach road, etc. Under the Project, MMRDA is responsible for all the tendering process including employment of consultants, as well as for the construction process.

Project Implementation Unit (PIU)

The PIU is in charge of the Projects. The PIU is headed by Chief Engineer, comprising of 6 Divisions/Cells (Finance Division, Social Development Cell, Engineering Division, Land Cell, Administrative Division and Environmental Cell), Supervision/ ITS Consultant and supporting staff.

Procurement

MMRDA shall have to adopt the JICA's Standard Biding Documents of the latest version, as stipulated in Section 4.01 (2) of "Guidelines for Procurement under Japanese ODA Loans.

Procurement of goods and services, except for consulting services, converted by the Japanese ODA Loan should be implemented in accordance with "Guidelines for Procurement under Japanese ODA Loans", dated in April 2012. Employment of consultants should be implemented in accordance with "Guidelines of Employment of Consultant under Japanese ODA Loans", dated in April 2012. "Principles of Procurement under the Project" is attached for brief explanation of the above Guidelines.

Actual, if changed: (P/R and PCR)

There is no change made in original Organisation Set-up & Implementation methods. Refer Annexure III Organisation Chart.

2.4.2 Contractor(s)/ Supplier(s), and Consultant(s) and their Performance:

2.4.2.1 Procurement & Consultant

Table 2.4.2 Procurement of Contractor(s)/ Supplier(s) and Consultant(s)

Contract	Selection Method					
Package	Original: (P/M)		Actual: (P/R and PCR)			
Construction	on Works					
1	Package-1: From CH 0+000 - To CH 10+380 (10.38 km)	International Competitive Bidding Process (With PQ, Single stage with two envelopes)	No Change			
2	<u>Package-2:</u> From CH 10+380 - To CH 18+187 (7.80 km)	International Competitive Bidding Process (With PQ, Single stage with two envelopes)	No Change			
3	Package-3: From CH 18+187 - To CH 21+800 (3.61 km)	International Competitive Bidding Process (With PQ, Single stage with two envelopes)	No Change			
4	Package-4: To install ITS (Toll Management System and Highway Traffic Management System)	International Competitive Bidding Process (With PQ, Single stage with two envelopes)	No Change			
Package-5: To conduct the geotechnical investigation		Local Competitive Bidding Process	No Change			
Consulting	Services					
1	Consulting Service for Supervision	Short List Method (QCBS)	No Change			

2.4.2.2 Performance

Consultant's Progress:

October 2019:

- 1 The JICA Safety Review Mission visited MTHL project from 14th October to 17th October 2019 to review the health & safety, environmental and social obligations of the Employer and the Contractors. The Contractors and GC made a series of presentations on the Environmental & Safety Monitoring at the project sites.
- 2 GC scrutinized & certified the following invoices:
 - i) Package-1: IPC-018 (80% ad-hoc) and IPC-017 (detailed verification)
 - ii) Package-2: IPC-015 (80% ad-hoc) and IPC-014 (detailed verification)
 - iii) Package-3: IPC-010 (80% ad-hoc) and IPC-009 (detailed verification)
- 3 GC has deployed adequate number of staff at MTHL Project sites for the construction supervision works. Also, they are rigorously monitoring the quality, health & safety and environmental aspects of the project.

November 2019:

- 1 GC conducted Monthly Progress Review Meeting with all the three Package Contractors on 13th November 2019 to review the status of Design and Physical progress of the project.
- 2 GC scrutinized & certified the following invoices claimed by the Contractors:
 - i) Package-1: IPC-019 (80% ad-hoc) and IPC-018 (detailed verification)
 - ii) Package-2: IPC-016 (80% ad-hoc) and IPC-015 (detailed verification)
 - iii) Package-3: IPC-011 (80% ad-hoc) and IPC-010 (detailed verification)
- 3 GC has deployed adequate number of staff at MTHL Project sites for supervision of the construction works. Also, they are rigorously monitoring the quality, health & safety and environmental aspects of the project.

December 2019:

- 1 GC scrutinized & certified the following invoices claimed by the Contractors:
 - i) Package-1: IPC-019 (80% ad-hoc) and IPC-018 (detailed verification)
 - ii) Package-2: IPC-017 (80% ad-hoc) and IPC-016 (detailed verification)
 - iii) Package-3: IPC-012 (80% ad-hoc) and IPC-011 (detailed verification)
- 2 GC has deployed adequate number of staff at MTHL Project sites for supervision of the construction works. Also, they are rigorously monitoring the quality, health & safety and environmental aspects of the project.
- 3 Approximately 80% of the foundation related designs have been reviewed and approved by GC. Approx. 65% of the substructure related designs have been reviewed and approved by GC. Approx. 25% of the superstructure related design have been reviewed and approved by GC.

Contractor's Progress:

Package-1 Physical Progress till 31st December 2019

S. No	Activity	Total Scope	Unit	Cumulative Achieved Works	% of Work done Against the Total Scope	Remarks
1	Temporary Access Bridge					
1.1	Bridge Deck	2953	Rmt	2422	82%	
2	Test Pile					
2.1	Test Piles	5	No.	4	80%	
3	Permanent Bridge Works - Land	/ Intercha	nge Zon	е		
3.1	Piles	517	No.	231	45%	
3.2	Pile Caps	165	No.	25	15%	
3.3	Piers	228	No.	44	19%	
3.4	Pier Caps	228	No.	0	0%	
4	Permanent Bridge Works - Intert	idal Zone				
4.1	Piles	236	No.	170	72%	
4.2	Pile Caps	57	No.	26	46%	
4.3	Piers	113	No.	36	32%	
4.4	Pier Caps	113	No.	12	11%	
5	Permanent Bridge Works - Marin	e Zone				
5.1	Piles	484	No.	155	32%	
5.2	Pile Caps	100	No.	11	11%	
5.3	Piers	198	No.	2	1%	
5.4	Pier Caps	198	No.	0	0%	
6	Permanent Bridge Works - Total					
6.1	Piles	1237	No.	556	45%	
6.2	Pile Caps	322	No.	62	19%	
6.3	Piers	539	No.	82	15%	
6.4	Pier Caps	539	No.	12	2%	
7	Precast Segments					
7.1	Segment Casting	6709	No.	185	3%	
7.2	Segment Erection	6709	No.	0	0%	

Package-2 Physical Progress till 31st December 2019

S. No	Activity	Total Scope	Unit	Cumulative Achieved Works	% of Work done Against the Total Scope	Remarks
1	Temporary Access Bridge					
1.1	Bridge Deck	2682	Rmt	2312	86%	
2	Test Pile					
2.1	Test Piles	3	No.	2	67%	
3	Permanent Bridge Works - Land	Interchai	nge Zon	9		
3.1	Open Foundations	113	No.	27	24%	
3.3	Piers	113	No.	2	2%	
3.3	Pier Caps	113	No.	0	0%	
4	Permanent Bridge Works - Intert	idal & CR	Z Zone			
4.1	Piles	282	No.	134	48%	
4.2	Pile Caps	70	No.	7	10%	
4.3	Piers	72	No.	2	3%	
4.4	Pier Caps	72	No.	2	3%	
5	Permanent Bridge Works - Marin	e Zone				
5.1	Piles	522	No.	48	9%	
5.2	Pile Caps	122	No.	0	0%	
5.3	Piers	126	No.	0	0%	
5.4	Pier Caps	126	No.	0	0%	
6	Permanent Bridge Works - Total					
6.1	Open Foundations	113	No.	27	24%	
6.1	Piles	804	No.	182	23%	
6.2	Pile Caps	192	No.	7	4%	
6.3	Piers	198	No.	4	2%	
6.4	Pier Caps	198	No.	2	1%	
7	Precast Segments					
7.1	Segment Casting	3142	No.	16	1%	
7.2	Segment Erection	3142	No.	0	0%	

Package-3 Physical Progress till 31st December 2019

S. No	Activity	Total Scope	Unit	Cumulative Achieved Works	% of Work done Against the Total Scope	Remarks
1	Permanent Bridge Works					
1.1	Open Foundations	195	No.	98	50%	The total scope has been amended as per the field conditions
1.2	Piers	195	No.	18	9%	The total scope has been amended as per the field conditions
1.3	Pier Caps	195	No.	0	0%	
1.4	Segment Casting	854	No.	20	2%	The total scope has been amended as per the field conditions
1.5	Segment Erection	854	No.	0	0%	

Package-4 (ITS)

Pre-Qualification (PQ) is ongoing. Also, preparation of Bid Documents for ITS system is in progress.

Health & Safety and Environment (HSE)

The HSE Plans have been submitted by the respective construction agencies for the Packages which is being monitored by the GC on a regular basis.

Package-1 Safety Report

Sr. No	Description	From October to December 2019	Cumulative
1	Total Man Hours Since Inception	30,31,008	1,06,43,040
2	Number of Man-Hours (Accident Free Man-Hours)	22,22,304	22,22,304
3	Number of Man-Days	3,71,996	13,59,280
4	Number of Reportable Fatal Accidents	1	1
5	Number of Non-Fatal Accidents	0	1
6	Number of Near Miss Incidents	11	28
7	Number of First Aid Cases	22	82
8	Number of Dangerous Occurrences	0	1
9	Number of Reportable Sick Cases	0	0
10	Number of Man-Hours Lost	48,000	48,448
11	Number of Man-Days Lost	6,000	6,058
12	Number of Reportable Accidents per 100,000 Man-Hours Worked	1	2
13	Number of Inspections done for Offices & Sites	65	197
14	Number of Training/ Induction done for Offices & Sites	48	159
15	Daily Average Manpower (Including all Workmen & Staff) for the Month	8,564	1394
16	Details of Safety Committee meetings	3	19
17	No. of toolbox talks	5,176	17,665
18	No. of critical excavations.	9	8
19	Pre-employment Medical check-up	3,348	12,065
20	No. of Safety Walk down	14	107
21	No. of Safety Inductions completed	3,238	12,065

Package-2 Safety Report

Sr. No	Description	From October to December 2019	Cumulative
1	Total Man Hours Since Inception	885819	4822134
2	Number of Man-Hours (Accident Free Man-Hours)	885819	2675706
3	Number of Man-Days	80529	439752
4	Number of Reportable Fatal Accidents	0	0
5	Number of Non-Fatal Accidents	0	2
6	Number of Near Miss Incidents	7	25
7	Number of First Aid Cases	7	42
8	Number of Dangerous Occurrences	1	4
9	Number of Reportable Sick Cases	0	0
10	Number of Man-Hours Lost	0	836
11	Number of Man-Days Lost	0	89
12	Number of Reportable Accidents per 100,000 Man-Hours Worked	0	0
13	Number of Inspections done for Offices & Sites	78	490
14	Number of Training/ Induction done for Offices & Sites	46	400
15	Daily Average Manpower (Including all Workmen & Staff) for the Month	4151	719
16	Details of Safety Committee meetings	3	20
17	No. of toolbox talks	654	2296
18	No. of critical excavations.	0	0
19	Pre-employment Medical check-up	1264	4794
20	No. of Safety Walk down	10	59
21	No. of Safety Inductions completed	1293	4807

Package-3 Safety Report

Sr. No	Description	From October to December 2019	Cumulative
1	Total Man Hours Since Inception	231385	825856
2	Number of Man-Hours (Accident Free Man-Hours)	231385	825856
3	Number of Man-Days	28923	103232
4	Number of Reportable Fatal Accidents	0	0
5	Number of Non-Fatal Accidents	0	0
6	Number of Near Miss Incidents	2	4
7	Number of First Aid Cases	10	33
8	Number of Dangerous Occurrences	0	0
9	Number of Reportable Sick Cases	0	0
10	Number of Man-Hours Lost	0	0
11	Number of Man-Days Lost	0	0
12	Number of Reportable Accidents per 100,000 Man-Hours Worked	0	0
13	Number of Inspections done for Offices & Sites	34	140
14	Number of Training/ Induction done for Offices & Sites	17	99
15	Daily Average Manpower (Including all Workmen & Staff) for the Month	693	2583
16	Details of Safety Committee meetings	3	17
17	No. of toolbox talks	575	2138
18	No. of critical excavations.	3	3
19	Pre-employment Medical check-up	601	2129
20	No. of Safety Walk down	12	65
21	No. of Safety Inductions completed	602	2129

Please refer Attachment 5 - Site Progress Photos for the development of the project.

3.0 BENEFITS DERIVED FROM THE PROJECT (EFFECTIVENESS)

3.1 **Operational and Physical Condition**

(This section will be developed when the operational plan is available)

Facilities	Description of condition	Problems, its Background and Remedial Action Plan
(P/R and PCR)	(P/R and PCR)	(P/R and PCR)

3.2 Precautions (Measures To Be Adopted/ Points Which Require Special Attention)

Original Issues and Countermeasure(s) **Actual Issues and Countermeasure(s)** 3.2.1 General Issues (P/R and PCR) 1. Toll Arrangement/ Toll Rate Fixed toll rate as per the type of vehicle Appropriate Tolling Policy/ Rates will be finalized will be levied for the road users after the by December 2020. completion of the Project. An appropriate tolling policy/ rates will be finalized in consultation with the state government prior to the completion of Civil works. 2. Operation and Maintenance MMRDA proposes to appoint separate agencies for Operation & Maintenance of Single Operation and Maintenance Contractor the bridge and for Toll Management will be appointed by December 2020. System. Both the agencies for O & M and Toll Management System may appointed through open tendering process. Overall monitoring of the two agencies would be done by MMRDA in house through a separate cell which could be constituted for the purpose. MMRDA has confirmed to allocate adequate budget for engaging the Contractors. 3.2.2 Environmental Social (P/R and PCR) and Consideration MMRDA has disclosed Supplemental EIA & a. CRZ Clearance

- i. Supplemental EIA has been approved by MMRDA and disclosed on the website of JICA. Supplemental EIA report has been disclosed also on the website of MMRDA.
- ii. Furthermore, renewed CRZ Clearance has been obtained in January 2016.
- iii. In accordance with the conditions for

- SIA on MMRDA website.
- The renewed CRZ clearance was granted on 25/1/2016 from MoEF&CC and the approval conditions have been imposed on the Contractors as the Employer's requirements. MMRDA has actively monitored compliances of the approval conditions and maintains throughout the construction phase.
- MMRDA appointed Mangroves & Marine

CRZ Clearance, appropriate measures Biodiversity Foundation for bird monitoring shall be taken, and necessary budget and implementation of Flamingos and bird shall be secured by MMRDA. monitoring program for the MTHL project during the construction as well as the longterm monitoring after the construction. • Rs 91.42 Crore has been transferred to Mangroves & Marine Biodiversity Foundation. Mumbai for the development & conservation of mangrove area and its afforestation. Such funds will be managed by the Mangrove Foundation of Maharashtra State. • As per the renewed CRZ clearance condition, IIT Mumbai has been appointed for the DPR study to develop a Mahul creek Effluent Treatment Plant (ETP). Rs 4.98 Crore was secured for IIT services. Draft DPR was submitted by IIT and has been under review by the "Environmental committee (EC)" of the MTHL CRZ clearance.

b. Required Permits

The Permits to be obtained by MMRDA/ Contractors and the present status is given in the following Table.

Table 3.2.2 Present Status of some Important Permits

Clearance Required	Approving Authority	Responsible Organization	Obtained by when	Remark /Status
Mangrove Cutting	Hon. Bombay High Court	MMRDA/ Contractor	Approval received from Hon. Bombay High Court on 28 th November 2016	Mangrove cutting operation was completed with full compliance and as of now, no further follow up work is required.
Tree Cutting /Transplantati on	Respective Tree Authorities	Contractor for respective Packages	-	Pkg-1: Tree Cutting/ Transplantation permission is awaited from the Tree Authority. Pkg-2: Tree Cutting/ Transplantation permission obtained & completed. Pkg-3: Forest Department has issued a concurrence on 19/05/2019. CIDCO's permission for Tree Cutting/ Transplantation obtained on 25 th November 2019.
Consent to Establish	Maharashtra Pollution Control Board	Contractor for respective Packages	Pkg-1-18.07.2018 Pkg-2-16.08.2018 Pkg-3-29.05.2019	

3.3 Environmental and Social Impacts

Major environmental and social impacts have occurred during project implementation (e.g. involuntary resettlement, poverty reduction, impacts on the natural environment).

	Issue(s)	Action or countermeasure(s) taken and
	Establish and CECC 4	remaining problem(s)
1.	Establishment of Effective Environmental and Social Cell in PIU	Cell is established by MMRDA (Annexure III, Organization chart)
	MMRDA confirmed that Social Development Cell (2 Officers), Land Cell (3 Officers), and Environmental Cell (2 Officers) had been set up.	
2.	Rehabilitation and Land Acquisition	Sewri: Involuntary resettlement in Sewri section
	Issues	has been further validated by Social Development
a.	Affected Area and Population Due to the Project, 1282 non-	Cell of MMRDA. Out of 298 Project Affected Households (PAHs) have given consents as follows:
	titleholders will be involuntary resettled,	165 PAHs Kanjurmarg for residential
	and 108.09 ha of land will be handed over by CIDCO.	25 PAHs Kanjurmarg for commercial
		7 PAHs (Satsangi Plot) Kanjurmarg for Commercial
		1 PAHs (commercial to residential) for Bhakti Park
		100 PAHs HDIL Kurla for residential
		Navi Mumbai: CIDCO has been finalizing the land acquisition closely monitored by Land Cell of MMRDA. Except private land and forest, CIDCO has possessed all required land of 108.09 ha. Out of the 108.09 ha, 101.99 ha has been handed over by CIDCO to MMRDA. CIDCO is going to acquire the balance 6.10 Ha with the help of Collector, Raigad.
b.	Entitlement Policy	
	MMRDA prepared the entitlement matrix for resettlement of non-title holders in Sewri, which meets the Resettlement and Rehabilitation Policy for Mumbai Urban Transportation Project (1997, amended in 2000) and JICA guidelines for Environmental and social considerations (2010)	There have been no changes during the enforcement. As per the Attachment 2-5 of JICA MoD, MMRDA has committed to enforce the agreed/ approved policy.

	Issue(s)	Action or countermeasure(s) taken and remaining problem(s)		
	("Guidelines") (Attachment 2-5).			
C.	Compensation to Project affected			
	Fishermen	Updated Attachments 2-8 and 2-10 are enclosed		
	Detailed baseline survey will be undertaken by MMRDA in order to identify fishermen who are affected by the Project. Based on the result of the baseline survey, MMRDA will compensate them in accordance with compensation policy prior to the construction. Monitoring will be conducted by MMRDA with assistance of the Consultant to gasp the exact impact during construction and operation phase.	in the report.		
Ь	Implementation Schedule			
u.	The Implementation schedule for land acquisition, resettlement and rehabilitation is attached as per Attachment 2-10.	Updated Attachment 2-10 is enclosed in the report.		
е.	Grievance Redressal Mechanism			
	Grievance Redressal Committee ("GRC") set under MMRDA will deal with grievances raised by PAPs in Sewri and fishermen to be affected by the Project. Any grievances raised by PAPs whose land is acquired by CIDCO shall be resolved by CIDCO.	Sewri: FLGRC (Field Level Grievance Redressal Committee) and SLGRC (Senior Level Grievance Redressal Committee) were set as per the RAP and in operation. Compensation Committee has been constituted to address the issues of Compensation to Lease Holders at Sewri. Fishermen: GRC for resolving grievances of the fisherfolk was set up as per the compensation policy and is in operation.		
f.	Internal Monitoring			
	Internal Monitoring of the Resettlement Action Plan (RAP) implementation will be conducted by MMRDA in accordance with the RAP with necessary assistance of the consultant. RAP Internal Monitoring Form (Attachment 2-8) will be submitted to JICA on a quarterly basis as a part of PSR during the RAP implementation.	Internal Monitoring updates are mentioned in Attachment 2-8.		

	Issue(s)	Action or countermeasure(s) taken and			
	.3040(5)	remaining problem(s)			
g.	Qualitative Independent Evaluation	productive,			
	An Independent Evaluation Agency will be hired by MMRDA for evaluation of RAP implementation. An external evaluation report will be submitted to MMRDA at mid-term and end-term. MMRDA would submit the evaluation report to JICA in a timely manner.	Updated Attachment 2-10 is enclosed in the report.			
h.	RAP Implementation Budget				
	The amount of estimated resettlement and compensation budget is Rs.906.26 Cr MMRDA informed to the JICA Mission that RAP implementation cost would be borne by MMRDA and ensured sufficient and timely allocation of funds for smooth implementation.	As updated in MOD dated 03/09/2019 for MTHL- II, the base cost Budget towards RAP Implementation is updated as Rs 1129.3 Cr.			
i.	Environmental Management Plan				
	("EMP") The mitigation measures against air pollution, waste, noise, and water pollution etc. shall be taken during construction and operation phase. Mitigation measures such as installation of noise barrier, appropriate waste management, etc. have been prepared by MMRDA. The mitigation measures are listed in the EMP matrix. (Attachment 2-1). During the detailed design stage, MMRDA, with assistance of the Consultant, will update the EMP, as necessary.	EMP will be updated, if required, in due course of construction activities/progress.			
j.	Environmental Monitoring Plan				
	("EMoP") MMRDA takes overall responsibility for implementation of EMoP. During construction, environmental monitoring will be carried out by contractors under supervision by Construction Supervision consultant. The result shall be reported to the JICA India Office on a quarterly basis as a part of Progress	Updated Environmental Monitoring Plan with package wise updated cost is reported in Attachment 2-3 . Environmental Monitoring Results during the construction phase are reported in Attachment 2-4 .			

Issue(s)	Action or countermeasure(s) taken and remaining problem(s)
Status Report (PSR) by filling in the Reporting Form of Environmental Monitoring Result. (Attachment 2-4). After completion of the construction, EMoP shall be implemented by MMRDA, and the results shall be submitted to the JICA India Office semi-annually until two years after complementation of construction. The required amount of estimated environmental monitoring budget is borne by MMRDA.	
k. Long Term Bird Monitoring MMRDA committed to conduct the long-term monitoring of birds and its habitat in Sewri mud-flats with the assistance of hired bird expert. During the long-term monitoring, MMRDA will share information and receive advices from external experts including the one from NGOs and civil society.	 MMRDA has entrusted the work of bird monitoring and implementation of Flamingos and birds related mitigation measures & bird monitoring program to Mangrove and Marine Biodiversity Foundation. Rs. 31.92 Crore deposited to Mangrove foundation, Mumbai for periodical disbursement to BNHS.

3.4 Qualitative and Quantitative Data of Monitoring Indicators

Operation and Effect Indicator EIRR and/ or FIRR

Supporting data for Computing EIRR and/ or FIRR

Indicators	Original (Year 2015)	Target (Year 2024) 2 Years After Commercial Operation
Average Annual Daily Traffic (PCU/ day)	-	47,400
Daily Average Travel Time (min) * 1	61 min	15.8 min
Number of Users (Persons/ year) * 2	-	46,077,504
Cargo Volume (tons/ year) * 3	-	13,511,759

^{*1} Section on Sewri - Chirle

^{*2} Assumptions: average passengers of car and taxi (2.6 persons), bus (37.2 persons) based on JICA study. Number of passengers of LCV, HCV and MAV is assumed as 1 person each. *3 Assumptions: the maximum capacity of respective vehicle (LCV: 1 ton, HCV and MAV: 15 tons) is used for estimation.

	Original:	Actual: (PCR)
EIRR	15.4% Cost: Project cost (excluding Price Escalation, Tax and Duties and Administration cost) O&M cost, Land Acquisition Benefit: Travel Time cost and Vehicle Operation cost Project Life: 32 Years	Cost: Benefit: Project Life: Attachment(s): Supporting data for computing EIRR
FIRR	Original: 1.5% Cost: Project Cost, O&M cost, Land Acquisition cost Benefit: Toll Revenue Project Life: 32 Years	Actual: (PCR)%

3.5 Monitoring Plan for the indicators

Monitoring Methods, Section(s)/ department(s) in charge of monitoring, frequency, the term and so forth are given below:

Original: (P/M and PCR)

Monitoring Organization

PIU shall be In-Charge of Monitoring activities for the Project.

Submission of QPR and PCR

The timely submission of the following documents is required by MMRDA.

- a. Quarterly Progress Report (QPR): The progress report for the Project should be submitted by MMRDA to JICA on quarterly basis, not later than 30 days after the concerned quarter, in the form of Project Status Report (PSR) attached hereto as per Annex I; Updated status land Acquisition, milestone achieved with respect to Action Plan with Timetable, the monitoring form for environmental and social consideration should also be appended to the PSR. In addition, MMRDA shall also forward the Monthly & Quarterly Progress Reports (including S-Curve Chart) prepared by the Consultant to JICA India Office on regular basis till project completion.
- b. Project Completion Report (PCR): A project completion report should be submitted by MMRDA to JICA promptly, but in any event not later than six months after completion of the Project, in the form of Project Status Report (PSR) attached hereto as per Annex I.

Actual: (P/R and PCR)

Monitoring Organization

PIU for MTHL has been established for monitoring the Project.

Submission of QPR and PCR

This QPR No. 11 is submitted for a period of 1st October to 31st December 2019.

3.6 Achievement of the Project Objective

(PCR)

4.0 OPERATION AND MAINTENANCE (O&M) (SUSTAINABILITY)

4.1 O&M and Management

- Organization Chart of O&M
- Operational and maintenance system (structure and the number, qualification and skill of staff or other conditions necessary to maintain the outputs and benefits of the project soundly, such as manuals, facilities and equipment for maintenance, and spare part stocks etc.)

Original: (P/M)

Operation & Maintenance, Toll Management and ITS

MMRDA proposes to engage two separate agencies for O&M and Toll Management System. Though MMRDA will not directly carry out O&M, the overall monitoring over the O&M agency will be the responsibility of MMRDA. O&M Budget will be allocated by MMRDA. O&M and increase in toll rate will be done in accordance with the NHAl's manuals such as "NHAI Works manuals".

Actual: (PCR)

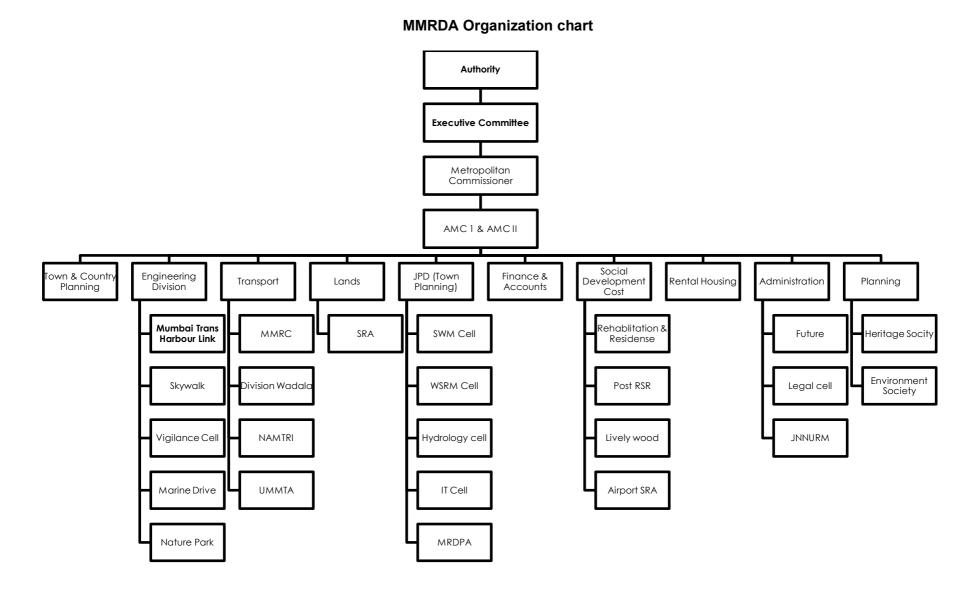
4.2 O&M Cost and Budget

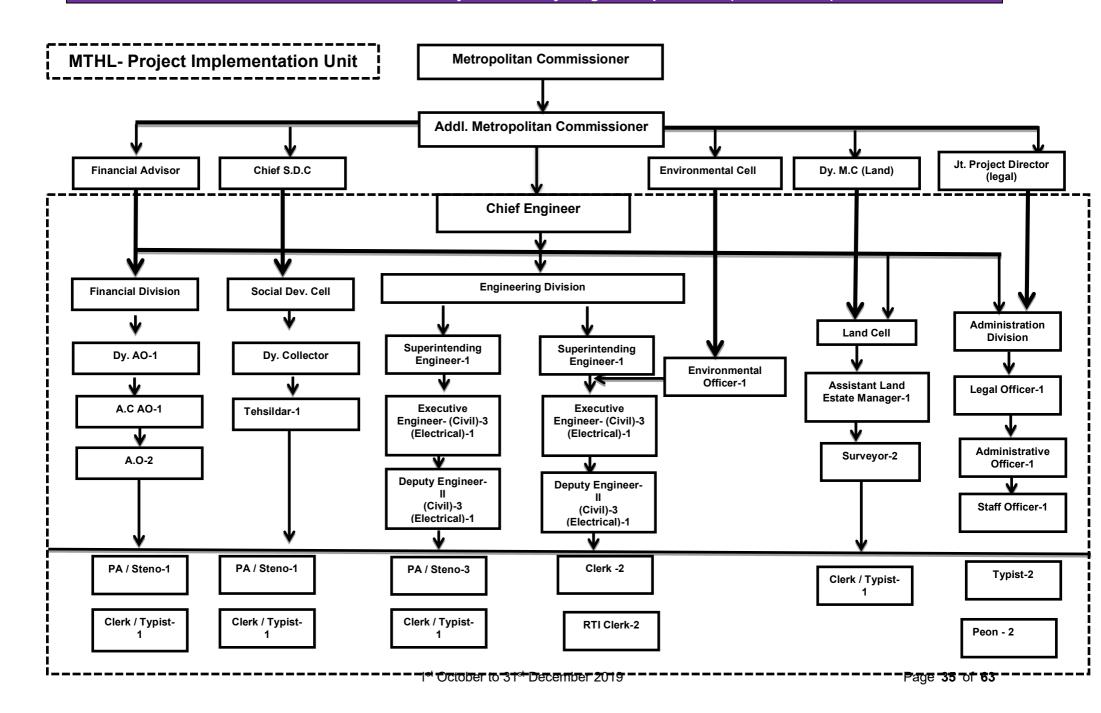
- The actual annual O&M cost for the duration of the project, as well as the annual O&M budget.

(PCR) This will be reported when the outcome of the above work study is available.

5.0 EVALUATION			
5.1 JICA and Borrower / Executing Agency performance			
JICA:			
(PCR)			
Borrower/ Executing Agency:			
(PCR)			
5.2 Overall Evaluation			
Please describe your evaluation on the overall outcome of the project.			
(PCR)			
5.3 Lessons Learnt and Recommendations			
Please raise any lessons learned from the project experience, which might be valuable for the future JICA assistance or similar type of projects, as well as any recommendations, which might be beneficial for better realization of the project effect, impact and assurance of sustainability.			
(PCR)			

<i>l</i> lumbai	i Trans	Harbour	Link Project	ct - Quarterly	Progress	Report No.	11(Oct-Dec 2019)
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Attachment 2- Environmental & Social Impacts Attachments

Attachment 2-3 - Environmental Monitoring Plan
Attachment 2-4 - Environmental Monitoring Result Reporting Form
Attachment 2-6 - MTHL Land Acquisition Status
Attachment 2-8 - RAP Internal Monitoring Form
Attachment 2-10 - Schedule of the RAP Implementation

Updated Environmental Monitoring Plan with Packagewise Estimated Cost

Category	No.	Impacted Item on JICA Guidelines	Parameter	Method	Location	Frequency a year	Cost (INR)	Cost Pkg.1 (INR)	Cost Pkg.2 (INR)	Cost Pkg.3 (INR)	Total Cost (INR)	Standard Central Pollution Control Board (CPCB) – Ministry of Environment & Forest (MoEF)	Remarks
Ī	1	Air pollution	SO ₂ , NO ₂ , PM ₁₀ , PM _{2.5} , O ₃ , CO, (6 Items)	National Ambient Air Quality Standards, 2009		Fortnightly at all locations except 2 locations each near Batching plants	1,800,000	15,000,000	1,800,000	742,500	17,542,500	National Ambient Air Quality Standards (NAAQS) by Central Pollution Control Board (CPCB)	P1 contractor team is conducting Ambient air quality monitoring with reference to National Standards and clause 1.2 of Employer's requirement.
					2. Nhava temporary bridge & casting yard in Gavhan for package II	4 Times / Year						(Standard for 24hrs: Industrial and Residential/ Ecological Sensitive area)	P 2 contractor Monitoring plan has been designed as per EIA of 2015
					package III	Fortnightly only for 3 months (jan-2019 to Mar-2019). Then quarterly monitoring as per MOEF and CPCB norms						· SO ₂ : 80 / 80µg/m ³	P3 contractor team is conducting Ambient air quality monitoring with reference to National Standards and clause 1.2 of Employer's requirement.
												. NO ₂ : 80 / 80µg/m ³	P 1 received Consents CTE & CTO from MPCB and they are following MPCB frequency in addition to frequency set by Environment Expert from GC. The NAAQ standards are showing High rate as that is the usual procedure. The frequency of monitoring is set by us which varies for different parameters as either Statutory requirements or as required by us to ensure we have sufficient data in hands if there are additional claims for Compensation in C5 category. Summary: Although the contract conditions for all packages were same at the time of biding. Later modifications suggested by GC were not accepted by P 2. P1 and P3 accepted the modifications and hence the difference. Second point is P 1 carrying out monitoring as per the obatiend CTE and CTO. Both other packages have applied for CTE but haven't obtained it yet. So we expect the monitoring frequecy would change after obtaining CTE.
												 PM₁₀: 100 / 100µg/m³ PM_{2.5}: 60 / 60µg/m³ O₃: 180 / 180µg/m³ CO: 0.4 / 0.4mg/m³ 	- - - -
	2	Water pollution	pH, BOD, DO, Turbidity and O&G	IS / AWWA	Sewri & Sewri bay area for package I Nhava temporary bridge & casting yard in Gavhan for package II	Quarterly 4 Times / Year	810,000	2,400,000	810,000	0	3,210,000	Marine water quality Standards – Class SW-IV Harbour Waters (MPCB) • pH: 6.5-9	Water Pollution not applicable for Pkg. 3
g					3. Gavhan & Chirle for package III	Not applicable						 D0: 3 mg/l Turbidity: 30 NTU B0D: 5 mg/l 0 & G: 10 mg/l 	1
Pollution	3	Waste	Volume of waste soil, cutting tree and domestic garbage	Volumetric	1. Sewri & Sewri bay area for package I	Daily	500,000	299,200,000	500,000	600,000	300,300,000		The cost of waste disposal for P1 includes C&D waste, Pile muck etc. from all areas like, interchange, intertidal and marine. The disposal location is at MCGM approved location Bhayandarpada, Thane.

Category	No.	Impacted Item on JICA Guidelines	Parameter	Method	Location	Frequency a year	Cost (INR)	Cost Pkg.1 (INR)	Cost Pkg.2 (INR)	Cost Pkg.3 (INR)	Total Cost (INR)	Standard Central Pollution Control Board (CPCB) - Ministry of Environment & Forest (MoEF)	Remarks
					2. Nhava temporary bridge & casting yard in Gavhan for package II							Municipal Soild Waste Management Rules, 2013 Generated waste shall be reused or disposed at designated site. Sites have been identified and the location for Pkg. 1 is at Bhayandar Pada in Thane. For Pkg. 2 & 3 is in Navi Mumbai at Pushpak Node nera	P2 contractor has considered only Domestic garbage with respect to CIDCO. Other wastes are not considered.
					3. Gavhan & Chirle for package III	Once site clearing work/execution part of work start.						"Teen Taki Junction" along the Amar Marg.	
	4 and 8	Soil Contamination/ sedimentation	Heavy Metals & Oil & Grease	IS / Methods Manual Soil Testing in India by	1. Sewri & Sewri bay area for package I	1. Muck: 1 Time / Year 2. Sediments: 4 Times / Year	150,000	1,500,000	150,000	100,000	1,750,000	Soil Pollution Standard in India (MOEF)	
			(5-10 items shall be selected from Soil pollution standards)	Department of Agriculture and Cooperation, January 2011	Nhava temporary bridge & casting yard in Gavhan for package II							· Cd: 0.01mg/l	
					3. Gavhan & Chirle for package III	*If any spillage/ leakage take place						· Lead: 0.01mg/l	
						from chemical, fuel storage area.						Chromium (VI): 0.05mg/l Arsenic: 0.01mg/l	-
						*One time grab sample to be collected during						· T-Mercury: 0.0005mg/l]
						Bridge Construction *Pre & Post Monsoon						Copper: 125mg/kg (some items shall be selected from totally 25 standards)	-
	5	Noise and	Ambient and road	IS Standard	1. Sewri & Sewri bay area	at Storage area only Fortnightly	150,000	54,000	150,000	369,000	573,000	items) -Construction Noise; 85dB(A)	
	3		side noise (dB(A)L _{Aeq})	13 Standard	for package I		130,000	34,000	130,000	309,000	373,000		
					2. Nhava temporary bridge & casting yard in Gavhan for package II							-Ambient Noise Standards in India (dB (A) _{Leq})	
					3. Gavhan & Chirle for package III	Fortnightly						1.Industrial Area	-
					package III							Day Time: 75 (6-22hr)]
												Night Time: 70 (22-6hr)]
												2.Commercial Area: Day Time: 65 (6-22hr)	-
												Night Time: 55 (22-6hr)	1
												3.Residential Area:]
												Day Time: 55 (6-22hr)	
												Night Time: 45 (22-6hr) 4.Silence Zone	
												Day Time: 50 (6-22hr)	
												Night Time: 40 (22-6hr)	
			Vibration (dB L10 or mm/sec)		1 Location Gavan area for package III	Half yearly	75,000	0	75,000	400,000	475,000	- Construction vibration 75dB	Not applicable for Pkg. 1
												-Vibration Standards roadside	-
												1. Commercial /Industrial Area	
												Day Time: 70 (7-20hr)	_
												Night Time: 65 (20-7hr) 2. Residential Area:	
												Day Time: 65 (7-20hr)	
												Night Time: 60 (20-7hr)	<u> </u>
	9 and 10	Protected Area /Ecosystem	1.Monitoring of mudflat conditions including fauna-flora	Ocular inspection and quantitative survey	Along MTHL alignment and mangrove replant area for Package I	Quarterly during the construction Period	6,500,000	7,200,000	6,500,000	0	13,700,000		Not applicable for Pkg. 3
			2. Monitoring of Cutting Tree and replantation/		Along MTHL alignment and mangrove replant area for package II	4 Times / Year						Significant impacts are not caused by the project	
			transplanting area	1-1. Fauna-Flora	Not applicable for Package III]
			3.Monitoring of Mangrove Plantation area appointed by MoEF	Line-Point census and record number and appeared species								Note)	
		I		<u> </u>]		I	1 1			J

Category	No.	Impacted Item on JICA Guidelines	Parameter	Method	Location	Frequency a year	Cost (INR)	Cost Pkg.1 (INR)	Cost Pkg.2 (INR)	Cost Pkg.3 (INR)	Total Cost (INR)	Standard Central Pollution Control Board (CPCB) – Ministry of Environment & Forest (MoEF)	Remarks
Natural environment			4. Monitoring of sedimentation soil and ecological parameter (18items on Supplemental EIA Table 6.1.15 for soil and 7 items such as 1)Netprimary productivitye, 2)Chlorophyll-a, 3)Phosphate, 4)Nitrate, 5)Nitrite, 6)Particulate Organic Carbon, 7) SiO ₂)	1-2: Mangrove density and community survey								Detailed monitoring plan will be setup during basic design stage	
				1-3: Benthos Survey 2-1: Cutting trees confirmation 3-1: Mangrove survey in the replanted area								Standard for Soil; Supplemental EIA Table 6.1.15 Standard for Ecological Parameter: Netprimary Productivity <1,500 mgC/m3/day at surface Chlorophyll-a <4mg/m3 Phosphate: 0.1-90µg/l Nitrate: 1.0-500µg/l	
												 Nitrite: <125μg/l Particulate Organic Carbon: 10-100mg/m³ SiO2: 10-5,000μg/l 	
	11	Hydrology	Flooding situation	Flood level measurement during high precipitation periods	Not applicable for Package I		350,000	0	350,000	0	350,000	Project activities and structures does not cause flooding and impacts on tidal conditions	Not applicable for Pkg. 1 & 3
					2 Locations (CRZ at Sewri and Shivaji Nagar) for Package II	4 Times / Year							
					Not applicable for Package								
	12	Topography and Geology	Conditions in embankment area	Stability of	Not applicable for Package I Interchange in Shivaji Nagar for Package II	4 Times / Year	115,000	0	115,000	0	115,000	Embankment shall be stabilized without any landslide and cracks	Not applicable for Pkg. 1 & 3
	13	Local acanamii			Not applicable for Package		As per Actuals						
		Local economy such as employment and livelihood			Affected area		•						
ıment	14	Local conflict of interests	Construction worker's township	Confirmation of workers list from	2 Locations (camp site in Sewri and Shivaji Nagar) for	2 Times / Year	125,000	0	125,000	0	125,000	Employment opportunity shall be provided fairly	
Social environme	15	Infectious diseases such as	Number of infected patient	contractor Confirmation of health check list	Package II 2 Locations	4 times / year x 4.5 years	525,000	0	525,000	0	525,000	Infection disease rate shall not be caused by the project	
ciale	16	HIV/AIDS Labour	Construction	from contractor Confirmation of	2 Location (camp site in	2 times / year	500,000	0	500,000	0	500,000	"Building And Other Construction Workers (Regulation	
So		Environment	worker's condition	safety devices and conditions via interviews	Sewri and Shivaji Nagar) for Package II		·					of Emloyment and Conditions of Service) Act,1996", "The building and other construction worker's welfare cess Act, 1996" and international standards such as "IFC Performance Standard 2 Labor and Working Conditions"	
Other	17	Accidents	Number of accidents		Package II	4 Times / Year	400,000	0	400,000	0	400,000	Any accidents are not caused by construction	
				Total	<u> </u> 	l	8140500	325,354,000	12,000,000	2,211,500	339,565,500		

The Project for Construction of Mumbai Trans Harbour Link Reporting Form of Environmental Monitoring during Construction

Attachment 2-4
1. Environmental Monitoring during Construction for 4.5 years

Monitoring Period - October to December 2019

Attachment 2-4

This form is prepared for reporting the monitoring results to JICA India Office. Only minimum required parameters are included in this form, and not all perameters in EMOP are covered.

			truction for 4.5 years					Monitoring Res	ult		Remark
Area	No.	Item	Parameter	Location	Frequency a year	Item and Stanadard	Location 1- Pkg 1	Location 2	Location 3- Pkg 3	Location 4	- reasons why the data is exceeding standard - counter measures when the data is exceeding
				Sewri & Sewri bay area for package I	Quarterly monitoring is conducted at all locations.	National Ambient Air Quality Standards (NAAQS)	Sewri	Shivaji Nagar	Chirle		
	1	Air pollution	SO ₂ , NO ₂ , PM ₁₀ , PM _{2.5}	Nhava temporary bridge casting yard in Gavhan for package II		(Standard for 24hrs: Industrial and Residential)	-				
				Gavhan & Chirle for package III	From march -2019 onwards monitoring is conducted	1. SO ₂ : 80μg/m ³	BDL (DL =5)	BDL	17		BDL- Below Detectable Limit
				рискиде 111	quarterly as per MOEF and	2. NO ₂ : 80μg/m ³	17	36	34		
					CPCB norms	3. PM ₁₀ : 100μg/m ³	150	127	87		
						4. PM _{2.5} : 60μg/m ³	46	23	31		
						5.CO:02mg/m3	1.2	1	0.38		
						6.VOCs	1.3	2	3.3		Benzene is analysed in ambient air
				Sewri & Sewri bay area for package I		Marine water quality Standards – Class SW-IV Harbour Waters (MPCB)	Zone I	Zone II	Zone III		
	2	Water pollution	pH, BOD, DO, Turbidity	Nhava temporary bridge casting yard in Gavhan for package II	4 Times / Year	1. pH : 6.5-9	7.4	8	Not applicable		
	-	- and politicoli	and O&G	Gavhan & Chirle for package III	Not applicable	2. DO: 3 mg/l	4.9	6	Not applicable		
						3. Turbidity: 30 NTU	11.7	18	Not applicable		
						4. BOD: 5 mg/l	3	BDL	Not applicable	-	
						5. O & G: 10 mg/l	BDL (DL =2)		Not applicable		
					- "	6.COD	20	20	Not applicable		
		Waste		Sewri & Sewri bay area for package I Nhava temporary bridg & casting yard in Gavhan for package II		Municipal Soild Waste Management Rules, 2013	Sewri Camp Site	Shivaji Nagar Camp Site	Chirle Camp Site		
					4 Times / Year	Generated waste soil (t) total	27105.51 m3	Total 2000 CuM Collected in jumbo bags and Disposed off in EBB Location and Casting Yard	Nil		
	3		Volume of waste soil, cutting tree and domestic garbage	Gavhan & Chirle for package III	Once site clearing work/execution part of work start.	Generated cutting treel (ha) total	Tree cutting proposal has been submitted and approval from MCGM is awaited. Tree Cutting so far NIL	20 trees are cut	permission in process from both CIDCO and Forest dept. Tree cutting so far is nil.		
						Generated domestic waste (t/month) total	3.58 T for the quarter	3 T for the quarter	325 KG/quarter is disposed through Gram panchayat.		
						Confirmation of adequate disposal (visualt survey)					
				for package I	1. Muck: 1 Time / Year 2. Sediments: 4 Times / Year	Soil Pollution Standard in India (MOEF)	Not applicable	Not applicable	Not applicable		Frequency is Once in a year.If any minor or m incident has not occure at storage area.
				Nhava temporary bridge & casting yard in Gayhan		1. Cadmium: 0.01mg/l					
				& casting vard in Gavhan 3. Gavhan & Chirle for	*If any spillage/ leakage	2. total cyanide : not detected					
				package III	take place from chemical, fuel storage area.	3. organic phosphorus: not detected					
					*One time grab sample to be collected during Bridge Construction	4. lead: 0.01mg/l					
					*Pre & Post Monsoon at Storage area only	5.1					
					Storage area only	5. chromium (VI): 0.05mg/l					
						6. arsenic: 0.01mg/l or 15mg/kg (agri-land soil) 7. total mercury: 0.005mg/l			+		
						8. alkyl mercury: not detected			B 1:	ail agatageisetti. / U	optotion compaits were less than 1 to 15
		Soil	H			9. PCBs: not detected					entation, some items shall be selected from tl ed Design. Only the selected items shall be re
	4	Contamination/sedim	Heavy Metals & Oil & Grease			10. copper: 125mg/kg (only paddy field soil)				e rest of items shall be d	
		entation	Grease			11. dichloromethane: 0.02mg/l					
						12. carbon tetrachloride: 0.002mg/l					
						13. 1,2-dichloroethane: 0.004mg/l					
						14. 1,1-dichloroethylene: 0.02mg/l					
						15. cis-1,2-dichloroethylene: 0.04mg/l					
						16. 1,1,1-trichloroethane: 1mg/l					
						17. 1,1,2-trichloroethane: 0.006 mg/l					
						18. trichloroethylene: 0.03mg/l 19. tetrachloroethylene: 0.01mg/l			+		
						20. 1,3-dichloropropene: 0.002mg/l					+
I		1	1	1	1	20. 1,5-diemoropropene. 0.002mg1	1	I	I		

The Project for Construction of Mumbai Trans Harbour Link Reporting Form of Environmental Monitoring during Construction Attachment 2-4

Monitoring Period - October to December 2019

Attachment 2-4

This form is prepared for reporting the monitoring results to JICA India Office. Only minimum required parameters are included in this form, and not all perameters in EMOP are covered.

ent 2-4			Monitoring re	riod - October to December 2019		required parar	neters are included in this lo	rm, and not all perameters in EMOP are co
nmental Monitoring during Cons	truction for 4.5 years		T			1		T
			21. thiuram: 0.006mg/l					
			22. simazine: 0.003mg/l					
			23. thiobencarb: 0.02mg/l					
			24. benzene: 0.01mg/l					
			25. selenium: 0.01mg/l					
		Sewri & Sewri bay area Fortnightly for package I	Construction area Standard 85 dB(A) daytime (Japan standard) Not constuction area : Ambient Noise Standard in India (dB(A) Laeq)	Sewri (ST 200-500) (Industrial area)	Sea Section (ST5000-5500) Migratory Bird Area(no standard on sea section)	Shivaji Nagar (Commercial area)		
		Nhava temporary bridge 2 Times / Year & casting yard in Gavhan for package II	Day time: 6-22 hr (continious) dB(A)	64.9	71.3	1.6		
		Gavhan & Chirle for Fortnightly	Night time: 22-6 hr (continious) dB(A)	56.9	64.2	0.2		
	Ambient and road side	package III	(only sea section)					
	noise (dB(A)LAeq)		Day time : 6-22 hr (10 min during 9-17 hrs)					
	noise (ub(A)LAeq)		Night time: 22-6 hr (10 min 22-24 hr)					
			1 (10 mm 22-2 m)					
			Note (standard values in Not construction area)					
			1.Industrial Area				-	
5 Noise and vibration								
3 Ivoise and vibration			Day Time: 75 (6-22hr)					
			Night Time: 70 (22-6hr)					
			2.Commercial Area:					
			Day Time: 65 (6-22hr)					
			Night Time: 55 (22-6hr)					
		1 Location Gavan area for Half yearly package III	Construction area Standard 75 dB daytime (Japan standard) Not constuction area: Vibration Standard (Japan Standard along the road)	Sewri (ST 200-500) (Industrial area)	Shivaji Nagar (Commercial area)	Chirle		
	Vibration		Day time: 6-22 hr (continious)	Not applicable	Not applicable	Not applicable		
	(dB) shall be converted from		Night time: 22-6 hr (continious)			-		
	mm/s to dB		Note (standard values in Not construction area)			Regarding protec	cted area (CR7 and Important	Bird Area) and ecosystem, detailed long
			Commercial /Industrial Area					ng baseline survay of birds. This tentativ
			Day Time: 70 (7-20hr)					ne detailed long-term monitoring plan.
			Night Time: 65 (20-7hr)				onan be apaatea basea on t	I
		Along MTHL alignment and mangrove replant area for Package I Construction Period	Standard is not existing, but quantity and quality should not be worsen	Sewri side (ST500-5500)	Sea Section (ST5500-16000)	Shivaji Nagar side (app. ST16000-19000)	Mangorove Replantation area appointed by State Government	
		Along MTHL alignment and mangrove replant area 4 Times / Year for package II	1-1. Fauna-Flora (number of species and quantity			N/A	N/A	
	1.Monitoring of mudflat		(1) Number of species of bird					
	conditions including fauna-	.	(2) Nyushan of angelog of FI:			1		1
	flora		(2) Number of species of fish					1
	2. Monitoring of Cutting		(3) Estimated number of Flamingo					
	Tree and replantation/transplation area		1-2: Mangrove density and community survey		not required			

The Project for Construction of Mumbai Trans Harbour Link

Reporting Form of Environmental Monitoring during Construction Attachment 2-4

1. Environmental Monitoring during Construction for 4.5 years

Monitoring Period - October to December 2019

Attachment 2-4

This form is prepared for reporting the monitoring results to JICA India Office. Only minimum required parameters are included in this form, and not all perameters in EMoP are covered.

		T	3. Womtoring of Wangrove					1		
		Durate et al. Aura	Plantation area appointed			(1) Number of species of mangorve		not required		
	6	Protected Area	by MoEF			(2) Density of mangrove (xx trees/10m x 10m)		not required		
			Monitoring of sedimentation soil and			1-3: Benthos Survey		not required		
			ecological parameter (25			(1) Number of species and quantity by species	470 Species and 232 No/m2	not required		
onment			items on EIA main text Table 6.1.15 for soil and 7 items such as 1)Net primary	,		2-1: Cutting tree confirmation	Tree cutting proposal has been submitted and approval from MCGM is awaited. Tree Cutting NIL	not required	Nil	
Natural Enviro			productivity, 2)Chlorophyll			(1) Number of cutting tree and species	<u> </u>	not required		
Ξ			a, 3)Phosphate, 4)Nitrate,5)Nitrite, 6)Particulate			3-1: Mangrove survey in the replant area		not required	Nil	
ura			Organic Carbon, 7) SiO2)			(1) Number of species of mangorve		•	INII	
Nat			Organic Carbon, 7) 3102)			(2) Density of mangrove (xx trees/10m x 10m)		not required		
								not required		
						4. Ecologial Parameter				
						(1) Net primary Productivity: <1,500 mgC/m3/day at surface	300			
						(2) Chlorophyll-a: <4mg/m3	4.1			
						(3) Phosphate: 0.1-90µg/l	285			
						(4) Nitrate: 1.0-500µg/l	732			
						(5) Nitrite: <125µg/l				
						(6) Particulate Organic Carbon: 10-100mg/m ³				
		Ecosystem	†			(7) SiO2: 10-5,000µg/l	5993			
}		Loosystem		Not applicable for		Criteria for evaluation	3773			
				Package I		Project activities and structures does not cause	Sewri	Shivaji Nagar		
	7	Hydrology	Flooding situation	2 Locations (CRZ at	4 Times / Year	flooding and impacts on tidal conditions	+	1		-
				Sewri and Shivaji Nagar) for Package II	4 Times / Tear	Monitoring of flooding situation	No Flooding	No Flooding	No Flooding	
				Not applicable for Package III						
						Criteria for evaluation				
				2 Locations (1. Embankment of Inter		Embankment shall be stabilized without any landslide and cracks	Shivaji Nagar	Chilre	Chirle	
	8	Topography and Geology	Conditions in embankment area	Change in Shivaji Nagar and 2 Cutting area at toll gate in Chirle)	4 times / year x 4.5 years	Monitoring of embankment				
	9	Local conflict of	Construction worker's	2 Locations (major camp site in Sewri and Shivaji	4 times / year x 4.5 years	Criteria for evaluation Employment opportunity shall be provided fairly	Sewri Camp Site	Shivaji Nagar Camp Site	Chirle	
		interests	township	Nagar)	+ times / year x 4.5 years	Number of hired workers by community	30-40 unskilled labours	125-150	Skilled labours; 270 (from outside)	
						Criteria for evaluation Infection disease rate shall not be caused by the project	Sewri Camp Site	Shivaji Nagar Camp Site	,	
	10	Infectious diseases such as HIV/AIDS	Number of infected patient	2 Locations (major camp site in Sewri and Shivaji Nagar)	4 times / year x 4.5 years	Confirmation of health check record and inspect project site	Health Checkup conducted by Doctors at Site. HIV AIDS awareness and detection program conducted on 24th December 2019.195 no's of workmen were screened by Maharashtra State AIDS CONTROL SOCIETY (MSACS). Mumbai.	Health Checks carried out but HIV/AIDS parameter is not there.	Conforming with BOCW Act 1996. In the month of December Maleria antidot tablet (vaccination)is provided to all Labours	
	11	Labour Environment	Construction worker's cond	2 Locations (major camp i site in Sewri and Shivaji Nagar)	2 times / year x 4.5 years	Criteria for evaluation "Building And Other Construction Workers (Regulation of Employment and Conditions of Service) Act,1996", "The building and other construction worker's welfare cess Act, 1996" and international standards such as "IFC Performance Standard 2 Labor and Working Conditions"	Sewri Camp Site	Shivaji Nagar Camp Site	Gavan Camp site	
						Site Visual Inspection	All provisions as per BOCW	Conforming with BOCW Act 1996	Conforming with BOCW Act 1996 as per IM -26A checklist	
her	12	Aggidant	Number of accidents	2 Locations (major camp	4 times / year x 4.5 years	Criteria for evaluation Any accidents are not caused by construction	Sewri Camp Site	Shivaji Nagar Camp Site	Other area	
Ot	12	Accident	ivumber of accidents	site in Sewri and Shivaji Nagar)	+ umes / year x 4.5 years	Number of recorded accident	1	Nil	Nil	†
		1	1		1		<u>. </u>			L

MTHL Land Acquisition Status (Attachment 2-6):

Total land required on Navi Mumbai side- 108.09 ha Land in possession in MMRDA – 101.99 ha Balance land acquisition- 6.10 ha

Note: The acquisition of 6.10 ha is in progress by CIDCO. The balance acquisition would be likely completed by the end of January 2020.

Land Required in ha		Land Acquired in ha		Balance Land to be acquired in ha	Anticipated date for Land Acquisition	Payment status (Payment made to Land Owners by CIDCO)	Remarks
Govt.	Private	Govt.	Private	Private*			
98.75	9.34	98.75	3.24	6.10	31/01/2020		1. The payment status to the land owners is awaited from CIDCO. The same would be communicated to JICA on receipt of the same.
Total 108.09		98.75	3.24	6.10			

*Portions of Private Land

Sr. No.	Name of Village	Area (Hectare)	Acquired	Non-acquired
1	Gavhan	0.15	-	0.15
2	Jasai	8.72	3.24	5.48
3	Chirle	0.47	-	0.47
	Total Area	9.34	3.24	6.10

RAP Implementation Monitoring Form For Mumbai Trans Harbour Link Project (MTHL)

1. General Information

a. RAP Implementation Monitoring Results:

b. Date of Preparing This form

c. Person Preparing This form

Progress Status Report (PSR) of 4th quarter of 2019

Name: Robin Sham

Position: Engineer and Team Leader

Department/Organizations: General Consultants

2. Scale of Impact

2.1 Project Affected Households (PAHs) and Project Affected Persons (PAPs) for Sewri side

Total Project Affected Households (PAHs)	297 Hhs	Titleholders: 0 Hhs
		Non-titleholders: 297 Hhs
Total PAPs	1,282 persons*	Titleholders: 0 persons
		Non-titleholders: 1,282 persons*
PAHs who need relocation (as residents)	231 Hhs	Titleholders: 0 persons
		Non-titleholders:231 (1,088 persons) *
PAPs who do not need relocation (as residents)	0 persons	Titleholders: 0 persons
		Non-titleholders: 0 persons
Commercial PAPs who need relocation	66	Titleholders: 0 persons
	(194 persons) *	Non-titleholders:66 (194 persons) *
Commercial PAPs who do not need relocation	0 persons	Titleholders: 0 persons
		Non-titleholders: 0 persons

^{* -} Figures for number of persons do not include no. of family members of few additional PAPs.

2.2 Structures

Structures	Residential: 231
	Commercial: 65
	Residential + Commercial: 1 (counted in Commercial)
	Community: 9 (Religious Properties 6, Public Toilets 3)
	Government: 16 (MbPT Structures 9, Occupants of Leased Plots 6 & Police Chowky1)
	Total: 322

2.3 Fishery

Categories of Fisher-folks	Identifi	ed Number	Total	Remarks
	Mumbai side	Navi Mumbai side		
C1: Fishing stakes and nets in	199	52	251	1. Funds being
RoW (250 m.)				transferred to
				Commissioner of
				Fisheries for
				payment to the
				beneficiaries.
				2. Compensation to
				C2 Category is
				already disbursed
				through Fisheries
				Dept.

				3. Out of 3831 Nos.
				of Beneficiaries,
				<i>'</i>
				Compensation to 1695 Nos. of
				Beneficiaries has
				been already
				disbursed through
				Fisheries Dept.
				MMRDA is
				transferring the
				fund to Fisheries
				Dept. for
				Compensation to
				the balance 2136
				Nos. of
				Beneficiaries.
C2: Fishing Stakes and Nets	749	126	875	
within 500 m. of RoW (Southern				
side)				
C3: Hand-pickers	507	3324	3831	
C4: Commercial and Artisanal	Will be observed	Will be observed		Nil
Fisher-folks	during	during construction		
(Loss of Time and Increased	construction	period		
Operating Costs)	period			
C5: Fisher-folks with Loss due to	Will be observed	Will be observed		Nil
Turbidity	during	during construction		
	construction	period		
	period			
C6: Fisher-folks with Damages	Will be observed	Will be observed		Nil
due to Accidents	during	during construction		
	construction	period		
	period			

2.4 Land Acquisition / Transfer

Location	Land Red Ha	•	Land Acq	uired in Ha.	Balance Land to be acquired in Ha	Remarks
	Govt.	Private	Govt.	Private		
Sewri	10.089	0	10.089	0	0	
Navi Mumbai	98.75	9.34	98.75	3.24	6.10	
Total	118.179		108.839	3.24	6.10	

3. Monitoring Results

3.1 Sewri Section

Activity	Indicator	Total Target	Progress till Last Quarter	Progress during reporting Quarter	Cumulative Progress till Current Quarter	Cumulative Achievement of Total Target (%)	Remarks, If Any
Resettlement	No. of Residential PAHs provided with Allotment Letters of Alternate Tenements	231	141	0	141	62%	
	No. of Residential PAHs given possession of Alternate Tenements	231	137	0	137	60%	
	No. of Commercial/R+C PAPs provided with Allotment Letters of Alternate Shops/Tenements	66	20	0	20	30%	
	No. of Commercial R+C PAPs given possession of Alternate Shops/Tenements	66	17	0	17	26%	
	No. of Occupants of MbPT Leased Plots provided Compensation	6	5	0	5	84%	
	No. of Religious properties Relocated / Removed	6	1	0	1	17%	Jivdani Mandir allotment letter given
	No. of Other Community properties Relocated / Removed	4	0	0	0	0%	
	No. of Structures in possession of MbPT Dismantled / Cleared	9	0	0	0	0%	
	No. of PAHs/PAPs provided Shifting Charges / Arrangement	297	0	0	0	0%	
Rehabilitation	No. of PAHs / PAPs identified for Livelihood Support in Post Resettlement Assessment						
	No. of PAHs / PAPs provided Livelihood Support under Program-I (to be identified)						
	No. of PAHs / PAPs provided Livelihood Support under Program-II (to be identified)						
	No. of PAHs / PAPs provided Livelihood Support under Program-III (to be identified)						
	No. of new enterprises started						

Activity	Indicator	Total Target	Progress till Last Quarter	Progress during reporting Quarter	Cumulative Progress till Current Quarter	Cumulative Achievement of Total Target (%)	Remarks, If Any
Grievance Redress	No. of Grievances Received by FLGRC	4					
Rediess	No. of Grievances Disposed by FLGRC	0					
	No. of Grievances Received by SLGRC	0					
	No. of Grievances Disposed by SLGRC	0					
Post Resettlement	No. of CHSs Registration helped						
Assistance	No. of CHSs provided Tenements for Social Amenities						
	No. of CHSs' Maintenance Fund Invested						
	No. of CHSs' Office Bearers provided training						

3.2 Fishery Compensation

Categories of Fisher-folks	Identifi	ed Number	Total	Remarks
	Mumbai side	Navi Mumbai side		
C1: Fishing stakes and nets in	199	52	251	
RoW (250 m.)				1. Funds being
				transferred to
				Commissioner of
				Fisheries for
				payment to the
				beneficiaries.
				2. Compensation to
				C2 Category is
				already disbursed
				through Fisheries
				Dept.
				3. Out of 3831 Nos.
				of Beneficiaries,
				Compensation to
				1695 Nos. of
				Beneficiaries has
				been already

			T	T
				disbursed
				through Fisheries
				Dept. MMRDA
				is transferring the
				fund to Fisheries
				Dept. for
				Compensation to
				the balance 2136
				Nos. of
				Beneficiaries.
C2: Fishing Stakes and Nets within 500 m. of RoW (Southern side)	749	126	875	An amount of about 49 crores has been deposited with the Fisheries Department
C3: Hand-pickers	507	3324	3831	towards disbursement of compensation to 2564 Nos. of beneficiaries.
				Further, the Fisheries Department has started disbursing the amount to the individual PAPs on following due procedure.
				The scrutiny of the balance Nos. of applications of fisherfolk is in the process of scrutiny for deciding their eligibility for the compensation.
C4: Commercial and Artisanal	Will be observed	Will be observed		Nil
Fisher-folks	during	during construction		
(Loss of Time and Increased	construction	period		
Operating Costs)	period	<u> </u>		
C5: Fisher-folks with Loss due to	Will be observed	Will be observed		Nil
Turbidity	during	during construction		
•	construction	period		
	period	<u> </u>		
C6: Fisher-folks with Damages	Will be observed	Will be observed		Nil
due to Accidents	during	during construction		
	construction	period		
			1	ĭ

List as per C2 & C3 category

Sr. No	Village name	Total No of family units surveyed	No of eligible family units							
Mumbai side										
1.	Mahul & Sewri	336	336							
2.	Trombay	829	829							
	Total Mumbai side	1165	1165							
		Navi Mumbai side								
3.	Bamandongri	235	25							
4.	Belpada	484	329							
5.	Ganeshpuri	25	50							
6.	Jasai	26	18							
7.	Gavhan	5	4							
8.	Morave	190	83							
9.	Kopar	548	228							
10.	Mora	70	1							
11.	Uran	65	0							
12.	Jawale	232	1							
13.	Shelghar	1	15							
14.	Shivaji Nagar	2	64							
15.	Ulwe	29	14							
16.	Vahal	119	3							
17.	Navakhadi	673	326							
18.	Moha	222	146							
19.	Kombadbhuja	134	92							
T	otal Navi Mumbai side	3060	1399							
(Mu	Total mbai side + Navi Mumbai side)	4225	2564							

Note: MMRDA has received 16,281 new applications from Fishing families which are yet to be scrutinized. Note: The category of fishermen is as per the Fishermen Compensation Policy

Grievance Redressal Committee (GRC) for Fisher-folk Compensation

No. of Cases referred to GRC		No. of Cases	No. of Cases Rejected	No. of Cases under Consideration
	Allowed	Compensation Paid		
Nil	Nil	Nil	Nil	Nil

Implementation Schedule for Fisher-folks Compensation & Land Acquisition in Navi Mumbai

A. Implementation Schedule for Fisher-folks Compensation: -

Sr. No.	Task Designation	Approving authority	Start Date	Completion Date
1	Approval of fisher-folks' compensation	Fisher-folks Compensation	08-10-2015	23-12-2015
	Policy	Committee (FCC)		
2	Approval by MMRDA	MMRDA	10-12-2015	23-12-2015
3	Submission to JICA	MMRDA		04-01-2016
4	Detailed list of PAP and compensation plan	Detailed list of Fisher-folk PAP &	23-12-2015	Total up to date applications scrutinized = 5881 nos
		disbursement is finalized by the		2. Eligible = 2564 nos
		Fisheries Department.		3. In-eligible = 06 nos
				4. In process of approval = 2043 nos
				5. Documents awaited = 1268 nos
5	Validation of compensation plan	Fisher-folks Compensation	23-12-2015	Approval to the Fisher-folk PAP list obtained from Fisheries
		Committee (FCC)		Department for Fisherfolk from Sewri, Mahul & Trombay
				(Mumbai side) – 12th September 2017 and 20th November
				2018 for C-2 & C3 Category only.
			23-12-2015	Approval to the Fisher-folk PAP list obtained from Fisheries Department for Fisherfolk of Navi Mumbai of C2 & C3 on
				25th April 2018.
				Validation of compensation is in progress and would be completed in phases.
6	Approval of compensation plan	FCC	23-11-2015	28-12-2017
7	Approval by MMRDA	MMRDA	23-11-2015	09-03-2018

B. Implementation Schedule for Land Acquisition in Navi Mumbai:-

	Land Required in Ha. Ha.		-		Balance Land to be acquired in Ha	Anticipated date for Land Acquisition	Payment status (Payment made to Landowners by CIDCO)	Remarks
Govt.	Private	Govt.	Private	Private				
98.75	9.34	98.75	3.24	6.10	31/01/2020		1. CIDCO is the land acquisition authority for land acquisition for Navi Mumbai 2. MMRDA has paid an amount of INR 59.16 Cr to CIDCO as per their demand. 3. The payment status to the landowners is awaited from CIDCO. The same would be communicated to JICA on receipt of the same.	
Total	108.09	10	1.99	6.10				

Implementation Schedule for SIA (Sewri Section)

Task No.	Task Designation	Start Date	Completion / Forecast Date
1	Preparation of Final SIA		
1.1	MMRDA Approval	October 2015	January 2016
1.2	JICA Approval	November 2015	January 2016
1.3	Posting of project Information on MMRDA		
1.4	Translation and disclosure of entitlement policy in local language to all PAP's	December 2015	January 2016
2	LARP Implementation		
2.1	Grievance redress mechanism established	August 2016	August 2016
2.2	Staff deployment SIA implementation	June 2016	March 2020
2.3	Staff Deployment Public Relation	June 2016	June 2016
2.4	Hiring of Independent Evaluation Agency	November 2018	September 2019
2.5	Preparation and issue of allotment letters to	June 2018	March 2020
2.6	Notice of PAPs for shifting (Sewri Section)	December 2018	March 2020
2.7	Allotment of dwelling units to PAP's	September 2016	March 2020
2.8	Shifting of PAPs to resettlement Colony	December 2018	March 2020
2.9	Transfer of compensation / allowance/ assistance to PAPs	December 2018	March 2020
2.10	Creation of Community Revolving fund (within 3 months post handing over)	April 2019	March 2020
2.11	Assessment of economic rehabilitation needs by individual household (within 6 months after handing over	September 2019	June 2020
2.12	Registration of Co-operative housing societies, transfer of maintenance funds. (6 months period)	December 2019	September 2020
2.13	Signing of Civil Contract		January 2017
2.14	Notice of Civil works to proceed		March 2017
3	Monitoring & Evaluation		
3.1	Internal Monitoring- Monthly/ Quarterly	June 2016	January 2020
3.2	Independent Evaluation Mid-term and End term evaluation		
	Mid Term	May 2019	Nov. 2019
	End Term	November 2019	January 2020

Mumbai Trans Harbour Link Project - Quarterly Progress Report No	o. 11(Oct-Dec 2019)
Attachment 3- JICA's Concurrence	Status
101 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

Status of JICA'S Concurrence

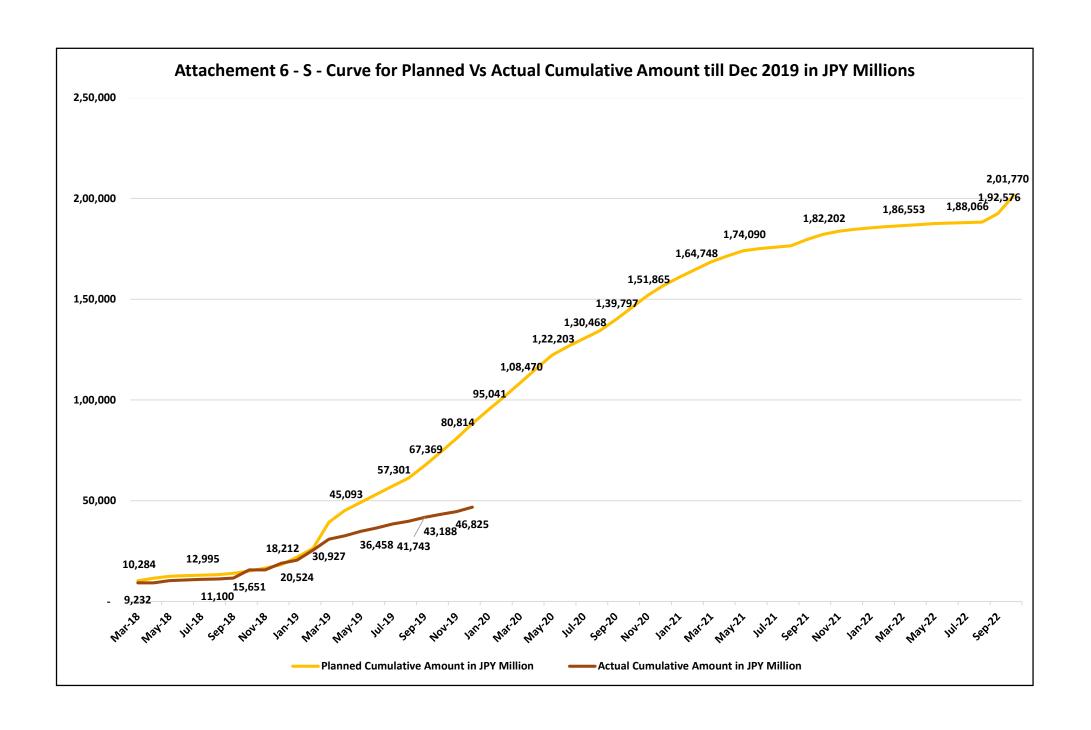
			Bid C	ost	JICA's Concurrence on							
SI. No	Brief description	Procurement procedure	Local Currency (Cr Rs.)	Total (Cr Rs)	PQ Documents	PQ Evaluation	Bid Documents	Technical Evaluation	Financial Evaluation	Contract		
1.	Package-1 (CH 0+000 km to CH10+380 km)	ICB with PQ (2P)	7637.30	7637.30	JICA's Concurrence - 9th May 2016	JICA's Concurrence - 22 nd Dec 2016	JICA's Concurrence - 4 th Jan 2017	JICA's Concurrence - 12 th Sep 2017	JICA's Concurrence - 12 th Oct 2017	JICA's Concurrence – 15 th Feb 2018		
2.	Package-2 (CH 10+380 km to CH18+187 km)	ICB with PQ (2P)	5612.61	5612.61	JICA's Concurrence - 9 th May 2016	JICA's Concurrence - 22 nd Dec 2016	JICA's Concurrence - 4 th Jan 2017	JICA's Concurrence - 12 th Sep 2017	JICA's Concurrence - 12 th Oct 2017	JICA's Concurrence – 15 th Feb 2018		
3.	Package-3 (CH18+187 to CH21+800)	ICB with PQ (2P)	1013.79	1013.79	JICA's Concurrence - 9 th May 2016	JICA's Concurrence - 4 th Jan 2017	JICA's Concurrence - 4 th Jan 2017	JICA's Concurrence - 15 th Sep 2017	JICA's Concurrence - 12 th Oct 2017	JICA's Concurrence – 15 th Feb 2018		
4.	Package-4 Intelligent Transport System	ICB with PQ (2P)	181.49	181.49	JICA's Concurrence - 23 rd August 2019	-	-	-	-	-		

Mumbai Trans H	larbour Link Project	- Quarterly Progres	ss Report No. 1	1(Oct-Dec 2019)
Attachm	ent 4- Projec	t Procurem	ent and F	inancial
	Status till 3	31 st Decemb	er 2019	
		. 2000		

PROJECT PROCUREMENT AND FINANCIAL STATUS TILL 31st DECEMBER 2019

Туре	Contract	Awarded or Estimated Value (in Rs. Crore)	Current Status	Contractors	Project Commencement Date	Stipulated Project Completion Date	% of Overall Project completion (Design/ Procurement/ Construction) up to 25 th December 2019	% of Overall Financial Progress (Including Mobilization Advance & Price Adjustment) till 31st December 2019
	Package-1 (CH 0+000 km to CH 10+380 km)	7637.30	Awarded	L&T-IHI Consortium	March 2018	Sep 2022	19.19%	17.60%
CIVIL	Package-2 (CH 10+380 km to CH18+187 km)	5612.61	Awarded	DAEWOO- TPL JV	March 2018	Sep 2022	15.57%	14.51%
	Package-3 (CH18+187 to CH21+800)	1013.79	Awarded	L&T	March 2018	Sep 2021	17.82%	17.07%
	Package-4 Intelligent Transport System	181.49 (Estimated)	Design Stage	1	Jul 2020 (Estimated)	Sep 2022	NA	NA

lumbai	Trans H	arbour Li	nk Project	 Quarterly P 	rogress	Report No.	11(Oct-	-Dec 2019)
Atta	achmo	ent 5-	S-Curv	e for Cu	umula	ative P	lanne	ed Vs
		Actu	ıal Am	ount in .	JPY N	Million		



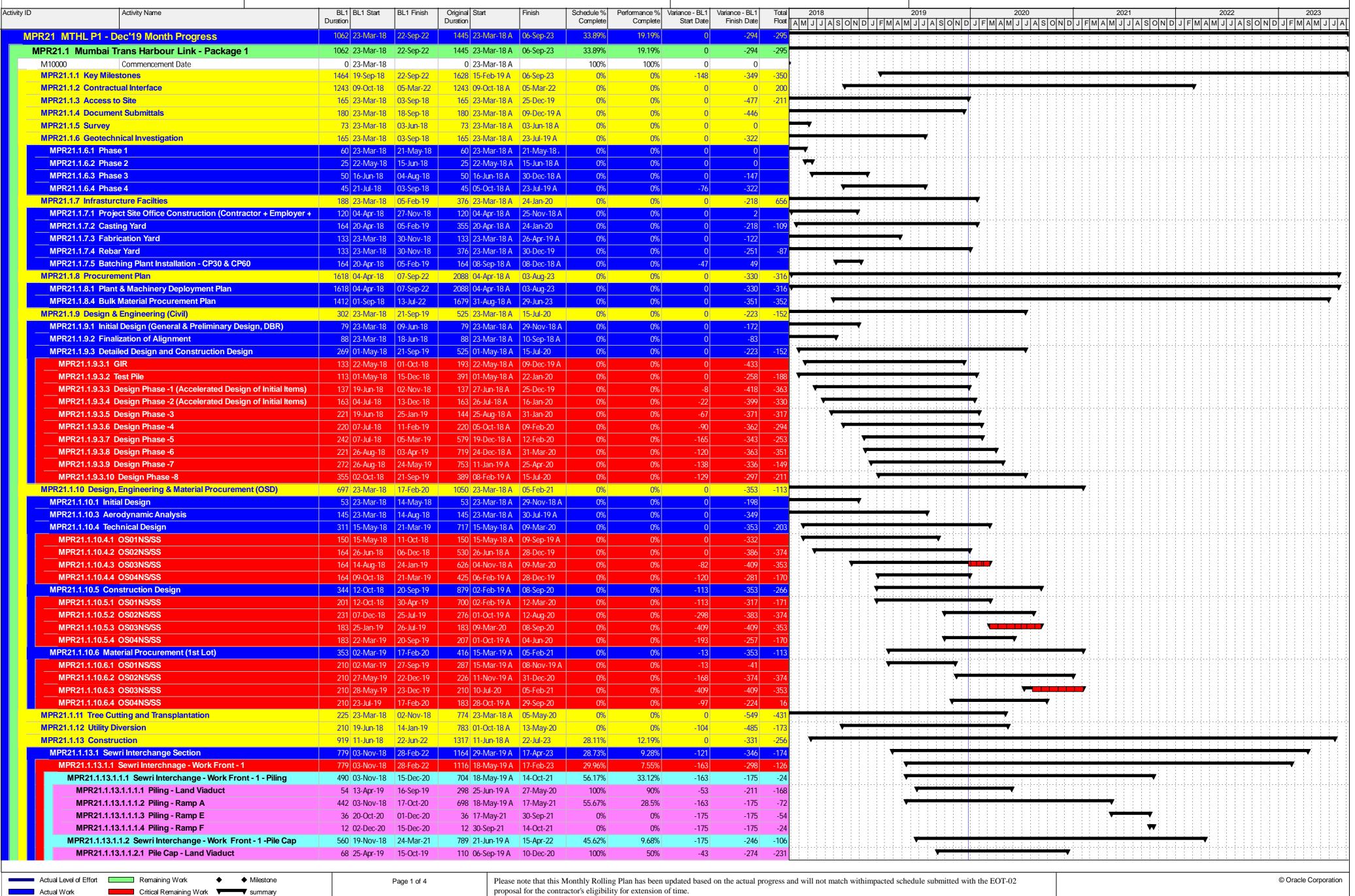
Mumbai Trans Harbour Link Project - Quarterly Progress Report No. 11(Oct–Dec 2019)
Attachment 6- Package-1's Construction Programme
Updated as on 25 th December 2019
opuated as on 25 December 2019



MUMBAI TRANS HARBOUR LINK PACKAGE 1, UPDATED BASELINE PROGRAMME FOR DECEMBER 2019









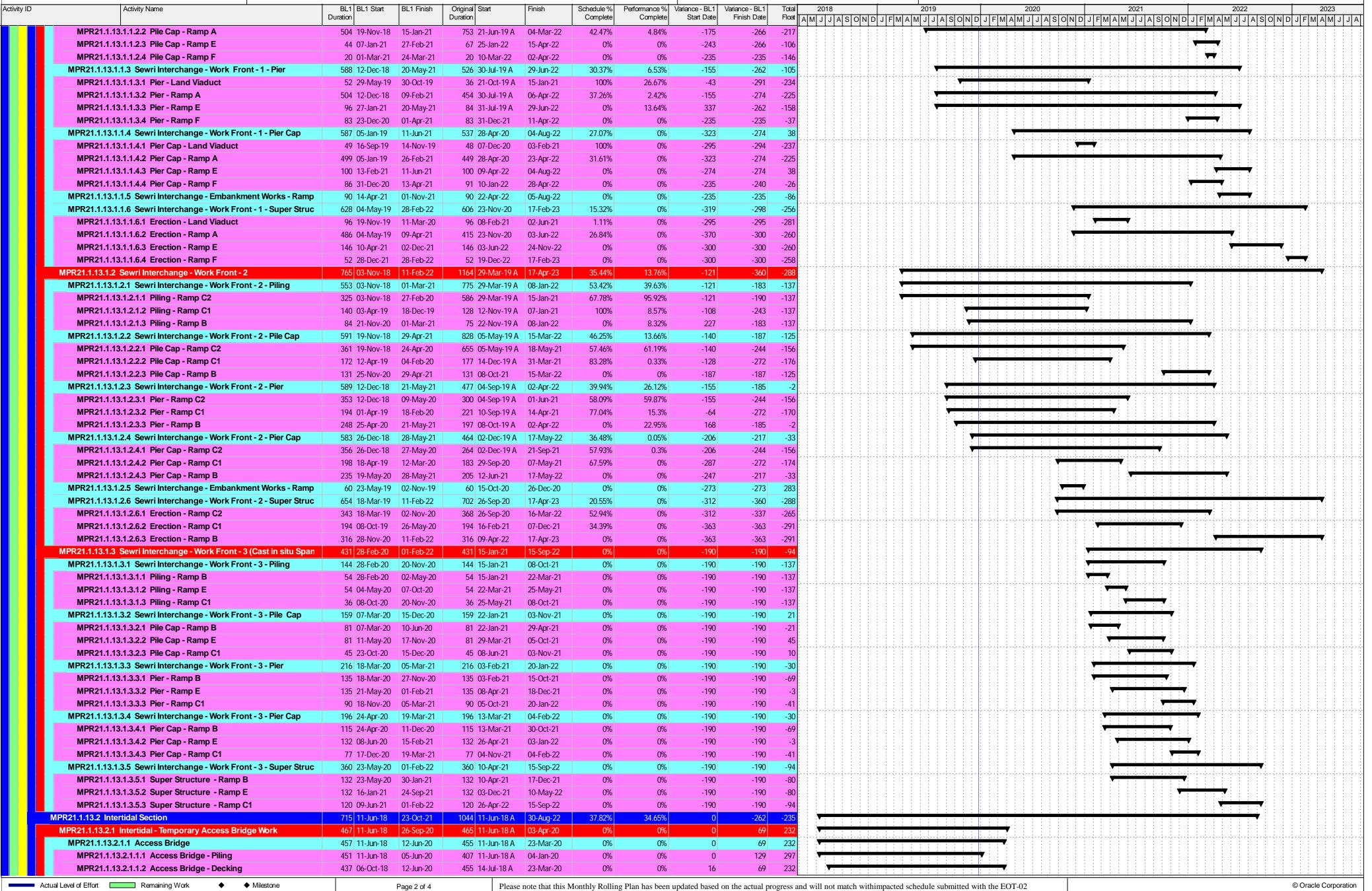
Critical Remaining Work summary

Actual Work

MUMBAI TRANS HARBOUR LINK PACKAGE 1, UPDATED BASELINE PROGRAMME FOR DECEMBER 2019







proposal for the contractor's eligibility for extension of time.



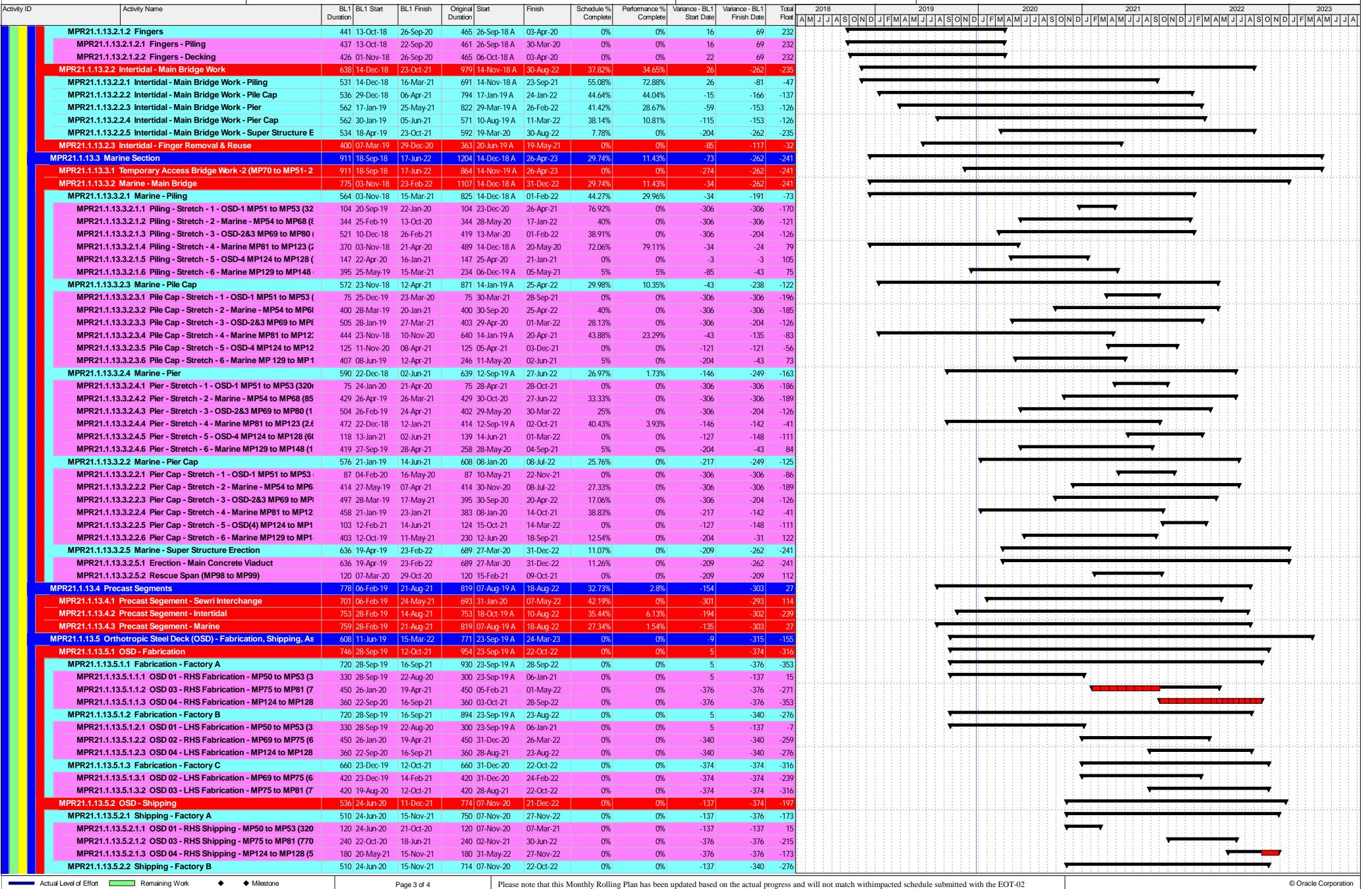
Actual Work

Critical Remaining Work summary

MUMBAI TRANS HARBOUR LINK PACKAGE 1, UPDATED BASELINE PROGRAMME FOR DECEMBER 2019







proposal for the contractor's eligibility for extension of time.



MUMBAI TRANS HARBOUR LINK PACKAGE 1, UPDATED BASELINE PROGRAMME FOR DECEMBER 2019





Activity ID	Activity Name	BL1 BL1 Start Duration	BL1 Finish	Original Start Duration	Finish	Schedule % Complete	Performance % \ Complete	/ariance - BL1 Start Date	Variance - BL1 Finish Date	Total Float A	2018 M J J	ASONDJFMAM	2019 JJASOND	2020 J F M A M J J A	SONDJFM	2021 AMJJASO	NDJFMAM	2022 JJASOND	2023
	MPR21.1.13.5.2.2.1 OSD 01 - LHS Shipping - MP50 to MP53 (320)	120 24-Jun-20	21-Oct-20	120 07-Nov-20	07-Mar-21	0%	0%	-137	-137	182	1 1 1	1 1 1 1 1 1 1 1		1 1 1 1 1 1 1 1 1		1 1 1 1 1 1			
	MPR21.1.13.5.2.2.2 OSD 02 - RHS Shipping - MP69 to MP75 (683			240 27-Oct-21	24-Jun-22	0%	0%	-340	-340	-289						-		₹ : : : : :	
	MPR21.1.13.5.2.2.3 OSD 04 - LHS Shipping - MP124 to MP128 (5		15-Nov-21	180 25-Apr-22	22-Oct-22	0%	0%	-340	-340	-276							-	- 	
	MPR21.1.13.5.2.3 Shipping - Factory C	450 18-Sep-20		450 27-Sep-21	21-Dec-22	0%	0%	-374	-374	-292						. i i i i i i .		<u> </u>	
	MPR21.1.13.5.2.3.1 OSD 02 - LHS Shipping - MP69 to MP75 (683)	· ·		210 27-Sep-21	25-Apr-22	0%	0%	-374	-374	-210						· · · · · · · · · · · · · · · · · · ·			
	MPR21.1.13.5.2.3.2 OSD 03 - LHS Shipping - MP75 to MP81 (770			210 25-May-22	21-Dec-22	0%	0%	-374	-374	-292							t i de la circina de la c	· · · · · · · · · · · · · · · · · · ·	
	MPR21.1.13.5.3 OSD - Custom Clearance and Inland Transport (Last		01-Jan-22	720 21-Jan-21	11-Jan-23	0%	0%	-137	-374	-197									→
	MPR21.1.13.5.3.1 OSD 1 - MP50 to MP53 (320m)	75 07-Sep-20		75 21-Jan-21	06-Apr-21	0%	0%	-137	-137	182						,			
	MPR21.1.13.5.3.2 OSD 2 - MP69 to MP75 (683m)	274 17-Nov-20	17-Aug-21	240 26-Nov-21	24-Jul-22	0%	0%	-374	-340	-270							* : : : : : : : : : : : : : : : : : : :		
	MPR21.1.13.5.3.3 OSD 3 - MP75 to MP81 (770m)	377 21-Dec-20	01-Jan-22	375 01-Jan-22	11-Jan-23	0%	0%	-376	-374	-292							 		▼
	MPR21.1.13.5.3.4 OSD 4 - MP124 to MP128 (560m)	141 19-Jul-21	06-Dec-21	177 24-Jun-22	18-Dec-22	0%	0%	-340	-376	-173			}						}
	MPR21.1.13.5.4 OSD - Assembly	337 07-Oct-20	16-Feb-22	537 20-Feb-21	24-Feb-23	0%	0%	-114	-313	-152									
	MPR21.1.13.5.4.1 OSD 1 - MP50 to MP53 (320m)	80 07-Oct-20	11-Jan-21	80 20-Feb-21	27-May-21	0%	0%	-114	-114	74					-				
	MPR21.1.13.5.4.2 OSD 2 - MP69 to MP75 (683m)	252 17-Dec-20	13-Oct-21	224 27-Dec-21	20-Sep-22	0%	0%	-314	-286	-216							 	- 	
	MPR21.1.13.5.4.3 OSD 3 - MP75 to MP81 (770m)	329 20-Jan-21	16-Feb-22	328 31-Jan-22	24-Feb-23	0%	0%	-314	-313	-265							₩		
	MPR21.1.13.5.4.4 OSD 4 - MP124 to MP128 (560m)	142 18-Aug-21		171 25-Jul-22	14-Feb-23	0%	0%	-286		-144								· · · · · · · · · · · · · · · · · · ·	
	MPR21.1.13.5.5 OSD - Erection	608 11-Jun-19		617 15-Dec-20	24-Mar-23	0%	0%	-306	-315	::					V				
	MPR21.1.13.5.5.1 OSD 1 - MP50 to MP53 (320m)	157 21-May-20	26-Feb-21	95 26-Nov-21	19-Mar-22	0%	0%	-306	-244	-75							* 		
	MPR21.1.13.5.5.2 OSD 2 - MP69 to MP75 (683m)	542 11-Jun-19		482 15-Dec-20	14-Oct-22	0%	0%	-306	-246	-196								- 	
	MPR21.1.13.5.5.3 OSD 3 - MP75 to MP81 (770m)	279 07-Jan-21	10-Mar-22	388 10-Dec-21	18-Mar-23	0%	0%	-204	-313	-265							- 		-
	MPR21.1.13.5.5.4 OSD 4 - MP124 to MP128 (560m)	185 05-May-21	15-Mar-22	373 05-Jan-22	24-Mar-23	0%	0%	-127	-315	-155							· · · · · · · · · · · · · · · · · · ·		
	MPR21.1.13.6 Post Erection Segmental Stitch Concrete (incl. Bearing In			708 28-Sep-20	25-Apr-23	0%	0%	-281	-345										
	MPR21.1.13.6.1 Stitch Concrete - Sewri Interchange	644 24-Apr-19		677 04-Nov-20	25-Apr-23	0%	0%	-312	-345						• • • • • • • • • • • • • • • • • • • 				-
	MPR21.1.13.6.2 Stitch Concrete - Intertidal	475 29-Nov-19		521 30-Oct-20	17-Oct-22	0%	0%	-204	-249	-243					• • • • • • • • • • • • • • • • • • • 			- i i i i 	
	MPR21.1.13.6.3 Stitch Concrete - Marine	563 21-Oct-19		616 28-Sep-20	04-Jan-23	0%	0%	-209	-262	-89					• • • • • • • • • • • • • • • • • • • 				♥ ! ! ! ! ! ! !
	MPR21.1.13.7 Crash Barrier Works	585 05-Oct-19		688 03-Nov-20	08-May-23	0%	0%	-251	-354						····· • • • • • • • • • • •	· · · · · · · · · · · · · · · · · · ·			} - -
	MPR21.1.13.7.1 Crash Barrier - Sewri Interchange			627 15-Jan-21	08-May-23	0%	0%	-312	-354	:::									
	MPR21.1.13.7.2 Crash Barrier - Intertidal	470 17-Dec-19	04-Jan-22	516 18-Nov-20	28-Oct-22	0%	0%	-204	-249	-63					-			- 	
	MPR21.1.13.7.3 Crash Barrier - Marine	541 26-Nov-19		594 03-Nov-20	13-Jan-23	0%	0%	-209	-262	-101					V : : : : : : : : : : : : : : : : : : :				₹ : : : : : : :
	MPR21.1.13.7.4 Crash Barrier - Orthotropic Steel Deck	291 23-Dec-20		 	17-Mar-23	0%	0%	-250	-312								v		
	MPR21.1.13.8 Bridge Deck (Superstructure) Water Proofing	581 15-Oct-19	16-Mar-22	674 26-Nov-20	13-May-23	0%	0%	-262	-355				}		· · · · · · V · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	} - (- ((- ())))))))		
	MPR21.1.13.8.1 Water Proofing - Sewri Interchange	579 15-Oct-19	14-Mar-22	624 25-Jan-21	13-May-23	0%	0%	-312	-357						₩				
	MPR21.1.13.8.2 Water Proofing - Intertidal	465 28-Dec-19	10-Jan-22	511 30-Nov-20	03-Nov-22	0%	0%	-204	-249	-36					→				
	MPR21.1.13.8.3 Water Proofing - Marine	526 18-Dec-19	14-Mar-22	579 26-Nov-20	18-Jan-23	0%	0%	-209	-262	-101					→				
	MPR21.1.13.8.4 Water Proofing - Orthotropic Steel Deck	281 11-Jan-21	16-Mar-22	343 08-Feb-22	23-Mar-23	0%	0%	-250	-312	-153							v : : : -		- 1
	MPR21.1.13.9 Stone Mastic Asphalt Pavement	74 23-Dec-21	22-Mar-22	225 22-Aug-22	18-May-23	0%	0%	-204	-354	-256								· · · · · · · · · · · · · · · · · · ·	*
	MPR21.1.13.9.1 Sewri Interchange	70 27-Dec-21	21-Mar-22	130 14-Dec-22	18-May-23	0%	0%	-295	-355	-256								-	
	MPR21.1.13.9.2 Main Bridge	74 23-Dec-21	22-Mar-22	182 22-Aug-22	28-Mar-23	0%	0%	-204	-311									 	- 1 -
	MPR21.1.13.10 Bridge Anclilaries and Misc. Works	575 31-Jan-20	22-Jun-22	703 02-Jan-21	22-Jul-23	0%	0%	-204	-331	-256					+				
	MPR21.1.13.10.1 Bridge Ancillaries	575 31-Jan-20	22-Jun-22	703 02-Jan-21	22-Jul-23	0%	0%	-204	-331	-256					+				
	MPR21.1.13.10.1.1 Noise Barrier, View Barrier and Safety Fence	552 31-Jan-20	26-May-22	640 02-Jan-21	10-May-23	0%	0%	-204	-291	-193					· · · · · · · · · · · · · · · · · · ·				· · · · · · · · · · · · · · · · · · ·
	MPR21.1.13.10.1.1.1 Noise Barrier	546 31-Jan-20		604 02-Jan-21	28-Mar-23	0%	0%	-204	-262	-158					+				: : : : : : : :
	MPR21.1.13.10.1.1.2 View Barrier	416 13-Oct-20		498 23-Sep-21	10-May-23	0%	0%	-209	-291	-281						+			
	MPR21.1.13.10.1.1.3 Safety Fence	105 27-Oct-21		184 02-Aug-22	10-Mar-23	0%	0%	-236	-315	-231								V 	 -
	MPR21.1.13.10.1.2 Traffic Signages and Marking	84 17-Mar-22		121 01-Mar-23	22-Jul-23	0%	0%	-294	-331	-256									
	MPR21.1.13.10.1.2.1 Traffic Signages and Marking - Sewri Interc			56 18-May-23	22-Jul-23	0%	0%	-354	-354	-256							(- (- (- (- (- (- (- (- (- (- (- (- (- (- (- (- (- (- ()))))))))		
	MPR21.1.13.10.1.2.2 Traffic Signages and Marking - Main Bridge			95 01-Mar-23	22-Jun-23	0%	0%	-294	-305	-288									· · · · · ·
M	PR21.1.15 Handing Over	148 31-Mar-22		148 16-Mar-23	06-Sep-23	0%	0%	-294	-294	-295									
	PR21.1.14 Invoice Schedule (Shows the Invoice items which are not co			1356 23-Mar-18 A		38.04%	24.21%	0	-294	-295	- : : :								
						22.3.10													

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Remaining Work

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1 of 3

	ctivity ID Activity Name	Original BL ProjectSi Duration		nish Actual Start	Actual Finish	Schedule % F Complete	Performance D % Complete D	JF A JJAS 3 45 6 7 89 1 1	NDJF A JJAS	2020 S DJF A JJ A 3 2 2 2 2 2 2 2 3 3 3 3 3 3
	MTHL-PKG2-DETAILED WORK PROGRAMME_25122019_APPROVED_I	MPR.2' 2904.25 17-Nov-17	21-Sep-24	17-Nov-17		31.24%	15.57%			
	PROJECT PRE-COMMENCEMENT ACTIVITY	126.00 17-Nov-17	22-Mar-18	17-Nov-17	16-Mar-18	0%	0%	: : :-: : : : : : :		
	PRE-COMMENCEMENT ACTIVITY	55.00 15-Dec-17	07-Feb-18	15-Dec-17	20-Mar-18	0%	0%	20-Mar-18A	, PRE-COMMENCEMENT	ACTIVITY
	PROJECT EVENT MILESTONE	2228.63 23-Mar-18	21-Mar-23	23-Mar-18		0%	0%	.		
	PROJECT KEY MILESTONE	2048.63 23-Mar-18	22-Sep-22	23-Mar-18		0%	0%	P P POJECTODIH	Mendernen Back Key IV	CSIONE
	INTERFACE MILESTONE_ERG19	2200.63 19-Apr-18	21-Mar-23	03-Apr-18		0%	0%		ع وجادون الرح ادراد و الراد	
П	PHYSICAL PROGRESS AND INTERFACE DATE_ADD2-ATTACHMENT 25	1757.88 18-Sep-18	22-Jun-22	31-Aug-18		0%	0%	*	CO Saccompicada	THE TOO SEE THE
	CONSTRUCTION KEY MILESTONES	932.88 03-Sep-18	06-Jul-21	25-Oct-18		0%	0%			22-Aug-19A, MANAGEN
	MANAGEMENT	613.00 20-Jan-18	18-Aug-18	12-Jan-18	22-Aug-19	0%	0%			22-Aug-19A, MANAGEN
	SITE ORGANISATION	35.00 20-Jan-18	23-Feb-18	07-Mar-18	07-Mar-18	0%	0%		SITE ORGANISATION	
111	DEVELOPMENT OF MANAGEMENT SYSTEM	613.00 20-Jan-18	27-May-18	20-Jan-18	22-Aug-19	0%	0%	V		22-Aug-19A, DEVELOP
Ш	COUMMUNICATION/DOCUMENT CONTROL SYSTEM	315.38 20-Jan-18	10-May-18	20-Jan-18	24-Oct-18	0%	0%			
411	QUALITY ASSURANCE AND MANAGEMENT SYSTEM	254.00 23-Mar-18	10-May-18	23-Mar-18	24-Oct-18	0%	0%		#Clobian the Rennismon	ĸĬŎĠĸĸŊĸĬĸĬĸĸĸĸĬĸĸĸ ĊĸĬĸĸĬĸĸĸĸĸĸĸĸĸĸĸĸĸ
-	HEALTH, SAFETY AND ENVIRONMENTAL MANAGEMENT SYSTEM INTERFACE MANAGEMENT SYSTEM	551.00 23-Mar-18 49.00 23-Mar-18	10-May-18 10-May-18	23-Mar-18 23-Mar-18	22-Aug-19 24-Oct-18	0% 0%	0%			A (CIEN VIACO DIA GEORGE ANTE OST (CS) (CS)
╢	RISK MANAGEMENT PLAN	66.00 23-Mar-18	27-May-18	23-Mar-18	24-Oct-18	0%	0%			k NANSE MEJARTIBLAN Projec
Ш	DEVELOPMENT OF WORK PROGRAMME	63.00 23-Mar-18	24-May-18	23-Mar-18	21-Sep-18	0%	0%			PMENT OF WORK PROG
	CONTRACTOR'S WORK PROGRAMME	63.00 23-Mar-18	24-May-18	23-Mar-18	21-Sep-18	0%	0%			CTOR'S WORK PROGRA
111	OTHER CONTRACTUAL SUBMITTALS	28.00 24-Mar-18	20-Apr-18	24-Mar-18	23-Apr-18	0%	0%	23-Apr-18	A, OTHER CONTRACTU	ALSUBMITTALS
Ш	PERMIT & APPROVAL	389.00 20-Jan-18	18-Aug-18	12-Jan-18	03-Aug-19	0%	0%	, 		03-Aug-19A, PERMIT & A
Ш	SURVEYING & GEOTECHNICAL INVESTIGATION	35.00 20-Jan-18	23-Feb-18	12-Jan-18	09-Feb-18	0%	0%		URVEYING & GEOTECHI	
411	CUTTING OF MANGROVES	70.00 20-Jan-18	30-Mar-18	25-Jan-18	23-Apr-18	0%	0%		BA, CUTTING OF MANGR	ROVES TING UP BATCHING PLAN
-	SETTING UP BATCHING PLANT	313.00 06-Apr-18	18-Aug-18	06-Apr-18 21-Mar-18	28-Nov-18 01-Oct-18	0% 0%	0%		01-Oct-18A, PC YARD 8	R CAMP
-	PC YARD & CAMP CONNECTION FOR ELECTRICITY & WATER	28.00 04-May-18 63.00 18-May-18	01-Jun-18 20-Jul-18	06-Apr-18	03-Aug-19	0%	0%			03-Aug-19A, CONNECT
Ш	CUTTING OF TREES	35.00 23-Mar-18	26-Apr-18	10-May-18	02-Aug-18	0%	0%	02	-Aug-18A, CUTTING OF	
111	IMPORT PERMITS/LICENCES FOR EQUIPMENTS & GOODS	70.00 23-Mar-18	31-May-18	15-May-18	31-May-18	0%	0%	31-May	/-18A, IMPORT PERMITS	S/LICENCES FOR EQUIPI
	NOC FOR PLANT & FACLITIES TO BE USED AT SITE	51.00 23-Mar-18	31-May-18	16-Aug-18	28-Nov-18	0%	0%			FOR PLANT & FACILITIE
4	TEMPORARY ACCESS ROAD FOR MAIN BRIDGE & INTERCHANGE	58.00 23-Mar-18	19-May-18	23-Mar-18	28-Jul-18	0%	0%	28-	Jul-18A, I;EMPORARYA	ACCESS ROAD FOR MAIN
L	DESIGN	1020.38 20-Jan-18	04-Sep-19	01-Jan-18		100%	71.65%			
Ш.	EARLY STAGE DESIGN WORK / INFORMATION COLLECTION	678.38 20-Jan-18	17-Jul-18	01-Jan-18	12-Nov-19	100%	100%	40.0		12-Nov-19A, EAR
411	INDEPENDENT DESIGN CHECKER APPROVAL	35.00 20-Jan-18	23-Feb-18	20-Jan-18	13-Apr-18	0%			A, INDEPENDENT DESIGNA, TOPOGRAPHIC SURV	
-	TOPOGRAPHIC SURVEY BATHYMETRIC SURVEY	116.33 20-Jan-18 75.00 20-Jan-18	16-May-18 04-Apr-18	01-Jan-18 25-Jan-18	20-Apr-18 20-Mar-18	0%			,BATHYMETRICSURVEY	
┨	ADDITIONAL TIME FOR ONGC & BPCL PHYSCIAL VERIFICATION	309.00	04-Api-10	21-Mar-18	05-Aug-19	0%	0%	: : : 	· · · · · · · · · · · · · · · · · · ·	25 4 40'A' A'DDITIONIA
Ш	GEOTECHNICAL INVESTIGATION	548.08 20-Jan-18	17-Jul-18	12-Jan-18	25-Jun-19	100%	100%		25-	Jun-19A, GEOTECHNICA
Ш	ADDITIONAL WORKS FOR DESIGN INITIATION OF STEEL MODULE 1	63.00		26-Jun-19	12-Nov-19	0%	0%			12-Nov-19A, ADD
	TEMPORARYWORK	794.17 22-Jan-18	01-Nov-18	20-Jan-18		100%	100%	V		26-Mar-2
	PROJECT OFFICE LAYOUT	241.13 04-May-18	02-Jun-18	04-May-18		0%	0%		Jul-18A, PROJECT OFFIC	
4	CASTING YARD LAYOUT	72.33 22-Jan-18	04-Apr-18	20-Jan-18	09-Oct-18	0%	0%		7 09-Oct-18A, CASTING 30-Aug-18A, TEMPORAF	
-	TEMPORARY BRIDGE CASTING YARD STRUCTURE	94.33 26-Feb-18 199.38 10-May-18	31-May-18 10-Aug-18	24-Feb-18 20-Mar-18	30-Aug-18 20-Nov-18	100%	100%		20-Nov-18A, CASTI	
Н	STEEL BRIDGE FABRICATION YARD	122.17 20-Jul-18	01-Nov-18	11-Nov-19	20-1404-16	0%	0%			26-Mar-2
Ш	CONCRETE MIX DESIGN	274.38 23-Mar-18	31-Aug-18	12-May-18	15-Nov-18	0%	0%		15-Nov-18A, CONC	RETE MIX DESIGN
111	JFE DESIGN PROGRAMME	919.04 01-May-18	04-Sep-19	09-Apr-18		100%	20.42%	*********		
ľ	PROCUREMENT, MANUFACTURING AND LOGISTICS	1327.38 20-Jan-18	23-Aug-20	22-Dec-17		100%	72.5%			
	SURVEY & INVESTIGATION	72.33 20-Jan-18	02-Apr-18	22-Dec-17	04-Apr-18	0%	0%		A, SURVEY& INVESTIGA	
H.	TEMPORARYWORK	751.33 20-Jan-18	20-Oct-18	20-Jan-18	'	0%	0%			10-Feb-20,
	MAIN WORK SUBCONTRACT WORK	712.00 23-Mar-18	20-Jul-19	23-Mar-18		0%	0%			30
ll'	EQUIPMENTS	893.50 23-Mar-18	12-Sep-19	23-Mar-18		100%	100%	. : : 	+++++++++++++++++++++++++++++++++++++++	
Ш	BATCHING PLANT	437.00 23-Mar-18	31-Jul-18	23-Mar-18	23-Mar-19	0%	0%	· · · · · · · · · · · · · · · · · · ·	23 ₊ Mar ₊ 19	A, BATCHING PLANT
	RCD MACHINE	514.00 23-Mar-18	11-Nov-18	23-Mar-18	24-Aug-19	0%	0%			24-Aug-19A, RCDMACI
	GANTRYCRANE	792.00 23-Mar-18	08-Feb-19	23-Mar-18		100%	100%			22-N
	SEGMENT LAUNCHER	770.41 24-Jul-18	12-Sep-19	24-Jul-18		0%	0%			23
	PRECAST MOULD AND SYSTEM FORM	714.91 07-Aug-18	24-Mar-19	04-Sep-18		100%	45%			3
	PRECAST MOULD_CASTING BED SYSTEMFORM	332.00 20-Aug-18 446.91 07-Aug-18	24-Mar-19 04-Mar-19	03-Jun-19 04-Sep-18		100%	45% 0%	=======================================		01-Feb-20,
	MATERIAL SUPPLIERS	760.38 02-Jun-18	15-Oct-19	20-Apr-18		0%	0%			014.69-20,0

(MMRDA)

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Activity ID Activity Name BL Project Start BL Project Finish | Actual Start Actual Finish Schedule % 59 **MATERIAL PROCUREMENT** 08-Aug-18 25-Dec-19, TEMPORARYBRIDGE 60 7 25-Dec-19 PERMANENT WORKS 25-Mar-1 61 PERMANENT WORKS ▼ 08-Sep-21, PROCUREME 62 PROCUREMENT OF STEEL GIRDER 695 00 07-May-19 23-Aug-20 17-Oct-19 0% 06-Feb-21, STEEL PLATE FOR (RHS.STE 63 STEEL PLATE FOR (RHS.STEEL MOUDLE-2 MP177 24-Oct-20, STEEL PLATE FOR (LHS.STEEL MOU STEEL PLATE FOR (LHS.STEEL MOUDLE-2 MP177 - MP182) 64 ▼ 11-Dec-20. STEEL PLATE FOR (RHS.STEEL 315.00 01-Jul-19 65 STEEL PLATE FOR (RHS.STEEL MOUDLE-3 MP183 - MP186) 09-Nov-20. STEEL PLATE FOR (LHS STEELM) 66 STEEL PLATE FOR (LHS.STEEL MOUDLE-3_MP183 - MP186) 315.00 04-Jun-19 14-Apr-20 😈 14-Aug-21, STEEL PLATE I 67 STEEL PLATE FOR (RHS.STEEL MOUDLE-1_MP176 - MP171) STEEL PLATE FOR (LHS.STEEL MOUDLE-1_MP176 - MP171) 📺 08-Sep-21, STEEL PLATE 68 1927.33 02-Apr-18 21-Jun-22 13.129 69 02-Apr-18 CONSTRUCTION 70 **TEMPORARYWORK** 1839.08 02-Apr-18 21-Jun-22 02-Apr-18 97.95% 94.089 25-Jul-19A, PREPARATION WORK 71 PREPARATION WORK 18-Jan-19A ESTABLISHMENT OF EMPOLYER & CONTRACTOR OFFICE 72 ESTABLISHMENT OF EMPOLYER & CONTRACTOR OFFICE 194.04 20-Jun-18 27-Nov-18 ESTABLISHMENT OF LABOUR CAMP 73 463.92 20-Jun-18 03-Jul-18 04-Nov-20, ESTABLISHMENT OF CONCRETE C ESTABLISHMENT OF CONCRETE CASTING YARD 74 03-Sep-21, ESTABLISHM ESTABLISHMENT OF STEEL SPAN ASSEMBLY YARD 331.00 02-Nov-18 75 91.67% 76 1786.75 20-May-18 21-Jun-22 27-Jul-18 9649% TEMPORARY BRIDGE 77 A13700 365 00 21-Jun-21 Removal of Temporary Bridge & Casting Yard 21-Jun-22 0% 0% 25-Apri-19A, TEMPORARY BRIDGE FACILITY-EQUIPMENT MOBILIZATION: 78 23-Dec-19A, TEMPORARY BRDIGE TYPE 1_FROM MP226(16+010)-79 TEMPORARY BRDIGE TYPE 1_FROM MP226(16+010) - MP249(17+320 17 01-Apr-20, TEMPORARY BRDIGE TYPE 3 FROM MP207(14+8) TEMPORARY BRDIGE TYPE 3_FROM MP207(14+870) - MP226(16+010) 16-Nov-18 96.169 80 566.29 24-Jul-18 17-Oct-20, MATERIAL LOADING JETTY 81 MATERIAL LOADING JETTY 414 13 31-Aug-18 08-Aug-19 08-Mar-19 100% 56.79 1660.33 03-Sep-18 2.54% 82 **PERMANENT WORK** 24-May-22 19.28% 83 PRE-FABRICATION AND ASSEMBLY 84 CONCRETE PRE-FABRICATION AT THE CASTING YARD 85 STEEL SPAN FABRICATIONAT THE SUPPLIER'S WORK SHOP INCLUDING LOGISTIC 1107.38 02-Jun-19 86 STEEL GIRDER ASSEMBLY AT THE CONTRACTOR'S ASSEMBLY YARD STEEL SPAN LOADING AND TRANSPORTING TO THE ERECTION AREA 1 14 14 14 74 5 87 88 MAIN BRIDGE ▼ 05-Jan-22, MAIN 89 MAIN BRIDGE FOUNDATION ▼ 08-Oct-21, MAIN BRIDG 90 MAIN BRIDGE PILE FOUNDATION 1018.21 03-Sep-18 23-Jan-21 08-Dec-18 57.99% 27.8% 11-Nov-19 A, PILE LOADTEST 91 PILE LOAD TEST 259.25 03-Sep-18 19-Nov-18 08-Dec-18 11-Nov-19 100% 1009 27: Jun-20, MAIN BRIDGE PILE: FOUNDATION: LAND: 17+ 92 MAIN BRIDGE PILE FOUNDATION_LAND 17+414~18+187 FROM MP250 TO MP266 202.35 30-Nov-18 49.69% 15-May-19 17-Jan-19 100% 93 27-Apri-20. MAIN BRIDGE PILE FOUNDATION CRZ 15+890~ MAIN BRIDGE PILE FOUNDATION CRZ 15+890~17+414 FROM MP226 TO MP250 70.14% 268.00 20-Dec-18 27-Nov-19 12-Jun-19 100% 12-Mar-21, MAIN BRIDGE PILE FOUND 94 MAIN BRIDGE PILE FOUNDATION_INTERTIDAL 14+800~15+890 FROM MP206 TO MP225 344.00 27-Feb-19 06-Jun-20 15-Oct-19 44.88% 19.66% 30-Sep-21. MAIN BRIDG MAIN BRIDGE PILE FOUNDATION MARINE 13+610~14+800 FROM MP187 TO MP205 95 272.00 12-Dec-19 4.79% 28-Nov-20 01-Oct-19 1.88% Value (1.08-Oct-21, MAIN BRIDGI 96 MAIN BRIDGE PILE FOUNDATION_MARINE (STEEL) 11+880~13+610 FROM MP171 TO MP186 403.00 27-Nov-19 3.96% 23-Jan-21 ■ 30-Oct-20, MAIN BRIDGE PILE FOUNDATION :M 97 MAIN BRIDGE PILE FOUNDATION MARINE 10+380~11+880 FROM MP146 TO MP170 24.82% 384.13 24-Nov-18 19-Feb-19 99.09% 28-Dec-19 98 MAIN BRIDGE PILE CAP INSTALLATION 637.25 22-Dec-18 23-Mar-21 01-May-19 36.98% 8.279 21-Oct-21 MAIN BRIDG 99 MAIN BRIDGE PILE CAP BOTTOM SLAB INSTALLATION 572.25 22-Dec-18 17-Feb-21 19-Aug-19 0% INNININI 04-May-20, MAIN BRIDGE PILE CAP BOTTOM SLAB_CRZ 15 MAIN BRIDGE PILE CAP BOTTOM SLAB CRZ 15+890~17+414 FROM MP226 TO MP250 0% 100 190.05 17-Jan-19 12-Dec-19 19-Aug-19 30-Apr-21, MAIN BRIDGE PILE CAP 101 MAIN BRIDGE PILE CAP BOTTOM SLAB_INTERTIDAL14+800~15+890 FROM MP206 TO MP225 323.00 06-Apr-19 18-Jul-20 0% 13-Oct-21, MAIN BRIDG 16-Nov-19 MAIN BRIDGE PILE CAP BOTTOM SLAB MARINE 13+610~14+800 FROM MP187 TO MP205 0% 102 213 00 21-Jan-20 10-Dec-20 0% 21-Oct-21, MAIN BRIDG 103 MAIN BRIDGE PILE CAP PRECAST SHELL_MARINE (STEEL) 11+880~13+610 FROMMP171 TO MP186 377.00 08-Jan-20 17-Feb-21 24-Dec-20, MAIN BRIDGE PILE CAP BOTTO 104 MAIN BRIDGE PILE CAP BOTTOM SLAB MARINE 10+380~11+880 FROM MP146 TO MP170 250.00 22-Dec-18 0% 09 21-Jan-20 ▼ 05-Jan-22.MAIN 105 MAIN BRIDGE PILE CAP INSTALLATION 626.75 27-Dec-18 23-Mar-21 01-May-19 36.98% 8.27% 07-Aug-20, MAIN BRIDGE PILE CAP: LAND 17+414~1 106 MAIN BRIDGE PILE CAP LAND 17+414~18+188 FROM MP251 TO MP266 42.42% 242.75 27-Dec-18 13-Jun-19 01-May-19 100% 26-May-20, MAIN BRIDGE PILE CAP_CRZ 15+890~17+414 107 MAIN BRIDGE PILE CAP_CRZ 15+890~17+414 FROM MP226 TO MP250 145.00 04-Mar-19 08-Jan-20 94.17% 33.33% 28-Aug-19 103-Jul-21, MAIN BRIDGE PILE 108 MAIN BRIDGE PILE CAP_INTERTIDAL 14+800~15+890 FROM MP206 TO MP225 360.00 18-Apr-19 05-Sep-20 30.4% 0% 10-Nov-21, MAIN BRI 109 MAIN BRIDGE PILE CAP MARINE 13+610~14+800 FROM MP187 TO MP205 233 00 01-Feb-20 06-Jan-21 0% 0% 05-Jan-22, MA(N 110 MAIN BRIDGE PILE CAP_MARINE (STEEL) 11+880~13+610 FROM MP171 TO MP186 432.00 20-Jan-20 23-Mar-21 0% 20-Jan-21, MAIN BRIDGE PILE CAP_MAR 111 MAIN BRIDGE PILE CAP_MARINE 10+380~11+880 FROM MP146 TO MP170 263 00 03-Jan-19 17-Feb-20 87.92% 0% 27-Ma 112 MAIN BRIDGE SUB-STRUCTUR MAIN BRIDGE PIER INSTALLATION 113 04-Nov-19 1.52% 649 00 09-Jan-19 28-Jul-21 4981% 31-Oct-20, MAIN BRIDGE PIER_LAND 17+414~ MAIN BRIDGE PIER_LAND 17+414~18+188 FROM MB251 TO MB266 114 255.00 09-Jan-19 08-Nov-19 06-Nov-19 100% 1.97% 02-Feb-21 MAIN BRIDGE PIER CRZ 15-115 MAIN BRIDGE PIER_CRZ 15+890~17+414 FROM MB226 TO MB250 232.00 26-Mar-19 06-Feb-20 04-Nov-19 83% 6.67% 15-Sep-21, MAIN BRDIGE 381.00 11-May-19 116 MAIN BRDIGE PIER INTERTIDAL 14+800~15+890 FROM MB206 TO MB225 16-Oct-20 25.49% 0% 117 MAIN BRIDGE PIER_MARINE 13+610~14+800 FROM MB187 TO MB205 228.00 19-Mar-20 22-Dec-21 MAIN F 18-Feb-21 0% 24-Mar-22, 118 MAIN BRIDGE PIER MARINE (STEEL) 11+880~13+610 FROM MB171 TO MB186 473.00 17-Feb-20 28-Jul-21 0% 19-Feb-21 MAIN BRIDGE PIER MARIN MAIN BRIDGE PIER_MARINE 10+380~11+880 FROM MB146 TO MB170 119 269.00 07-Feb-19 13-Mar-20 79.46% 29-Apr-2 MAIN BRIDGE PIER CAP INSTALL ATION 635.25 08-Feb-19 120 27-Aug-21 46.32% Date Revision Checked Approved Project Baseline Bar Critical Remaining Work Summary **EMPLOYER:** CONTRACTOR: R0 25-Dec-19 MUMBAI METROPOLITAN REGION DEVELOPMENT AUTHORITY DAEWOO - TPL JV Actual Work Milestone (MMRDA) Remaining Work % Complete

Original Duration BL Project S 223.25 08-Feb-19 227.00 19-Apr-19		ish Actual Start Actual Finish	Schedule %	erformance 2018	2019 2020	2021 2023
	20.11 40		Complete	6Complete NDJF A JJAS NDJF		
	23-Nov-19		100%	0%	111122222222223333333333333444 17:Nov-2	[4]4]4]4]4]4]4]5]5]5]5]5] 0,MAIN BRIDGE PIER CAP
	25-Feb-20		74.3%	0%		Feb-21, MAIN BRDIGE PIER
376.00 06-Jun-19	05-Nov-20		22.73%	0%		09-Oct-21, MA
214.00 23-Apr-20	10-Mar-21		0%	0%		10-Jan-
						11-Mar-21, MAIN BRIDGE PIEF
					: 	
891.88 12-Sep-19	02-Feb-22		6.54%	0%	· · · · · · · · · · · · · · · · · · ·	
167.13 12-Sep-19	27-Feb-20		43.09%	0%		-20, MAIN BRIDGE PC GIRDE
	<u> </u>				and the second s	20-May-21, MAIN BRIDG 19-Nov-21,
						19-100-21,
626.88 07-Dec-19	12-Feb-22		0%	0%		
455.00 03-Oct-20	01-Mar-22		0%	0%		
455.00 03-Oct-20	01-Mar-22		0%	0%		F
143.00 07-Dec-21	01-Mar-22		0%	0%		
	30-Sep-21		-			
						; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ; ;
1232.33 24-Dec-18		25-Oct-19	51.59%	1.99%		
696.08 24-Dec-18	22-Oct-20	25-Oct-19	76.9%	9.63%		▼ 28-Sep-21,INT
326.00 24-Dec-18	05-Mar-20	25-Oct-19	89.06%	10.54%	25	-Feb-21, INTERCHANGE RA
91.00 05-Aug-19	03-Jan-20	05-Dec-19	91.9%	12.39%	: : : : : : : : : : : : : : : : : : :	Feb-21, INTERCHANGE RA
		25-Oct-19				5-Feb-21, INTERCHANGE RA
		04 Dog 10				-20, INTERCHANGE RAMP F
		04-Dec-19			 	-Feb-21, INTERCHANGE RAI
130.00 24-Dec-18	27-May-19		100%	0%	18-Juni-20, INTERCI	HANGE RAMP PILE FON_AN
440.00 08-Jan-19	22-Oct-20	02-Nov-19	59.43%	8.33%		28-Sep-21, INT
131.75 06-Dec-19	15-May-20	21-Dec-19	11.21%	3.13%		09-Sep-21, INTE
140.25 15-Jan-20	22-Oct-20	02-Nov-19	0%	50%		28-Sep-21, INT
		40 D 40				Jan-21, INTERCHANGE KAN 05-Apr-21, INTERCHANGE
		16-Dec-19				01-Sep-21, INTE
	15-Oct-19			i, , , , , , , , , , , , , , , , ,		, INTERCHANGE RAMP PILE
693.00 29-Jan-19	31-May-21		41.52%	0%		
665.00 29-Jan-19	27-Apr-21		41.52%	0%	· · · · · · · · · · · · · · · · · · ·	
200.00 18-Mar-20	29-Dec-20		0%			23-F
				i, , , , , , , , , , , , , , , , ,		14-May-21, NTERCHAN
						20-Sep-21.INTI
300.00 08-Jan-20	16-Feb-21		0%	0%		03-Fe
225.00 29-Jan-19	08-Jan-20		94.49%	0%	25-De	c-20, INTERCHANGE RAMP
668.00 27-Feb-19	31-May-21		0%	0%		
663.38 20-Sep-19	15-Feb-22		4.5%	0%		
	03-Jan-22					
						; , , , , , , , , , , , , , , , , , , ,
					· · · · · · · · · · · · · · · · · · ·	26
280.00 30-Oct-20	15-Feb-22		0%	0%		
230.00 14-Oct-19	19-Aug-20		16.67%	0%		24-Jul-21, INTERCH
379.00 11-Mar-19	06-Nov-20		60%	0%	·	01-Jan-
504.88 19-Aug-20	28-Apr-22		0%			
	22-Sep-22					
730.00 22-Sep-22	21-Sep-24		0%	0%		
2228.25 23-Mar-18	21-Mar-23	23-Mar-18	51.1%	33.39%		
	442.00 30-Apr-20 255.00 15-Mar-19 822.63 22-Feb-19 982.13 12-Sep-19 891.88 12-Sep-19 167.13 12-Sep-19 137.25 04-Feb-20 105.25 12-Sep-20 124.25 12-Jan-21 150.00 04-Jun-21 626.88 07-Dec-19 455.00 03-Oct-20 455.00 03-Oct-20 143.00 07-Dec-21 240.00 03-Oct-20 72.00 30-Sep-21 707.13 16-May-19 1232.33 24-Dec-18 696.08 24-Dec-18 91.00 05-Aug-19 91.00 01-Oct-19 156.00 03-Jan-19 156.00 28-May-19 130.00 24-Dec-18 440.00 08-Jan-19 131.75 06-Dec-19 140.25 15-Jan-20 204.00 18-Jan-19 233.75 18-Jan-19 204.00 15-Oct-19 170.00 08-Jan-19 665.00 29-Jan-19 665.00 29-Jan-19 665.00 29-Jan-19 665.00 29-Jan-19 668.00 27-Feb-19 349.00 08-Feb-19 349.00 08-Feb-19 349.00 08-Jan-20 225.00 29-Jan-19 668.00 27-Feb-19 668.38 20-Sep-19 255.00 09-Jan-21 276.78 27-Feb-21 250.00 11-Mar-20 343.38 20-Sep-19 280.00 30-Oct-20 230.00 14-Oct-19 379.00 11-Mar-20 343.38 20-Sep-19 280.00 30-Oct-20 230.00 14-Oct-19 379.00 11-Mar-20 343.38 19-Aug-20 65.00 24-May-22	442.00 30-Apr-20 27-Aug-21 255.00 15-Mar-19 01-Apr-20 822.63 22-Feb-19 24-Sep-21 982.13 12-Sep-19 01-Mar-22 891.88 12-Sep-19 02-Feb-22 167.13 12-Sep-19 27-Feb-20 137.25 04-Feb-20 25-Sep-20 105.25 12-Sep-20 23-Jan-21 124.25 12-Jan-21 10-Jun-21 150.00 04-Jun-21 02-Feb-22 626.88 07-Dec-19 12-Feb-22 455.00 03-Oct-20 01-Mar-22 455.00 03-Oct-20 01-Mar-22 445.00 07-Dec-21 07-Dec-21 72.00 30-Sep-21 07-Dec-21 72.00 30-Sep-21 07-Dec-21 707.13 16-May-19 24-May-22 1232.33 24-Dec-18 28-Apr-22 696.08 24-Dec-18 05-Mar-20 91.00 05-Aug-19 03-Jan-20 91.00 05-Aug-19 03-Jan-20 91.00 03-Jan-19 05-Aug-19 156.00 03-Jan-19 05-Aug-19 156.00 03-Jan-19 01-Oct-19 156.00 03-Jan-19 01-Oct-19 150-00 18-Jan-20 131.75 06-Dec-19 15-May-20 140.25 15-Jan-20 22-Oct-20 204.00 18-Jan-19 15-Oct-19 233.75 18-Jan-19 15-Oct-19 27-Jun-20 170.00 08-Jan-19 15-Oct-19 233.75 18-Jan-19 15-Oct-19 27-Jun-20 170.00 08-Jan-19 15-Oct-19 27-Jun-20 250.00 18-Mar-20 29-Dec-20 250.00 18-Mar-20 29-Dec-20 250.00 18-Mar-20 29-Dec-20 250.00 18-Mar-20 27-Apr-21 300.00 08-Feb-19 31-May-21 665.00 29-Jan-19 08-Jan-20 668.00 27-Feb-19 31-May-21 665.00 29-Jan-19 08-Jan-20 668.00 27-Feb-21 27-Dec-	442.00 30-Apr-20 27-Aug-21 255.00 15-Mar-19 01-Apr-20 822.63 22-Feb-19 24-Sep-21 992.13 12-Sep-19 01-Mar-22 891.88 12-Sep-19 02-Feb-22 167.13 12-Sep-19 27-Feb-20 137.25 04-Feb-20 25-Sep-20 105.25 12-Sep-20 23-Jan-21 124.25 12-Jan-21 10-Jun-21 150.00 04-Jun-21 02-Feb-22 626.88 07-Dec-19 12-Feb-22 455.00 03-Oct-20 01-Mar-22 455.00 03-Oct-20 01-Mar-22 143.00 07-Dec-21 01-Mar-22 240.00 03-Oct-20 01-Mar-22 143.00 07-Dec-21 01-Mar-22 143.00 07-Dec-21 01-Mar-22 143.00 07-Dec-21 07-Dec-21 72.00 30-Sep-21 72.00 30-Sep-22 72.00 30	442.00 30-Apr-20 27-Aug-21 0% 82263 22-Feb-19 24-Sep-21 6.31% 982.13 12-Sep-19 02-Feb-22	25500 15-Macris 0 1-Apr-20	442.00 30.4pr20

Mumbai Trai	ns Harbour Link	Project - Quarte	erly Progress F	Report No. 11(O	ct-Dec 2019)
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Attacnn	nent 8- Pa				gramme
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	Updated	as on 25 ^t	th Decemi	ber 2019	
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MTHL Pkg 3_Construction Schedule Dec'19 y ID Activity Name Original BL1 Start				Baseline Schedule (Updated as on 25 Dec 2019)							30-Dec-19 18					
	Activity Name	Original BL1 Start Duration	BL1 Finish	Start	Finish	Activity % Complete	Schedule % Complete	Performance % Complete	Budgeted Total Cost	Actual Total Cost Sch	nedule Performance Co	st Performance Index	Planned Value Cost	Earned Value		
Pkg 3_Co	onstruction Schedule Dec'19	1326 23-Mar-18	21-Sep-21	23-Mar-18 A	13-Nov-22		65.2%	17.82%	Rs10,137,901,022	Rs1,710,413,671	0.27	1.09	Rs6,805,519,618	Rs1,860,03		
curement o	of Mumbai Trans Harbour Link Project (Package-3)-(1326 23-Mar-18	21-Sep-21	23-Mar-18 A	13-Nov-22		65.2%	17.82%	Rs10,137,901,022	Rs1,710,413,671	0.27	1.09	Rs6,805,519,618	Rs1,860,03		
	Commencement Date (CD)	0 23-Mar-18		23-Mar-18 A		100%	100%	100%	Rs0	Rs0	0.00	0.00	Rs0			
hysical Milesto		996 18-Sep-18	21-Sep-21	21-Feb-20	13-Nov-22		0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1001	KD1 [Construction programme, completion of Soil Investigation, Submit final	0 18-Sep-18	18-Sep-18	21-Feb-20	21-Feb-20	0%	100%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1002 KD1003	KD 2 [NOC for technical design doc & drawing for foundation, Sub & Super KD 3 [NOC for Good for construction drawing for foundation, Sub structure,	0 17-Dec-18 0 15-Jun-19	17-Dec-18 15-Jun-19	26-Apr-20 19-Sep-20	26-Apr-20 19-Sep-20	0%	100%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1003	KD 4 [Substantial completion of foundation, piles (if applicable), piers, abutm	0 21-Mar-20	21-Mar-20	14-Mar-21	14-Mar-21	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1005	KD 5 [Substantial completion of pile caps (if applicable), piers, abutments, pi	0 19-Sep-20	19-Sep-20	26-Sep-21	26-Sep-21	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1006	KD 6 [Substantial completion superstructure (PC/CIS/SS) & asphalt paveme	0 20-Mar-21	20-Mar-21	28-Apr-22	28-Apr-22	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1007	KD 7 [Substantial completion of kerb/traffic signs, Marking & noise barrier, Re	0 24-Jul-21	24-Jul-21	06-Oct-22	06-Oct-22	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
KD1008	KD 8 [Final completion & handing over]	0 21-Sep-21	21-Sep-21	13-Nov-22	13-Nov-22	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
nancial Milesto		758 18-Sep-18 855 17-Dec-18	21-Sep-21 06-Mar-21	23-Mar-18 A 25-Dec-19	21-Sep-21 28-Apr-22		0%	0% 0%	Rs0	Rs0	0.00	0.00	Rs0			
terface Milesto		45 23-Mar-18	06-May-18	25-Dec-19 06-Apr-18 Δ	25-Apr-22 25-Dec-19		100%	80%	Rs74.992.895	Rs59 994 316	0.80	1.00	Rs74 992 895	Rs59.99		
	gation / Land Handover	151 19-Apr-18	18-Sep-18	23-Mar-18 A	29-Dec-19		0%	0%	Rs0	Rs0	0.00	0.00	Rs0	11000,00		
ROW 75 Ha [CI		0 19-Apr-18	18-Sep-18	23-Mar-18 A	29-Dec-19		0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
E Ob1000	ROW 24 Ha (from ch 18+187 to 18+930 and ch 20+170 to 21+232) Viadu	0 19-Apr-18	19-Apr-18	23-Mar-18 A	29-Dec-19	90%	100%	90%	Rs0	Rs0	0.00	0.00	Rs0			
E Ob1001	ROW [51 Ha, unencumbered (Part 1) from ch 21+232 to 21+800] Viaduct	0 16-May-18	16-May-18	23-Mar-18 A	25-Dec-19	65%	100%	65%	Rs0	Rs0	0.00	0.00	Rs0			
E Ob1002	ROW [51 Ha, unencumbered (Part 2) from ch 18+930 to 20+170] At-grade	0 18-Sep-18	18-Sep-18	23-Mar-18 A	29-Dec-19	97%	100%	97%	Rs0	Rs0	0.00	0.00	Rs0			
	.16 Ha [CD+120 days] (Sch 01- General Item)	0 20-Jul-18 801 20-Aug-18	20-Jul-18 16-Sep-21	20-Dec-18 A 25-Jan-19 A	21-Dec-18 A 21-Oct-21		0% 86,61%	0% 86,5%	Rs0 Rs142.351.965	Rs0 Rs123.137.965	0.00 1.00	1.00	Rs123,288,811	Rs123.13		
	(Scriul-General item)	110 20-Aug-18	11-Dec-18	30-May-19 A	31-Oct-19 A		100%	100%	Rs112,791,965	Rs123,137,965	1.00	1.00	Rs112,791,965	Rs123,13		
Facility		980 12-Dec-18	16-Sep-21	25-Jan-19 A	21-Oct-21		35.51%	35%	Rs29,560,000	Rs10,346,000	0.99	1.00	Rs10,496,846	Rs10,34		
irvey & Geotec	chnical Investigation Works	346 19-Apr-18	22-Oct-18	19-Apr-18 A	21-Feb-20		100%	95.75%	Rs242,300,773	Rs181,725,579	0.96	1.28	Rs242,300,945	Rs232,00		
Topographical :		346 19-Apr-18	22-Oct-18	19-Apr-18 A	25-Dec-19		100%	99.85%	Rs0	Rs0	1.00	0.00	Rs109			
	nvestigation work	93 17-May-18	17-Sep-18	10-Sep-18 A	21-Feb-20		100%	95.75%	Rs242,300,773	Rs181,725,579	0.96	1.28	Rs242,300,836	Rs232,00		
esign Works Design Basis R	lanest	462 07-May-18 48 07-May-18	14-Jun-19 30-Jun-18	25-Apr-18 A 25-Apr-18 A	19-Sep-20 08-Dec-18 A		100%	60.32% 100%	Rs159,122,500 Rs0	Rs78,391,635	0.60 1.00	1.22 0.00	Rs159,123,270 Rs51	Rs95,98		
Preliminary Des		47 02-Jul-18	25-Aug-18	26-Jul-18 A	25-Dec-19		100%	80%	Rs286,875	Rs286,875	0.80	0.80	Rs286,875	Rs22		
	nterpretative Report Submission & GC Approval (NONO)	24 11-Sep-18	08-Oct-18	07-Dec-18 A	25-Feb-20		100%	91%	Rs0	Rs0	0.91	0.00	Rs42	TOLL		
Plan & Profile A	Alignment	77 06-Jun-18	14-Aug-18	25-Jun-18 A	03-Jan-20		100%	80%	Rs0	Rs0	0.80	0.00	Rs102			
Superstructure		316 16-Aug-18	26-Feb-19	05-Mar-19 A	08-Jun-20		100%	44.66%	Rs85,075,000	Rs37,992,885	0.45	1.00	Rs85,075,144	Rs37,99		
Foundation & P		324 05-Oct-18	14-Jun-19	06-Nov-18 A	19-Sep-20		100%	67.2%	Rs28,434,375	Rs12,791,250	0.67	1.49	Rs28,434,435	Rs19,10		
Abutment & Fou	undation	255 15-Oct-18 374 24-Oct-18	16-Jan-19 10-May-19	31-Dec-18 A 11-Jan-19 A	31-Mar-20 16-Sep-20		100%	67.41% 33.22%	Rs0 Rs0	Rs0 Rs0	0.67 0.33	0.00	Rs81 Rs290			
Bearings & Dra	linane	176 17-Nov-18	03-Apr-19	21-Jan-19 A 21-Jan-19 A	08-Aug-20		100%	62.98%	Rs18.005.625	Rs0	0.63	0.00	Rs18,005,625	Rs11.34		
Pavement Desi		71 01-Jul-18	27-Aug-18	15-Oct-18 A	18-Feb-19 A		100%	100%	Rs27,320,625	Rs27,320,625	1.00	1.00	Rs27,320,625	Rs27,32		
ocurement Wo	orks	959 12-Sep-18	08-Jun-21	15-Feb-19 A	10-Sep-22		90.17%	1.51%	Rs1,387,160,466	Rs5,089,147	0.02	5.00	Rs1,519,472,186	Rs25,44		
For Main Bridge		959 12-Sep-18	08-Jun-21	15-Feb-19 A	10-Sep-22		81.13%	2.9%	Rs877,933,218	Rs5,089,147	0.04	5.00	Rs712,281,063	Rs25,44		
For Road Work		568 04-Apr-19	13-Jan-21	01-Mar-19 A	25-Jan-22		46.9%	8.29%	Rs0	Rs0	0.18	0.00	Rs197			
Imported Procu	rement brication & Manufracturing Works	170 22-Jan-19 561 27-Sep-18	10-Aug-19 10-Feb-20	04-May-20 21-Feb-19 A	20-Nov-20 29-May-21		100% 97.01%	0%	Rs509,227,248	Rs0	0.00	0.00	Rs807,190,926 Rs378,916,770			
Permanent Wor		531 27-Sep-18	06-Jan-20	21-Feb-19 A 21-Feb-19 A	23-Apr-21		97.01%	0%	Rs390,605,953	Rs0	0.00	0.00	Rs378,916,770			
Permanent Wor		531 22-Oct-18	10-Feb-20	25-Feb-19 A	29-May-21		92.59%	30.56%	Rs0	Rs0	0.33	0.00	Rs500			
onstruction Wo	orks	1087 20-Jul-18	23-Jul-21	26-Sep-18 A	06-Oct-22		55.33%	18.44%	Rs7,063,465,446	Rs1,242,075,029	0.33	1.05	Rs3,908,087,313	Rs1,302,70		
Preconstruction		465 20-Jul-18	01-Jul-19	26-Sep-18 A	28-Aug-20		100%	30.44%	Rs0	Rs0	0.30	0.00	Rs565			
	(Open Foundation, Pier ,Pier Cap)	789 08-Dec-18	07-Nov-20	30-Sep-18 A	25-Nov-21		58.08%	31.57%	Rs3,392,806,949	Rs1,065,510,244	0.54	1.01	Rs1,970,423,939	Rs1,071,24		
Main Carriag		638 08-Dec-18 274 27-Feb-19	24-Jan-20 06-Mar-20	05-Dec-18 A 25-Apr-19 A	27-Apr-21		98.95% 41.65%	29.83% 54.39%	Rs1,821,401,625	Rs537,543,963 Rs126 257 103	0.30 1.31	1.01	Rs1,802,300,511 Rs96,695,913	Rs543,28		
SH 54 Ramp Chirle NH 4E		274 27-Feb-19 325 20-May-19	06-Mar-20 05-Sep-20	25-Apr-19 A 30-Sep-18 A	29-Apr-21 21-Oct-21		41.65%	54.39% 24.92%	Rs232,139,423 Rs874 987 055	Rs126,257,103 Rs218 070 697	1.31 6.11	1.00	Rs96,695,913 Rs35,713,757	Rs126,25		
Chirle NH 4E		286 09-Sep-19	07-Nov-20	21-Aug-19 A	25-Nov-21		7.69%	39.55%	Rs464,278,846	Rs183,638,481	5.14	1.00	Rs35,713,757	Rs183,63		
Super Structure		647 27-Feb-19	12-Apr-21	11-Sep-19 A	20-May-22		34.87%	0.84%	Rs1,408,927,165	Rs11,877,439	0.02	1.00	Rs491,330,801	Rs11,87		
Segments Pr		443 30-Mar-19	09-Nov-20	11-Sep-19 A	23-Sep-21		40.31%	1.56%	Rs760,156,099	Rs11,877,439	0.04	1.00	Rs306,438,812	Rs11,87		
Segments E	rection	405 26-Aug-19	20-Jan-21	02-Dec-20	28-Apr-22		29.37%	0%	Rs70,699,410	Rs0	0.00	0.00	Rs20,767,952			
Cast In Situ		620 27-Feb-19 390 10-May-19	12-Apr-21	17-Mar-20 16-Sen-20	20-May-22 25-Jan-22		25.85%	0%	Rs464,334,354	Rs0	0.00	0.00	Rs120,012,348			
Steel Structu		390 10-May-19 210 03-Aug-20	17-Nov-20 12-Apr-21	16-Sep-20 09-Dec-21	25-Jan-22 11-Aug-22		38.78%	0%	Rs113,737,302	Rs0	0.00	0.00	Rs44,111,689			
Dodningo & Exp	ies & Miscellaneous Item	324 12-Aug-20	23-Jul-21	21-Sep-21	06-Oct-22		0%	0%	Rs180,921,987	Rs0	0.00	0.00	Rs0			
RE Wall		504 27-Feb-19	18-Feb-21	11-May-20	01-Mar-22		54.08%	0%	Rs461,687,248	Rs0	0.00	0.00	Rs249,665,816			
Road Work		803 20-Apr-19	18-May-21	16-Feb-19 A	25-Jul-22		74.39%	13.65%	Rs1,608,667,400	Rs164,687,346	0.18	1.33	Rs1,196,666,191	Rs219,58		
ompletion of In	nterface Activity	467 19-Sep-20	06-Mar-21	19-Sep-20	28-Apr-22		0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
rovisional Sum		800 23-Apr-18	23-Aug-21	30-Nov-18 A	27-Sep-22		58.76%	3.05%	Rs677,901,024	Rs20,000,000	0.05	1.04	Rs399,337,429	Rs20,75		
	Issioning Works	33 26-Jul-21	20-Sep-21	06-Oct-22	13-Nov-22	001	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			
ToC1000 ToC1001	Testing & Commissioning Works Safety Test & Auditing	25 26-Jul-21 6 13-Sep-21	11-Sep-21 18-Sep-21	06-Oct-22 04-Nov-22	04-Nov-22 11-Nov-22	0%	0%	0% 0%	Rs0 Rs0	Rs0 Rs0	0.00	0.00	Rs0 Rs0			
100 100 1	TOC	2 19-Sep-21	20-Sep-21	11-Nov-22	13-Nov-22	0%	0%	0%	Rs0	Rs0	0.00	0.00	Rs0			

Employer : MMRDA Page 1 of 1 TASK filter: All Activities

Mumbai Trans Harbour Link Project - Quarterly Progress Report No. 11(Oct-Dec 2019)
Attachment 9- Project Progress Photo	S

Package 1- Site Progress Photos



Photo No. 1: View along TAB at MP-23 seeing towards Mumbai

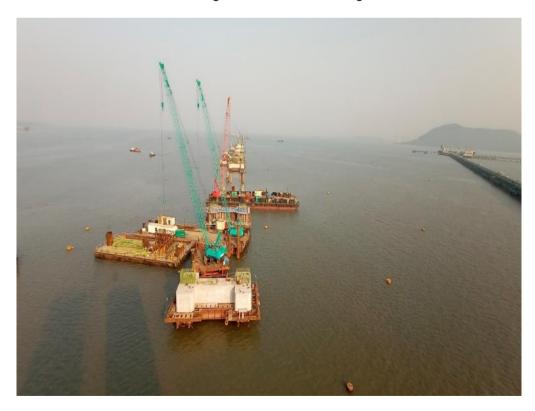


Photo No. 2: Work in Progress between MP83 & MP148

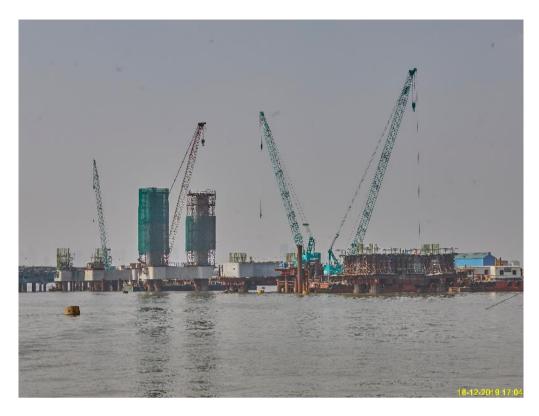


Photo No. 3: Work in Progress between MP81 & MP85



Photo No. 4: MP15 Pier cap works – Intertidal is in progress



Photo No. 5: 4. Launching Girder Erection works – Intertidal is in progress



Photo No. 6: Pile boring works at Interchange area



Photo No. 7: Precast Yard - Segment casting in BAY-2 is in progress

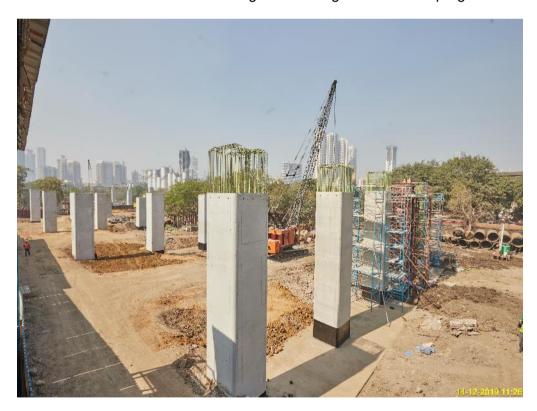


Photo No. 8: Pier Works at BP44 & BP45 - Interchange is in progress



Photo No. 9: Pier Works at BP41 & BP44 - Interchange is in progress



Photo No. 10: Site visit by MMRDA Officials and GC Team at the Structural Steel Manufacturing Plant Ms. Najing Iron & Steel Co. Ltd. China



Photo No. 11: Site visit by MMRDA Officials and GC Team at the Structural Steel Manufacturing Plant Ms. Najing Iron & Steel Co. Ltd. China



Photo No. 12: Segment assembly for OSD Girder Fabrication OS01-NG (lot1) -IIA, Vietnam





Photo No. 1: Precast Slab erection works at TAB in progress

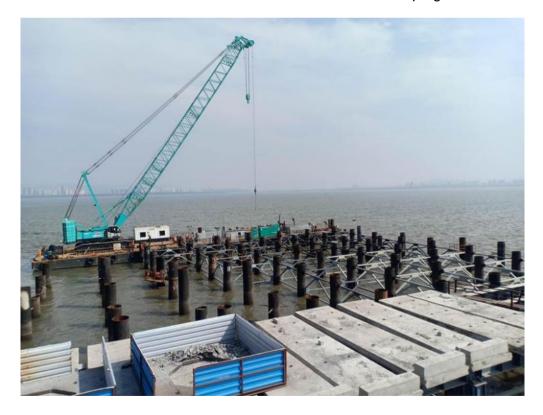


Photo No. 2: Material Platform bracing welding works in progress



Photo No. 3: Pile Cap bottom formwork and Pile head chipping in progress at MP 206 LHS and RHS in progress



Photo No. 4: Pile concreting at MP 232/02 LHS in progress



Photo No. 5: Preparatory works at MP 209 LHS location in progress



Photo No. 6: Segment lifting and stacking at Bay-3 in progress



Photo No. 7: Segment Concreting works at Bay-2 in progress



Photo No. 8: Pile reinforcement cage checking in progress



Photo No. 9: Open foundation concreting at MP 243 LHS in progress



Photo No. 10: Coal Tar epoxy application at Open foundation MP 245 LHS in progress



Photo No. 11: Open foundation concreting at ACP 03 in progress



Photo No. 12: Pier reinforcement tying at MP 245 LHS location in progress





Photo No. 1: Foundation casting completed at LP 01 RHS Chirle location



Photo No. 2: Foundation casting completed at LP 31 Chirle location



Photo No. 3: Foundation Reinforcement Works at RMP 280 is in progress



Photo No. 4: Pier casting works at Pier location LMP 280 in progress



Photo No. 5: Pier casting completed at LMP 269 location



Photo No. 6: Pier reinforcement and shuttering at RMP 269 is in progress

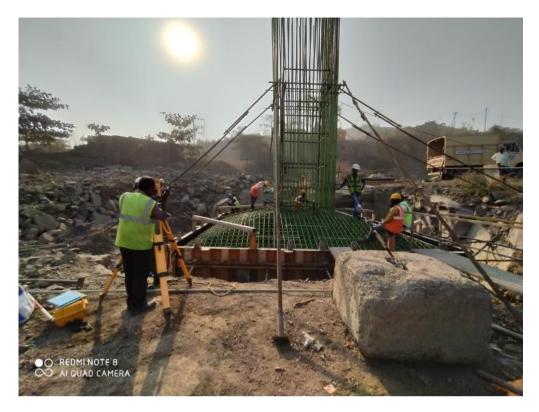


Photo No. 7: Foundation co-ordinates checking at Jasai area is in progress



Photo No. 8: PCC Pre-pour checking at LMP 279 P1



Photo No. 9: PCC Concrete pouring at LMP 279 LHS



Photo No. 10: Segment Casting is in progress



Photo No. 11: Segment Casting at PC yard is in progress



Photo No. 12: Excavated material shifting at At-grade area Ch @ 19+720