

### **Mumbai Metro-3: Journey towards greener Mumbai**

Times keep changing and so do the requirements of a burgeoning city like Mumbai. With the tremendous growth of Mumbai and its suburbs, needs of the city have substantially changed. They are more demanding in nature not only because the city has grown leaps and bounds but also because it has evolved.

The city has also spread and has created number of pockets where mass transit system such as suburban railway is not reaching.

The ever-growing influx of people to earn their bread and butter in the city has necessitated development of a new mass transit system for faster, more comfortable and more efficient commuting and also to arrest the number of deaths on tracks, due to congestion more than three thousand deaths are recorded on rail tracks every year.

The Colaba-Bandra-SEEPZ Metro-3 Corridor is an apt answer to Mumbaikars travelling woes. The corridor will reach areas that are not connected by suburban rail network and change the way Mumbaikars travel in the city. The corridor will provide a speedy, safe and comfortable journey to 17 lakh passengers every day. By connecting the unconnected areas of today, it will take 6.5 lakh vehicle trips off the roads tomorrow leading to 3.5 lakh liters of reduction in fuel consumption every day. Mumbai Metro-3 is

the most important cog of the larger plan of greening Mumbai and improving its carbon footprint status.

In order to build underground stations below the roads of Mumbai's congested neighbourhood, it is unavoidable to affect life in some ways. So, some utilities would be moved, road space would partly be occupied for construction and some bus routes and traffic would be diverted to alternate routes. For the same reasons certain number of trees would also be affected.

Being specific, approximately 3800 trees are affected in the entire 33 km. long corridor. By efficient designing 1000 of these trees are already saved by MMRC. 1750 trees are getting transplanted at different locations. Only 1050 trees are getting cut for which 3 times more number of new trees are getting planted. In addition to this, after completion of underground stations the original green cover at that location by planting new trees.

Apart from the compensatory plantation and green area restoration, as part of its commitment to make Mumbai greener, MMRC has undertaken "Project Neighbourhood" with a promise to distribute 25000 saplings too the citizens residing in the influence zone of Metro-3.

As per the latest tree census, there are more than 26 lakh trees in Mumbai. Only 2800 trees are getting affected by Metro-3 corridor and stations. This

loss is adequately compensated with better and diverse plantation. All clearances from the Tree Authority are obtained by MMRC by following due process. Even the mitigation plan mandated by the Tree Authority is being strictly adhered to by engaging professional experts.

Apart from providing efficient and faster connectivity, Mumbai Metro-3, would substantially reduce the congestion on roads, vehicle trips and green house gases improving the pollution index and quality of life. If one desires to capture environmental benefits of Metro-3 just by planting trees, then he may have to plant more than 3.5 lakh trees which will need more than 500 ha. of land. Do we have it? Unfortunately we cannot plant trees underground, but yes, we can build the Metro underground. No doubt building Metro-3 is a formidable step towards improving quality of travel and greening Mumbai both of which are the dreams of all Mumbaikars.