

# MUMBAI MERI JAAN

## THE MONTHLY NEWSLETTER OF AGNI

Action for good  
Governance &  
Networking in  
India

**AGNI**

### Editorial

## Aarey Carshed – Development v/s Environment

The metro 3 car shed is getting controversial and in the news more and more. Both sides seem to be adamant. Yes, environment has to be maintained but at the same time development has also to go ahead. Already Mumbai has been very much backward in so far as Metro is concerned with only one small route, whereas many other cities including the small ones are already enjoying the metro rides.

Following the demands made by environmentalists, the erstwhile MVA government had decided to shift the car shed to Kanjurmarg in November 2019. In October 2020, it also declared 328.9 hectares (ha) at Aarey Colony as reserved forest area. Ever since the Shinde-Fadnavis decided to reverse the decision, several environment activists have again started the protest at Aarey Colony.

Reacting to the protest by environmentalists against the decision of constructing a car shed at Aarey Colony, Fadnavis said that they were the same set of people who went to the Bombay High Court, National Green Tribunal and Supreme Court but did not get any relief.

Unfortunately, the Aarey Conservation Group is itself divided. Both had two separate press conferences one on 14<sup>th</sup> July 2022 at Mumbai Marathi Patrakar Sangh and the other on 15<sup>th</sup> July at the Mumbai Press Club, both adjacent to each other. One even brought a couple of adivasis who reside in the Aarey colony, otherwise bulk of the protesters are working professionals, academicians and senior citizens who don't reside there but are concerned about the environment.

MMJ has been publishing both side views and leaving it to the readers to decide, this is what democracy is all about.

All along we had known of wild fires in California forests, but this year many European nations also faced wild fire due to the excessive heat, affecting the climate change. God forbid, this should not happen in Aarey and SGNP forests nearby.

Finally, to conclude, as reported on Page 4 of our July 2022 issue, Sreedharan, the metro man of India in an advice to the environmentalists says "Those protesting should understand that even with the car shed the place can be kept green and people have to think about economy too!" The government too should maintain greenery.

MMJ

## Save Aarey silent protest on 24th July 2022 at Aarey Goregaon

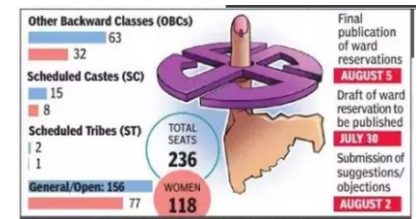


## BMC Elections 2022 quotas

The Maharashtra State Election Commission (SEC) on 29<sup>th</sup> July 2022 cancelled the earlier reservation of wards for Scheduled Castes, Scheduled Tribes and general category seats for women for the coming Brihanmumbai Municipal Corporation (BMC) elections.

After the Supreme Court approved the Banthia Commission's report on Other Backward Classes quota, the SEC issued a fresh notification.

As per the new notification, 63 out of 236 civic wards in Mumbai will be reserved for OBC candidates and 32 of them will be for women OBC candidates.



The SEC also directed the civic body to conduct a fresh lottery for ward reservation on July 29. Earlier on May 31, the civic body had carried out a lottery draw for the reservation of wards for SC, ST and general category seats for women.

In the lottery, out of 236 seats 118 seats were reserved for women including eight for SC, one for ST and 109 for the general category women candidates.

MMJ

See Wardwise reservation list - Page 3

## Youths above 17 years can apply in advance to become voters: EC

The Election Commission of India has moved to catch young voters even when they are younger. Those above 17 years can apply in advance for having their names enrolled in the voters list and need not have to await the pre-requisite criterion of attaining age of 18 years on 1st January of a year.

CEOs/EROs/AEROs of all states have been asked by Chief Election Commissioner Rajiv Kumar and Election Commissioner Anup Chandra Pandey have directed to work out tech-enabled solutions such that the youth are facilitated to file their advance applications with reference to three subsequent qualifying dates - 1 April, 1 July and 1 October and not just 1 January.

"The Electoral Roll will be updated every quarter and eligible youngsters can be registered in the next quarter of the year in which he/she has attained the qualifying age of 18 years," the election body said.

The ECI said that the current round of annual revision of

electoral roll, 2023, any citizen attaining the age of 18 years by 1 April, 1 July and 1 October of 2023 can also submit an advance application for registration as a voter from the date of draft publication of electoral roll.

According to the existing policy, revision of electoral rolls with reference to 1 January of the coming year, as the qualifying date, was usually done in the later part of each year in all States/UTs (normally in the last quarter of a year) so that final publication of the electoral rolls is made in the first week of January of the succeeding year.

Due to this, a large number of youngsters who completed 18 years after 1 January had to wait for Special Summary Revision of the next year for enrolment and were not able to participate in elections held in the intervening period, the ECI said.

The poll body said that the newly modified forms, which are simpler and more user friendly, will come into force on 1 August, 2022.

MMJ



# 70% METRO 3 SHED LAND TO BE UNPAVED

## WHAT IS A CAR SHED?

A railway car shed, or depot, is a site where rolling stock (train) is housed, repaired and maintained. It is an umbrella term for buildings, safety systems and associated workshop equipment. Every form of railway has a car shed

Rail depots in Mumbai:

| Railway  | Car shed location          |
|----------|----------------------------|
| Metro 1  | DN Nagar (Andheri)         |
| Monorail | Wadala                     |
| WR       | Mahalaxmi, Virar, Kandivli |
| CR       | Kurla, Kalwa, Sanpada      |

## AAREY DEPOT FACILITIES

**Main features** | Stabling lines\* (for parking of trains waiting to be put in operation), rake maintenance yard for daily and periodic overhaul of coaches, automatic washing plant, lathe plant for wheel profiling, depots to store parts

**Allied features** | Power sub-station, administrative office, canteen, watchtower

\*Some rakes to be stabled at terminal stations like Cuffe Parade and Bandra, from where services are to originate in the morning

## Stabling capacity:



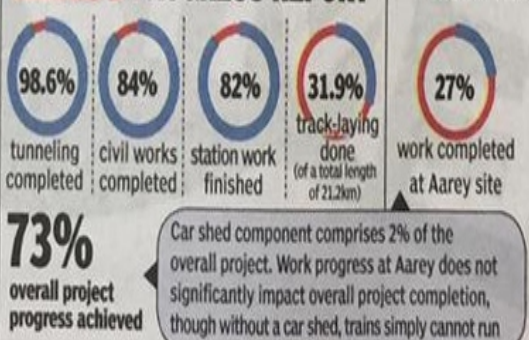
## AREA DIVISION



Graphic Courtesy Times of India

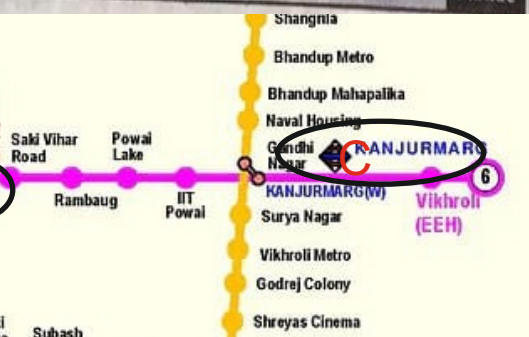


## METRO 3 PROGRESS REPORT



**2017, Sept** | Work on Metro 3 car shed begins at Aarey  
**2019, Oct 4** | HC dismisses petitions to declare Aarey as a forest. Hours later, about 2,150 trees are felled  
**Oct 7** | SC restrains further cutting of trees at the car shed site  
**Nov 29** | Then CM gives stop-work order  
**2022, July 1** | New CM announces that work to commence soon  
**July 21** | State government revokes stop-work order

**965 days** Time lost since work stopped at Aarey car shed site\*  
**LOOKING AHEAD**  
**Aug 2022** | Trial run\*\* for first prototype rake  
**Dec 2023** | Scheduled start for commercial operations on BKC-Aarey section of the Metro 3 line  
**Car shed site at Aarey**  
**Trial run stretch**  
**Seepz**  
**Marol**  
**METRO 3 ROUTE**  
**Cuffe Parade**



A in the map is SEEPZ terminus of Metro 3, B in the map is Aarey Depot site  
 C in the map is Kanjurmarg Depot site  
 The distance between A & C is about twice the distance between A & B

## Arrey Aarey gaya: Stay on carshed goes

The four member committee headed by the additional chief secretary (finance) Manoj Sauvik, which was formed by the Maha Vikas Aghadi government, in its report in January 2020 had observed that shifting metro car shed from Aarey Colony was not viable.

The Shinde-Fadnavis government decided to go by the recommendations made by the two committees appointed by the BJP and Maha Vikas Aghadi governments and the judgements by the Supreme Court and National Green Tribunal to vacate stay on the development of metro car shed in Aarey Colony.

The four member committee headed by the additional chief secretary (finance) Manoj Sauvik, which was formed by the Maha Vikas Aghadi government, in its report in January 2020 had observed that shifting metro car shed from Aarey Colony was not viable. However, the committee recommended that the state government should notify the unbuilt green areas inside the colony as a no-construction belt, preserving it like a protected forest.

The committee said shifting the car shed would lead to a further delay in the Colaba-SEEPZ metro 3 project's commissioning and cause cost escalations. In 2015, the project was worth Rs 23,000 crore with the Mumbai Metro Rail Corporation (MMRCL) relying mainly on off-budget borrowings to fund it. MMRCL had estimated that delay of each day in the project's commissioning increased the cost by Rs 4.2 crore.

The committee had suggested land at Kanjurmarg where a car shed for another Metro line (Jogeshwari-Lokhandwala-Vikhroli-Kanjurmarg) has been proposed and another site just outside the Aarey land (Sariput Nagar) at Jogeshwari. However, the panel ruled that the shifting of the car shed would involve logistical and legal challenges, bringing further delays in the commissioning of the Metro corridor. The Metro 3 service was originally proposed to be operational from December 2020 but it has been already running behind schedule.

Expert Committee suggested

## double deck car shed in Aarey Colony

The expert committee in October 2015 had recommended Kanjurmarg in north-east Mumbai be used as an alternative site for such a facility. The members included the then Mumbai Metropolitan Region Development Authority Commissioner UPS Madan, the then Municipal Commissioner Ajoy Mehta, Urban Development Principal Secretary Nitin Kareer, scientist Rakesh Kumar from National Environmental Engineering Research Institute, Delhi Metro Rail Corporation's SD Sharma and Dr Shyam Asolekar, professor at IIT-Bombay.

The committee examined various alternatives, including Backbay Reclamation, Mahalaxmi Race Course, a plot with Mumbai Port Trust, Bandra-Kurla Complex, the Mumbai University campus at Kalina and Dharavi before finally zeroing in on Kanjurmarg. This would entail an additional expenditure of Rs 750 crore.

The committee has advised that the work on the Colaba-Seepz corridor and Jogeshwari-Kanjurmarg corridor should be carried out simultaneously if the carshed is to come up at Kanjurmarg. It had also suggested that the work be done by MMRCL.

The other option suggested by the committee was for the building of a double-deck carshed in Aarey Colony itself with a changed lay-out so that only 446 trees would need to be cut.

Among other suggestions put forward by the committee for saving the greenery in Aarey Colony was groundwater charging, planting three trees for every tree that is cut, planting trees which grow more than 10 feet high, and roping in experts for the planting.

MMJ





### Aarey carshed feedback

This is my response to Sreedharan's take on Aarey being used as a car shed:

It is shocking that a technocrat of the calibre of Sreedharan should state that the Aarey milk colony is an ideal location for a car shed. When Mumbai has other suitable locations for a car shed like BKC, Kalina, the Backbay Reclamation and Kanjurmarg why is Aarey, which is undeniably a forest, on the radar of Sreedharan? One reason could be that being a technocrat Sreedharan has abysmal knowledge of the environment, biodiversity, climate change and global warming and hence his recommendation which will be tragic for Mumbai.

The monsoon of 2022 which has been unprecedented in its severity shows why Mumbai has to preserve its forests, open spaces just to prevent flooding and destruction. Any construction in Aarey will lead to flooding in the suburbs, apart from destroying a forest which is one of the lungs of Mumbai. With flooding and poor air, along with destroyed biodiversity, Mumbai will be unlivable.

The insistence on constructing the car shed in Aarey smacks of a land grab and a land scam of unprecedented proportions regardless of the survival of this great city and the well-being of its citizens.

**- Pamela Cheema**

Sridharan has said the car shed is best at end of the line, hence he recommended Aarey. Where is the alternative Kanjurmarg located with respect to Metro line?

**- M.N.Sachitanand**

See the MMRDA Map of Line 3 terminus at Seepz, Aarey and Kanjurmarg on Page 2. – Ed.

I like Shreedharan justification of car shed

- Piyush Sheth

feedback contd. on column 4

### BMC Elections 2022 - Reservations in Administrative Wards with respective Corporator Wards

|      |   |
|------|---|
| A    | 234 (Women) , 235 (Open) , 236 (OBC General )   |
| B    | 232 (Open) , 233  |
| C    | 229 (Women) , 230 (OBC General ) , 231 (Women)  |
| D    | 223 (OBC General ) , 224 (Open) , 225 (Women) , 226 (Women) , 227 (Women) , 228 (Open)  |
| E    | 215 (SC Open ) , 216 (Open) , 217 (OBC Women ) , 218 (OBC General ) , 219 (Open) , 220 (Women) , 221 (SC Open ) , 222 (OBC General )  |
| F/N  | 178 (Women) , 179 (OBC Women ) , 180 (OBC Women ) , 181 (Women) , 182 (Women) , 183 (OBC General ) , 184 (Women) , 185 (OBC Women ) , 186 (Women) , 187 (Women)   |
| F/S  | 207 (Women) , 208 (SC Open ) , 209 (Open) , 210 (Open) , 211 (Open) , 212 (Women) , 213 (Women) , 214 (Open)  |
| G/N  | 188 (OBC Women ) , 189 (Women) , 190 , 191 (Women) , 192 (Women) , 193 (Open) , 194, 195 (OBC General ) , 196 (Women) , 197 (Open) , 198 (Open)   |
| G/S  | 199 (Open) , 200 (OBC General ) , 201 (Women) , 202 (OBC Women ) , 203 (OBC General ) , 204, 205 (Women) , 206 (Open)   |
| H/ E | 90 (Women) , 91 (Open) , 92 (Women) , 93 (Open) , 94 (Open) , 95 (Women) , 96 (OBC Women ) , 97 (Open) , 98 (OBC Women ) , 99 (Open)  |
| H/ W | 100 (Women) , 101 (OBC General ) , 102 (Open) , 103 (Women) , 104 (Women) , 105 (Open)  |
| K/ E | 74 (Women) , 75 (Open) , 76 (OBC General ) , 77 (Open) , 78 (Open) , 79 (OBC Women ) , 80 (Women) , 81 (OBC General ) , 82 (OBC General ) , 83 (Open) , 84 (Open) , 85 , 86 (Women) , 87 (OBC Women ) , 88 (Open) |
| K/ W | 61 (OBC General ) , 62 (OBC Women ) , 63 (Open) , 64 (Women) , 65 (Open) , 66 (Open) , 67 (Women) , 68 (Open) , 69 (Women) , 70 (Open) , 71 (Open) , 72 (Open) , 73 (OBC General )                                |

|     |  |
|-----|--|
| L   | 161 (OBC Women ) , 162 (SC Open ) , 163 (Women) , 164 (OBC General ) , 165 , 166 (Open) , 167 (Open) , 168 (Women) , 169 (Women) , 170 (Women) , 171 (Women) , 172 (Women) , 173 (OBC General ) , 174 (OBC General ) , 175 (Women) |
| M/E | 138 (Open) , 139, 140 (Open) , 141 (Open) , 142 (Women) , 143 (Open) , 144 (Women) , 145 (Women) , 146 (OBC General ) , 147 (OBC Women ) , 148 (OBC General ) , 149 (Open) , 150 (OBC Women ) , 151 (Women) , 152 (OBC Women )     |
| M/W | 153 (SC Open ) , 154 (OBC General ) , 155 (OBC Women ) , 156 (Women) , 157 (SC Open ) , 158 (Open) , 159 (OBC Women ) , 160 (Open)   |
| N   | 126 (Open) , 127 (OBC General ) , 128 (OBC General ) , 129 (OBC Women ) , 130 (OBC Women ) , 131 (Women) , 132 (OBC General ) , 133 (Open) , 134 (Women) , 135 (OBC General ) , 136 (Open) , 137 (OBC Women )                      |
| P/N | 34 (Women) , 35 (Open) , 36 (Open) , 37 (Open) , 38 (OBC Women ) , 39 (Women) , 40 (OBC General ) , 41 (Open) , 42 (OBC General ) , 43 (Open) , 44 (Open) , 45 (Women) , 46 (Women) , 47 (Open) , 48 (OBC Women )                  |
| P/S | 52 (Women) , 53 (OBC Women ) , 54 (Women) , 55 (ST General ) , 56 (Open) , 57 (Women) , 58 (Open) , 59 (Women) , 60 (SC Open )   |
| R/N | 1 (Open) , 2 (Women) , 3 (OBC General ) , 4 (Open) , 5 (Women) , 6 (Open) , 7 (OBC Women ) , 8 (Open) , 9 (OBC Women )   |
| R/C | 10 (Women) , 11 (Open) , 12 (OBC General ) , 13 (OBC Women ) , 14 (Open) , 15 (Open) , 16 (OBC General ) , 17 (OBC Women ) , 18 (Open) , 19 (Open)   |
| R/S | 20 (Open) , 21 (Women) , 22 (Women) , 23 (Women) , 24 (Open) , 25 (Women) , 26 (Open) , 27 (OBC Women ) , 28 (Women) , 29 (Women) , 30 (OBC Women ) , 31 (Open) , 32 (Open) , 33 (Women)   |

|   |   |
|---|---|
| S | 112 (Open) , 113 (Open) , 114 (Open) , 115 (Open) , 116 (Open) , 117 (OBC Women ) , 118 (Women) , 119 , 120 (Women) , 121 (Women) , 122 (Women) , 123 (Open) , 124 (ST Women) , 125 (Women) |
| T | 106 (Women) , 107 , 108 (Open) , 109 (Women) , 110 (OBC General ) , 111 (Women)   |

**Fools Forum, Blue Ribbon Mumbai First along with AGNI TEAM, Lilian, Mario and Nikhil , on 31st July 2022 at Five gardens.**

**Thanks to Anjali of fools forum.**



feedback contd. from Column 1 MMJ is very informative and well presented. Though old, the facts states still hold good.

There is no point in calling SG pro-Govt. Some people also say these NGOs opposing Metro are anti-Govt and having an Agenda etc. Let us not get into that. Each one his own views. Let us respect contra views while reserving our right to agree or not agree with them.

Overall I feel the balance is surely tilted in favour of having a Metro car shed at Aarey, even after considering all arguments of environmentalists.

**- Shrikant Soman**

Good information, Sharad.

Keep it up.

**- Leela Murthy**

**MMJ**



BEST plans hi-tech rejig of its power supply system

Asked about the cost of the project, a BEST official said, it would be approximately Rs 3,400 crore.

The Brihanmumbai Electricity Supply and Transport (BEST) has decided to revamp its entire system and adopt advanced technologies including SCADA (Supervisory Control and Data Acquisition) system, to better serve its power consumers. Under the new system, any failure in electric supply will be communicated automatically to the 'control room' through an internal server. Consumers no longer need to complain, sources said.

All BEST power consumers will be mapped on its Geographic Information System (GIS) network. Hence, in case of a 'fault' in the power supply of any building/ outlet, the same will be restored remotely from the control room, within a few minutes. "If all goes according to plan, the implementation of the proposed new system will be started in this financial year and will be completed within four years in a phased manner," said a BEST official. Currently, around 10.5 lakh Mumbaikars get their power supply from the BEST. On average, 100 to 125 power faults are reported daily and this number doubles during the monsoon.

Currently, in a power outage (due to fault in supply),

consumers of the affected building are required to alert the control room and are forced to wait till officials from the electric department reach the spot and repair the fault. Sometimes, this takes hours, but with the new system, such problems can be remotely resolved within five

Consumers no longer need to complain!

minutes, from the control room. "SCADA (Supervisory Control and Data Acquisition) architecture will continuously check for faults and their locations by using wireless fault detector units deployed at various feeding stations," said a BEST official, adding that once the new system is functional, the connections of all consumers of BEST will be integrated and in case of power failure in say, 'X' building, the consumer control room will be alerted by the system. The new system will also suggest an option for the temporary restoration of power supply to the affected building/ consumer. Thus, power supply to 'X' building will be immediately restored temporarily and remotely, from the control room. In the meantime, the system will also alert the concerned department about the repair of

the said fault. Once the fault is repaired, the system will again alert the control room for the restoration of the power supply to the affected building/ consumer, as per the original schedule.

"The new system will improve the continuity of power supply by restoring

g services quickly after the occurrence of faults," said a senior BEST official, adding that timely recognition of faults will avert equipment damage and continuous monitoring and control of the distribution network can be performed from remote locations."

"Apart from this, the new system will also save labour

costs, by eliminating the manual operation of distribution equipment and reduce the duration of the outage by system-wide monitoring and generating alarms, so as to address problems quickly," the BEST official added.

Asked about the cost of the project, a BEST official said, it would be approximately Rs 3,400 crore, and include meter replacements for all consumers and the renewal of around 1,000kms of an aging cable line in the city. Of its 11,000km-long cable lines in the city, around 10,000kms are in good condition, the official said.

"We want our customers to get services best as per the global standards and we are working towards that" said Lokesh Chandra, BEST general manager.

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An appeal for donations

AGNI is a movement managed and run by volunteers. Being a voluntary movement, AGNI needs the support and contribution of every citizen to continue its work. Citizens are invited to contribute their indispensable ideas, time, effort and financial support. Send Cheque / DD in favour of "AGNI" to any of our Ward Coordinators as listed on Page 4 or to AGNI Office: Chadha

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