

# **Minutes of Public Hearing for Proposed Upgradation of Chhatrapati Shivaji International Airport, Mumbai, Maharashtra**

**Date of Public Hearing:** 07/12/2016

**Time :** 11:00 a.m.

**Venue:** CSIA plot, opposite Hotel Lalit, International Airport Road, Andheri (East), Mumbai 400 059.

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Public Hearing for M/s Mumbai International Airport Limited's proposed completion of ongoing projects and three new projects for upgradation of Airport was held on 07.12.2016 at 11.00 a.m. at CSIA plot, opposite Hotel Lalit, International Airport Road, Andheri (East), Mumbai 400 059. The Public Hearing was presided over by Shri Kumar Khaire, Collector and District Magistrate, Mumbai Suburban District.

Following Government representatives were present for the public hearing:

1. Shri. Kumar Khaire- Collector and District Magistrate - Chairman  
Mumbai Suburban District
2. Shri M.R.Lad – Regional Officer, MPCB - Member
3. Shri Ravindra Andhale- Sub Regional Officer, MPCB - Convenor
4. Shri Jairam Pawar- Dy Collector, Mumbai Suburban District.

At the outset, Convenor welcomed the Chairman of the Public Hearing Committee and members of public. He began with the proceedings after being granted permission by the Chairman of the Public Hearing.

The convenor explained the provisions of the EIA Notification dated 14.09.2006 pertaining to the conducting of public hearing for infrastructure projects and how the same had been complied by MPCB, for this project. He informed that a public notice for the public hearing was advertised in the newspaper "Navshakti", a vernacular daily and "Free Press Journal" in English on 04.11.2016, more than 30 days in advance. The EIA copy and executive summary were kept as reference for the public to study at the locations mentioned in the public notice. He further added that no letter communicating suggestions/ objection pertaining to the project was received with reference to the said public hearing in the Regional Office till date.

The Convener then announced that the project proponent would give a presentation explaining the project activity and proposed environment control/pollution prevention measures. He then urged the public to express their views and opinions, queries, objections, suggestions etc. regarding the project after the presentation.

The representative of the project proponent described the key aspects of the project and its need. He mentioned that MIAL had conducted EIA studies and obtained Environmental clearance in 2007 – some of the projects were yet not completed. These included construction of balance works of apron areas, taxiways, Terminal T2 completion including North West & South East pier, Cargo facilities, other airport facilities, etc. which were approved in 2007 Environmental Clearance. In addition to the above, three new projects were essential in order to ensure that the airport can handle upto 52 million passengers per annum, as compared to the existing 40 million passengers per annum, since the Navi Mumbai airport would require at least five to seven years for getting operational. These projects include construction of Vehicular underpass under runway 14-32 to connect apron of Terminal T1 and apron of Terminal T2, extension of Taxiway 'M' and also a new ATC tower ( only if required by security agencies)

Proposed upgradation of Chhatrapati Shivaji International Airport (CSIA) is to meet the increasing air traffic demand over 50 MPPA by the year 2020. Due to delay in implementation of Navi Mumbai International Airport there will be an increased pressure on CSIA and hence it is essential to plan and implement the project activities without any delay to serve the international as well as domestic passengers better and to increase the capacity, efficiency and security of the existing facilities of the airport.

Project Environmental Consultants made a detailed presentation on the EIA study and informed the details regarding the environmental aspects of the proposed projects. Present status of air, water and noise was monitored within and near project site and it was within specified standard levels. But due to project activities there are chances of temporary increase in pollution levels during construction and to combat the same, measures such as frequent water spraying on work areas & roads, tree plantation, no overloading, covering of transport vehicles, regular maintenance of transport vehicles, would be taken by proponent. Because of all such measures, pollution would be abated, thus avoiding any negative impact on the environment. The EIA study indicates that potential impacts are not significant and would be effectively mitigated by implementing EMP during operation stage. He concluded the presentation with assurance that all existing rules for pollution control would be strictly followed by the company.

The Convener then requested the public to express their queries, objections, suggestions and concerns restricting to the environmental aspects of the project. He informed the public to

mention their names before doing so. The questions asked by public and the replies by project proponent are as given below:

**1. Mr. Sunil Hate**

What is the Rehabilitation Status of the slums residing on the airport land?

**Reply**

Govt. of Maharashtra has constructed about 18,000 tenements at Kurla, near the airport for airport slum rehabilitation. In order to finalize the list of eligible hutment dwellers, a survey has to be carried out by Govt. of Maharashtra/ MMRDA and other agencies. For a small number of people, who do not wish to relocate in Kurla and are demanding to relocate in nearby areas, Hon. Chief Minister, has directed to complete the survey first to know total number of hutments in each slum pocket and to check how many are eligible/ineligible. After completion of survey, Government of Maharashtra shall decide where the Rehabilitation and Resettlement of the slums can be done apart from the 18000 tenements at Kurla. On behalf of MIAL, he assured to the slum dwellers that proposed expansion work shall be taken up only after R&R is done for the affected 19 acres of slum areas. Hence MIAL have asked for 5-7 years for completion of these works depending upon the decision taken by Government of Maharashtra.

**2. Mr Sunil Hate**

There is no objection to the survey but notices are being given to the slum dwellers, resulting in fear among them. Explain.

**Reply**

Notices are being given by Deputy Collectors -Encroachment Removals of Bandra, Ghatkopar, Bhandup, Andheri only to indicate the dates & schedule of surveys and not in regards to eviction from the slums. The intention is to ensure that during survey, people should be available at home alongwith their Aadhar Card /other any Identity proof and be available for the biometric survey so that the survey can be completed. Government of Maharashtra is yet to decide on rehabilitation and hence question of giving eviction notices does not arise.

### **3. Mr Banappa from Ashok Nagar Vile Parle (East):**

- a) Ambedkar Nagar Bridge is in a very bad condition. There is a discharge from the drainage line connected to M.C. Chagla. The drain is so small that it gets choked and may result in spread of diseases. Banappa suggested that MPCB should inspect the site.
- b) Some people were rehabilitated in Kanjurmarg for Sahar Elevated Road Project. Today MMRDA and other Govt. bodies, and MIAL have failed to rehabilitate SER affected persons to Kanjurmarg.
- c) He objected regarding Samata Nagar plot and godaown of CPWD taken over by MIAL in Samrat Nagar, where no barricading or cleaning is done. It is used by anti social elements. He suggested the provision of security and barricading of this plot area.

#### **Reply**

MIAL cannot give any assurance or indication in regards with Rehabilitation since Rehabilitation shall be done as per the Government of Maharashtra's direction. Around 18,000 tenements have been constructed in Kurla. Honourable Chief Minister of Maharashtra has assured on floor of the house that rehabilitation will be done to satisfy locals & all eligible hutment dwellers and they will be rehabilitated. Honourable Chief Minister and Government of Maharashtra is the sole authority to make the final decision on rehabilitation which will be decided, after completion of the slum surveys.

- a) From last 4 years, every year MIAL has repaired the roads in Ambedkar Nagar. Today MIAL can take up some works for provision of civic amenities as a part of its Corporate Social Responsibility (CSR) program. On this Mr. Lad suggested MIAL should write letter to MCGM to improve the drainage conditions in the area.
- b) On Samata Nagar, he assured to act in next 2 days by providing security and cleaning up the area.

### **4. Mr.Vishnu Sarode from M.C.Chagla Marg**

- a) Honourable Chief Minister has promised rehabilitation but we are not willing to relocate at Vidhyavihar as it is 7 kms away, and seek to relocate within a 1 km radius of the airport. Honourable Chief Minister mentioned that the decision on rehabilitation will depend on the survey.
- b) MIAL had given permission to Reliance Industries Limited by accepting Rs. 1 crore rent, and Reliance dug up the land for the installation of Reliance cables but has not repaired the road, MLA and MP funds are being used to repair roads, why Govt. of Maharashtra funds should be used for road repair when Reliance has dug up road and MIAL has accepted rent from Reliance.

### **Reply**

MIAL does not give blanket NOC to any corporates, firms, NGOs for undertaking any work on airport land. All NOCs have 20-25 conditions and also require permissions to be taken from other authorities like Police, MCGM etc. MIAL only accepts money as deposit which is refunded to the agency after fulfilment of all obligations by that company and completion of its work. The purpose of deposit is to ensure that road is repaired and reinstated to the original condition. If the road in M.C. Chagla Marg is not repaired by Reliance till date then MIAL shall use the deposit from RIL to repair the road and reinstate it to original condition; MIAL shall take action on this as soon as possible.

### **5. Mr.MR Lad, Regional Officer, MPCB**

- a) How many STPs are provided and what is their adequacy?
- b) Where exactly the Hazardous Waste will be disposed off – whether in MWML, Taloja or at TTCWMA?

### **Reply**

- a) Three nos. of STP's are provided by MIAL with Sequential Batch Reactor (SBR) followed by Ultrafiltration and Reverse Osmosis. Total STP capacity is 15 MLD. The treated sewage is reused for flushing, gardening and cooling purpose.
- b) Hazardous waste is disposed off at CHWTSDF, Taloja.

### **6. Mr Kishore Shendye, Biologist**

How many trees will be affected during the upgradation project? Suggested development of the green belt using native species only.

### **Reply**

Total 184 nos. of trees will be transplanted and suggestion given by Mr. Kishore is good and will be implemented during the project tenure.

### **7. Ms. Radhika, from Kandivali**

What are the control measures undertaken to reduce Air and Noise Pollution during construction phase?

### **Reply**

- a) Vehicular Underpass will be constructed to reduce the travel time which in turn will reduce air and noise pollution.

- b) Aircrafts will be operated in accordance with DGCA/ICAO/USEPA standards.
- c) Use of single engine during taxing and reduced taxing to reduce emissions of HC and CO from aircrafts.
- d) Providing suitable green belt/green cover to reduce the impact of air pollution.
- e) No additional DG sets are proposed for the proposed modernization.

**Control Measures during Construction Phase:**

- a) All the construction sites shall be barricaded and camouflaged.
- b) Water sprinkling shall be carried out at the construction sites with regular intervals e.g excavation, material, handling etc. to suppress dust.
- c) Provision of silencers at the exit of noise source on the machinery.

**8. Ms. Rajeshri Zagade, Borivali**

It seems to be a large upgradation project to sustain the increasing air traffic demand over 50 MPPA by the year 2020. How you are going to meet the water demands/requirements or any provision is made like rain water harvesting to reduce the water demands?

**Reply**

Rainwater harvesting and recycling of treated waste water are two key aspects of this project. Roof Top rain water is taken to UG recharge pits and treated waste water will be reused to reduce demand on public utilities (MCGM) during rainy season. No additional fresh water is required from MCGM for the expansion projects.

**9. Mr. Sunder Parmukh**

During construction of Sahar Elevated Road, a number of trees were cut and no new trees were planted by MMRDA/MIAL. Also, tree cutting is done at the will of MIAL without creating any alternative shelters. No notice is given to the locals with regard to tree cutting in slum areas. At Sahar Elevated Road, some slums were to be rehabilitated but this was not properly done by MMRDA. Today, a survey is being conducted by Collector using Police Force. A lot of damage is done to the environment. Hence, he suggested that detailed scrutiny should be undertaken by MPCB and Environmental Authorities before granting any permission to MIAL.

## Reply

Survey is being conducted by Government of Maharashtra through agencies like MMRDA, Dy. Collector etc. The same is being done as per existing rules of Govt. of Maharashtra. Survey cannot and is not being conducted by MIAL

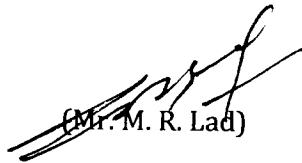
Chairman of Public hearing Mr. Kumar Khaire – Collector and District Magistrate -Mumbai Suburban District, enquired if there were any more suggestions/queries/objections regarding the project from the environmental point of view. He appreciated that public hearing was conducted enthusiastically and peacefully. He summarised all important aspects of the hearing, such as-There should not be any negative impact on Water/Air/Soil/Noise environment. Minimum trees should be cut and local species are to be planted during the project tenure. It is expected that the local people should not face any hardships during the implementation of the project. Projects like Vehicular Underpass, Taxiway Extension and balance works including apron expansion are seen to be positive and MIAL should be encouraged to take these up and expand airport capacity as the city needs a bigger airport which should also be able to give best level of service to the people. He assured to send this report to MOEFCC to ensure that project takes off with minimum impact on environment. He assured that all points raised during the hearing and replies given by MIAL are noted and will be informed to MoEFCC.

At the end, the Convener once again urged the public to express their views or to submit written suggestions before the next day. He then, with the permission from the Chairman, gave a vote of thanks to all for attending the Public Hearing and for peaceful and enthusiastic participation. Finally, he declared that Public hearing was completed.



(Mr. Ravindra Andhale)

Convener &  
Sub Regional Officer, MPCB



(Mr. M. R. Lad)

Member &  
Regional Officer, MPCB



(Mr. Kumar Khaire)

Chairman &  
Collector and Dist. Magistrate,  
Mumbai Suburban District