THE TRUTH
YOU SHOULD KNOW

**Myths** | **Facts**
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Aarey Milk Colony is a forest | The Aarey Milk Colony has a large geographical area and is a significant contributor to the local wildlife and biodiversity. It is not a forest in the traditional sense but a landscape managed to support a variety of flora and fauna. The colony is home to several species of birds, trees, and other wildlife. However, a section of the colony, the Aarey Milk Colony, is under consideration for development projects, which have sparked concerns about the potential loss of habitat for local species.

Metro-3 Car depot is destroying Mumbai’s Green Lungs | Land under Sanjay Gandhi National Park is 11,687 Ha while land under Aarey Milk Colony is 1,217 Ha which is 30% of the 30-area. 83% is without any tree cover. As per Tres Census of 2017-18, there are 29.75 lakh trees in Mumbai. In Aarey Milk Colony there are 4.8 lakh trees against this, only 2646 trees will be impacted due to the Car Depot, out of which 481 will be transplanted and 2165 will be cut. Times more number of trees will be planted fresh.

There is wildlife in Car Depot land | As per Environment Impact Assessment (EIA) study report there is no wildlife habitat in the Car Depot, the location in fact surrounded by 3 major arterial roads; JVL, Meru-Mahesh Road, Goregosh - Powai Road, together carry more than 1 lakh vehicles per day.

Depot land is in Mithi river flood plain | The Car Depot site is situated in the vicinity of the Mithi river catchment area and is underlain by Storm Water Drainage system approved by MCGM. 75% land in Car depot will be unpaved and be available for water absorption.

No alternatives were explored for car shed of Metro-3 | At the DPR stage; Mahalaxmi Racecourse, MMROA ground - BKC, Kaini University and Aarey Milk Colony were evaluated. At the Technical Committee Stage, 5 more locations - Backyard Reclamation, Mumbai Port Trust, Dharavi, Saripu Nagar, and Kanjurmarg were also considered. All locations were evaluated and rejected because of the lack of suitable land availability and technical suitability, environment, legal/ownership constraints and regulatory constraints.

Kanjurmarg option rejected without making serious efforts | Kanjurmarg was never an option at DPR stage. However, the citizen's group suggestion was accepted by the Technical Committee and recommended to the state government to make land available within 3 months. There is a slight dispute pending in Bombay High Court since 1974 involving private parties and State Government wherein Bombay High Court issued Status Quo orders in 1997. However, MMRC through State Government made sincere efforts to vacate the stay and release the land for car depot. As the case was not resolved in reasonable time frame the state government allowed MMRC to proceed with Aarey Milk Colony site for Car Depot incidentally the said title dispute case is still unresolved.

Kanjurmarg option which was considered in 2015 is not available today in 2020 as the project has progressed substantially and phase 1 has been completed in December 2021.

The decision to build Car Depot at Aarey Milk Colony has not stood scrutiny of court | The Hon’ble Courts have examined the following petitions and rejected them on merits after hearing both the sides:

- Aarey is ‘Forest': Rejected by Bombay High Court in case of 27/06/2017 and NGT 34 of 2015
- Change of Land use from NIZ to Car Depot is Illegal: Rejected by Bombay High Court in case of 27/06/2017
- Shift Metro-3 Car Depot from Aarey Milk Colony to any of the alternate sites: Rejected by Hon. Supreme Court (Ref. SLP O No. 39179/2016, LA No. 33836/2016)

**Improving Connectivity & Reducing Commuting Time**

Metro – 3, with a 33.5 km fully underground corridor will cater to 27 lakh passengers daily with an unfailing frequency of 3-4 minutes, ferrying approximately 2500 passengers at a time. This will result in reducing commuting time from Cuffe Parade to S.EEPZ by 60 minutes.

Apart from assisting connectivity to 6 major Business and Employment centers including Nariman Point, Cuffe Parade, Lower Parel, BKC, SEEPZ and MIDC Metro-3 will provide connectivity to the areas not connected before with suburban rail line like Kalkabad, (airport, worli), and international and Domestic Airports. Metro-3 will seamlessly integrate with other Measures, Monorail, Suburban Rail and Bus Services.

**Plantation Initiative of MMRC**

1. Total Trees Planned - 23,848
2. Trees Planted in SGNP - 20900
3. Trees planted at other places: 2,946
   - 890 to 12* Girli & 12 to 15* Ti Heligula Native Species - Sita Ashoka, Kadamba, Aasud, Mahape, Gahat, Karanj, Kanchan
4. Trees to be restored - 3000
5. Plants distributed (Project Neighbourhood) - 25,000

**Positive Environmental Impact**

The project will have a significant positive environmental impact by:

- Reduction in the number of trees by 8.2% /acre/year
- Reduction in total CO2 by 2.54 lakh metric ton/year
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The rise of CO2 due to impacted trees at the Car Depot of 52,052 kg CO2 will be compensated by 107 Metre trees in 4 days and the lifetime CO2 increase will be compensated by 3,948 metro trees in 80 days.

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**Metro-3 Car Depot Layout**

[Diagram of Metro-3 Car Depot Layout]

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**Mumbai Metro Rail Corporation Ltd**

(JV of Govt. of India and Govt. & Maharashtra)