

## Corrigendum No. 1

Name of Documents : Social Impact Assessment (SIA) & Resettlement Action Plan (RAP) for Double line corridor of Panvel-Karjat under Mumbai Urban Transport Project-III (MUTP-III).

Existing provision of SIA & RAP Report at Page no. 33	Para no.	Corrigendum No. 1
<p><b>4.4 Special Consultation at Chowk Village</b> - A special Public Consultation, chaired by Deputy CPM of MRVC, was held at Chowk Village on 21<sup>st</sup> November 2017. The majority of the villagers was resettled previously from other projects and was provided with land by the Government for their settlement purpose. Most of the queries raised by the participants were related to acquisition of land and compensation to be provided to the project affected people.</p> <p><i>It was decided that the project will minimize the impact to avoid the land acquisition in every feasible option. But if land is required in the village, the option of alternate land from Government Authority will be explored for their resettlement along with the other compensations. If alternate land is not available in nearby area, then direct purchase method, according to the law, will be applicable for land acquisition“.</i></p>	4.4 of SIA & RAP report Page No. 33	Deleted (see the justification *)

### \* justification for deletion-

#### Avoiding the requirement of R & R at Chowk Station.

“As part of Panvel-Karjat project, 33 households, settled on Govt. land near Chowk station were required to be resettled. SDO/KJT, competent authority appointed by Govt. of Maharashtra, had meetings with house owners. Resettlement was originally planned on nearby Govt. land with all due compensation payable as per RPF for the project.


However, during subsequent discussions, demand for Pvt. Land acquisition and other facilities were highlighted by SDO/KJT which, if considered, would have adversely impacted the project timeline in addition to higher financial implications.

In view of above, the yard layout at Chowk has been critically reviewed and it is observed that by shifting the yard towards Panvel along with some minor structural changes, the Panvel-Karjat corridor tracks could be accommodated in the now acquired and available Railway land. Thus Collector/Alibagh has been intimated about cancellation of R & R requirement and ESP has been revised.

**This change has saved the full R & R component of the project saving in requirement of lot of coordination and resources and avoided resettlement of the affected families in addition to saving in cost to the project”.**

  
09/16/23  
Dy. CPM-III

CPM-1

  
9/16/23