

MINUTES OF THE 240th MEETING OF THE EXPERT APPRAISAL COMMITTEE FOR PROJECTS RELATED TO COASTAL REGULATION ZONE HELD ON 30th JULY, 2020.

The 240th meeting of the Expert Appraisal Committee for projects related to Coastal Regulation Zone was held on 30.07.2020 through video conferencing due to prevalent pandemic situation. The members present are:

1.	Dr. Deepak Arun Apte	-	Chairman
2.	Shri S. Jeyakrishnan	-	Member
3.	Shri Manmohan Singh Negi	-	Member
4.	Shri Sham Wagh	-	Member
5.	Prof. Mukesh Khare	-	Member
6.	Prof. Ashok Kumar Pachauri	-	Member
7.	Dr. V. K. Jain	-	Member
8.	Dr. Manoranjan Hota	-	Member
9.	Dr. M.V. Ramana Murthy	-	Member
10.	Shri. W. Bharat Singh	-	Member Secretary

Dr. Anuradha Shukla, Shri Rajesh Debroy, Ms Bindhu Manghat and Shri Sanjay Singh were absent.

In attendance: Dr. Saranya. P, Joint Director, MoEFCC and Dr. Bhawana Kapkoti Negi, Technical Officer, MoEFCC. The deliberations held and the decisions taken are as under:

2.0 CONFIRMATION OF THE MINUTES OF THE LAST MEETING.

The Committee having noted that the Minutes of the 238th meeting are in order, confirmed the same with suggestions that in case any typographical/grammatical errors are noticed in due course, the same may be corrected suitably.

3.0 CONSIDERATION OF PROPOSALS:

FRESH PROPOSALS

3.1 Proposed construction of Elevated Road from Chennai Port to Maduravoyal (NH-4) in Tamil Nadu by the M/s Chennai Port Trust, Chennai [IA/TN/CRZ/158986]/2020] [F.No.11-33/2020-IA.III]- CRZ Clearance - reg.

The proposal of M/s Chennai Port Trust is for construction of elevated road from Chennai Port to Maduravoyal (NH-4) in Tamil Nadu and include re-construction/new construction of Navy Quarters with built up area of about 12,846 sq.m and three numbers of navy Bungalows. The project proponent made a presentation and provided the following information:

- (i) The alignment of the proposed elevated corridor falls in two districts of Tamil Nadu, namely Chennai and Tiruvallur. The Project corridor starts from Chainage Km -0+342 inside Chennai Port and ends at Chainage Km 20+223.055 after Maduravoyal

- interchange. Of the total alignment, Chainage Km -0+342 to Km 9+700 falls in CRZ area. The alignment in CRZ area of Cooum River is 10.042 km.
- (ii) This portion of the alignment lies within Chennai Metropolitan area in Chennai District. Coordinates of alignment starts from 13004'33.51" N, 80017'16.48" E and end points 13004'4.23" N, 80013'44.28" E
 - (iii) Project corridor starts within the premises of Chennai Port and continues along the Bank of Cooum River until Koyambedu. Beyond Koyambedu, the alignment follows along centreline of existing NH-4 up to Maduravoyal Interchange and terminates after the interchange with a total length of 20.565 Km. Along its path, proposed corridor passes through major urban and commercial corridors in Chennai City such as Chintadripet, Egmore, Aminjikarai, Nungambakkam, Arumbakkam, Koyambedu and Maduravoyal.
 - (iv) The proposed elevated road of total length ~ 20.565 km, will be a 4-lane configuration. The deck width will be 23 m.
 - (v) Total land requirement for the project road is 9715 sq.m out of which 6993 sq.m is private land and 2722 is government land
 - (vi) The land use along the alignment in the Cooum River section (project start to Koyambedu interchange) is mainly the Chennai Port area, river bank, settlements near the bank (encroachments as well). Beyond the Cooum River section, the alignment passes mainly through built up areas (Koyambedu interchange to Maduravoyal interchange).
 - (vii) There is no diversion of any forest land. The alignment does not pass through environmental sensitive areas.
 - (viii) Proposed development will include construction of 635 piers (311 piers falls in CRZ area; 18 fall within the Cooum River). In addition, there will be need for dismantling 17 existing piers in CRZ area and 28 others to be dismantled outside CRZ area.
 - (ix) Proposed project sites falls in CRZ-IB (4.412 kms), CRZ-II (5.065kms) and CRZ-IVB (1.219 kms) areas.
 - (x) The proposal also includes re-construction/new construction of Navy Quarters with built up area of about 12,846 sq.m and three numbers of navy Bungalows. Tentative area details of the proposed structures are as follows: New building (G+8) floor ~12,021 sq.m; Navy Bungalow (3 Nos) ~ 825 sq.m.
 - (xi) Guindy National Park is located ~7 km from the elevated corridor. NBWL authenticated map showing distance of the Guindy National Park from the project area has been submitted along with CRZ application.
 - (xii) Water requirement will be about 250 KLD (~100 kld at worker camps and ~150 kld for construction works).
 - (xiii) The water requirement will be fulfilled through appropriate Government bodies or private water supplying agencies by the contractor.
 - (xiv) Energy requirements will be arranged by the contractor mainly through DG sets.
 - (xv) During project operation use of energy efficient measures such as solar lights will be used.
 - (xvi) The employment potential of the project is 1000 persons including construction and operational phase.
 - (xvii) The total cost of proposed project is Rs. 3087.95 (based on 2019-2020 SOR Rates); updated project cost as per 2020-2021 SOR Rate is Rs. 3204 Crores
 - (xviii) Tamil Nadu Coastal Zone Management Authority (TNCZMA) has recommended the above proposal for clearance vide their letter No. 7136/EC.3/2020-1, dated 16th June, 2020.

2. The project proponent also informed that CRZ clearance for the construction of elevated road from Chennai Port to Maduravoyal, covering a distance of 17.5 km was earlier accorded by the Ministry vide its letter No. 11-23/2009-IA III, dated 25.02.2011 and its validity was extended till 24.02.2021, on 27.06.2016. There have been some changes and the distance now is 20.5 kms, with slight changes in starting and ending points and in the alignment at certain segment. The Committee was also informed that the project was approved by Cabinet Committee on Economic Affairs (CCEA) on 26.12.2008. However, due to legal issues, Government of Tamil Nadu had directed to stop all construction activities in the year 2012. M/s NHAI had completed 9.8 km length of the construction work of the road, which include 4.8 Km of stretch along of NH-4 and 5.0 Km along Cooum River in 2012.

3. The Committee was further informed that the project was revived with few suggestions from the Technical Committee, constituted by State and Central Government, in 2017. The changes in the earlier and new proposal as under: -

S. No.	Parameter	Old Alignment	Current Alignment
1	Configuration of corridor <ul style="list-style-type: none"> Deck width 	4 lane Elevated Corridor <ul style="list-style-type: none"> 17.5 m 	4 lane Elevated Corridor <ul style="list-style-type: none"> -0/342 to 0/065 km: 20 m 0/065 to 19/225: 23 m 19/225 to 20/223: 29 m
2	Total Length of Road	19 km <ul style="list-style-type: none"> 17.5 km – elevated 1.5 km – at grade 	Total length ~ 20.565 km; completely elevated
3	Number of Piers <ul style="list-style-type: none"> Section-I: Piers in Chennai Port to Koyambedu section along Cooum River Section-II: Piers in Koyambedu to Maduravoyal section along existing NH-4 	1013 (total) <ul style="list-style-type: none"> 888 (Section-I) 125 (Section-II) 	639 (Reduction of overall 374 Piers) <ul style="list-style-type: none"> Reduction of 414 piers along Cooum River Increase of 40 Piers along portion from Koyambedu to Maduravoyal
4	Pier Configuration, Dimensions	Circular Twin Pier : 2 no.s each x 2 m diameter	Circular Single Pier : 2.5 m diameter
5	Proposal of Ramp	Total - 6 ramps (3 Entry & 3 Exit Ramps)	Only Entry/Exit ramp within Chennai Port premises and corridor end
6	CRZ Categorization	CRZ IB, CRZ II and CRZ IV B	CRZ IB, CRZ II and CRZ IV B
7	Shift in Alignment – upto CRZ area (0 km to ~10 km near Chetpet)		
	Start Point	Near Gate No:10	Alignment is proposed for length of 350 m inside of Chennai Port
	Chainage 0 to 1 km	Alignment passes through defence area	Alignment passing through naval area (existing residential building of officers); The building will be

			demolished and alternative residential building is planned under proposed development
	Chainage 3 to 4 km	On southern bank of river	Crossing river at Chainage 3.6 to 3.8 km from southern to northern bank
	Chainage 4 to 5 km	Crossing river at Chainage 4 to 4.125 km from southern to northern bank	On RHS of river
	Chainage 5 to 6 km	On northern bank of river	Alignment shifting into river at Chainage 5.4 km
	Chainage 6 to 7 km	On northern bank of river	<ul style="list-style-type: none"> • Alignment at Chainage 6.1 to 6.2 km shifting into river on southern bank • Alignment at Chainage 6.2 to 6.7 km shifting into middle of river

4. The Committee took note that the proposed project also involves reconstruction of a residential building for Indian Navy, having a built-up area of 12846 sq.m, arising due to the fact that the proposed alignment will need to acquire area where current residential building of Navy personnel is located. The Committee observed that no mangroves or other ecologically sensitive areas are present along/in the project development corridor. It was also informed to the Committee by the project proponent that there are no ongoing court cases in respect of the proposed project.

5. Based on the deliberations held the Committee recommended the project for CRZ clearance and advised that the clearance may be issued in supersession to the earlier clearance dated 25th February, 2011, subject to the following conditions:

- (i) The clearance is subject to obtaining prior clearance from the Standing Committee of National Board of Wildlife, as may be applicable.
- (ii) A minimum of five times the number of trees affected shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (iii) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iv) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (v) Temporary structures raised for construction activity in the CRZ areas shall be removed within one month of completion of construction activity.
- (vi) The project proponent shall ensure that the guidelines for building and construction projects issued vide this Ministry's OM No.19-2/2013-IA.III dated 9th June, 2015, are followed to ensure sustainable environmental management.

3.2 Proposal for Six Laning of Thalapady to Nileshwaram Section of NH-66 from Km 17+200 (Design km 17+200) to Km 95+680 (Design km 93+468) in the State of Kerala by M/s National Highways Authority of India [IA/KL/CRZ/160191/2020] [F.No.11-30/2020-IA.III]- CRZ Clearance - reg.

The proposal of M/s National Highways Authority of India is for construction of Six Laning from Thalapady to Nileshwaram Section of NH-66 i.e from Km 17+200 (Design km 17+200) to Km 95+680 (Design km 93+468) in the State of Kerala. The project proponent made a presentation and provided the following information:

- (i) The proposed project is for development of 6 lane road, starting at proposed chainage 17+200 (existing chainage 17+200) at Thalapady (Karnataka/Kerala Border) and ends at proposed chainage 93+468 (existing chainage 95+680) at Nileshwaram in the state of Kerala (Total Length 76+268 km).
- (ii) The proposed alignment will pass through 2 taluka (Kasargod and Hosdurg) of Kasargod district in the state of Kerala.
- (iii) The land required for upgradation of existing 2 lane to 6 lane road is tentatively 330.6780 ha, (251.4180 ha government land, 79.2550 ha Private land) and there are no forest land diversion involved. Width of proposed Right of Way (ROW) is 45 m to minimize the land acquisition and environmental disturbances.
- (iv) Proposed project include the following:

Total length	76+268 km
Proposed Right of Way	45 m
Existing Right of Way	11 to 50 m
No. of major bridges	9
No. of minor bridges	8
No. of culverts	78
Bypasses	Nil
Fly-over	4
Vehicular Underpass	15
Vehicular Overpass	Nil
Light Vehicular Underpasses	4
Viaduct	2
Way side Amenities	Nil
Toll Plaza	1 (Existing Km 74+400)
Truck Parking	At 2 locations
Construction Period	30 Months
Safety Measures	<ul style="list-style-type: none"> ▪ Three beam metal crash barriers ▪ Advanced Traffic Management System (ATMS)

- (v) Total length of the upgradation of existing road in CRZ area will be 2.670 km and total area in CRZ will be 120150 Sq. m / 12.015 Ha.

- (vi) The project falls under CRZ IA, IB, II, III and IVB area.
- (vii) The alignment crosses Manjeshwaram (Uppala) River (km 25+300 to km 25+550), Shiriya River (km 34+950 to km 35+470), Kumbala River (km 37+200 to km 37+780), Mongral River (km 41+780 to km 42+100), Chandragiri River (km 59+500 to km 59+900), Nileshwaram River (km 91+050 to km 91+650) and streams at several locations.
- (viii) Total number of private land around 1300 households in 33 revenue villages.
- (ix) Total number of structures affected of all categories (Private, Govt. and Religious) - 1085
- (x) Fly ash will be utilized for construction of embankment as per IRC Guidelines (IRC:SP:58-2001).
- (xi) Total water requirement for construction period of is 1312 KLD. It would be sourced from ground water. The required permission will be obtained by the Contractor prior to construction.
- (xii) The total 6.96 ha of mangrove area (CRZ-IA) will be disturbed by the proposed activity and the total number of mangrove trees affected will be about 266. Elevated road shall be constructed over mangrove areas. Three times the number of mangroves destroyed or cut during the construction process shall be replanted as per the Clause 4 (i) (g) of CRZ Amendment vide S.O. No. 3552 (E) dated 30.12.2015.
- (xiii) Total number of trees to be felled is approximately 8138.
- (xiv) The employment potential of the project is 300 persons both skilled and unskilled during construction phase and approx. 20 workers during operation phase.
- (xv) The total cost of the project is Rs. 2286 Crores
- (xvi) Kerala Coastal Zone Management Authority (KCZMA) has recommended the above proposal for clearance vide their letter No. 681/A2/2020/KCZMA dated 19.06.2020.

2. The Committee was informed by the project proponent that the project stretch of NH-66 (earlier NH-17) between Thalapady (Karnataka – Kerala Border) and Nileshwaram has a total length of 76.268 km and involves additional right of way of less than 40 m on existing alignments and less than 60 m on bypasses/realignments and does not attract the provisions of the EIA Notification, 2006. The Committee took note that the proposed project has only a 45 ROW which is very compact and desirable. The Committee further noted that about 6.96 ha of mangrove area may be affected out of total areas of 12.015 ha of CRZ area, involving about 266 mangrove trees actually affected. The Committee was also informed that the ROW over the mangrove area is considered as mangrove areas affected, whereas, in reality, it is only the areas falling in the piers that are affected.

Features	Existing Details	Proposed Details
<i>Project Length</i>	78.480 Km	76.268 Km
<i>Lane Configuration</i>	2 lane	6 Lane Divided Carriageway with Service Road
<i>Start Point & End point</i>	Design Km 17.200 at Thalapady (Karnataka/Kerala Border) on NH-66 Design Km 93.468 at Nileshwaram of NH-66	
<i>ROW</i>	11 to 30 m	45 m
<i>Intersection</i>	101 (23 Major and 78 minor Intersections)	82 (22 Major and 60 minor Intersections)
<i>ROBs</i>	1	1

<i>Culverts</i>	137 (Pipe/Slab)	157 (Box)
<i>Major Bridges</i>	5	6
<i>Minor Bridges</i>	5	7
<i>Grade Separators</i>	Flyovers: Nil, VUP: 1 and PUP: 1	Flyovers: 4, VUP: 15, LVUP: 4 and Viaduct: 2
<i>Project Facilities</i>	145 Bus Shelters (71-LHS & 74 RHS)	1 Toll Plaza 145 Bus Shelters (71-LHS & 74 RHS)
<i>Traffic Details (AADT)</i>	27028 and 23847 PCU (in 2020)	56030 and 47442 PCU (2030)

3. The Committee observed that the project proponent shall make all efforts to reduce mangrove cuttings and shall ensure that three times the mangroves affected shall be regenerated in consultation with the concerned agency in the state government. The Committee also observed that in Maharashtra, a mangrove conservation cell administered by the Forest Department is effectively functioning and such similar model can also be adopted by other coastal state governments. The Committee desired that the matter can be looked into by the Ministry and in the interest of mangrove conservation, which plays a major role specially during extreme events in coastal areas, the coastal state governments/UT administration may be requested to develop such dedicated mangrove conservation efforts.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) A minimum of five times the number of trees affected shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (ii) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iii) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (iv) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (v) As committed by the project proponent mangrove afforestation over an area of 13.90 ha shall be undertaken in consultation with the Forest Department.
- (vi) Flow of natural tidal water to mangroves should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.3 Proposal for Six Laning of Neeleshwaram to Kannur of NH-66 From km 96+450 (Design Km 94+540) to km 148+400 (Design km 144+990) in the State of Kerala M/s National Highway Authority of India -CRZ Clearance -reg. [IA/KL/CRZ/160185/2020] [F.No.11-31/2020-IA.III]

The proposal of M/s National Highway Authority of India is for construction of Six Lane Highway from Neeleshwaram to Kannur of the NH-66 from km 96+450 (Design Km 94+540) to km 148+400 (Design km 144+990) in the State of Kerala. The project proponent made a presentation and provided the following information:

- (i) The proposed involves development of 6 lanes, starting at proposed chainage 94+540 (existing chainage 96+450) (at Nileshwaram village of Hosdurg Taluk) and ends at proposed chainage 144+990 (existing chainage 148+400) (at Pappinissery village of Kannur Taluk) in the state of Kerala.
- (ii) Proposed project is primarily widening of the existing Nileshwaram to Kannur Section to 6 lanes.
- (iii) The proposed alignment passes through 3 talukas, (Hosdurg Taluk) of Kasargod district and (Thaliparamba and Kannur Takukas) of Kannur district in the state of Kerala.
- (iv) Proposed road passes through four major rivers which come in the purview of CRZ notification, 2011. Elevated Pathways shall be constructed over Mangrove areas.

<i>River name</i>	<i>Length of Existing Bridge (m)</i>	<i>Length of Proposed Bridge (m)</i>
Karyamkode	-	304.0
Karyamkode Tributary	-	42.0
Kavvayi	43.2	43.2
Perumba	-	105.0
Kuppam	160.3	165.0
Kuttikol	50.3	50.5

- (v) The land required for upgradation of existing 2 lanes to 6 lane road is tentatively 202.0406 ha, out of which 42.1445 ha is government land and 159.8961 ha is private land. Width of proposed Right of Way (ROW) is 45 m to minimize the land acquisition and environmental disturbances.
- (vi) Proposed development will be as follows:

Total length	50+450 km
Proposed Right of Way	45 m
Existing Right of Way	15 to 30 m
No. of major bridges	5
No. of minor bridges	12
No. of culverts	85
Bypasses	2
Fly-over	4
Vehicular Underpass	9
Vehicular Overpass	Nil
Light Vehicular Underpasses	Nil
Viaduct	Nil
Way side Amenities	Nil
Toll Plaza	1 (Existing Km 139+200)
Truck Parking	At 2 locations
Construction Period	30 Months

Safety Measures	Three beam metal crash barriers Advanced Traffic Management System (ATMS)
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- (vii) The project falls in CRZ-IA, IB, CRZ II, CRZIII and CRZIVB as per the CZMP of CRZ Notification, 2011 and details are as follows:

Name of the River	CRZ IA (Sq.m)	CRZ I B (Sq.m)	CRZ II (Sq.m)	CRZ III (Sq.m)	CRZ IVB (Sq.m)
Karyamkode	900	3600	0	20700	10800
Karyamkode Tributary	225	315	0	810	540
Kavvayi	0	360	495	540	405
Perumba	4275	2025	4950	4500	2700
Kuppam	225	1125	0	6390	5310
Kuttikol	0	1215	0	4950	1485
Total	5625	8640	5445	37890	21240

- (viii) Total length of the upgradation of existing road in CRZ area is 1.752 km and total area in under CRZ is 78840 Sq. m or 7.8840 Ha. But the actual area affected is only 3.96 ha.
- (ix) As per the report by the Kerala Forest Research Institute (KFRI), Thrissur, mangroves are present at six locations where the elevated road traverses i.e. at Karyamkode, Karyamkode Tributary, Kavvayi, Perumba, Kuppam and Kuttikol river crossings as follows:

S. N	Rivers	Type of Habitat	Area (ha)
1	Karyamkode (main bridge)	Wetland-Mangrove	0.91
2	Karyamkode (Tributary)	Wetland-Mangrove	0.23
3	Kavvayi (Vellur)	Wetland-Mangrove	0.23
4	Perumba	Mangrove	1.53
5	Kuppam	Wetland-Mangrove	0.78
6	Kuttikol	Wetland-Mangrove	0.28
Total			3.96

- (x) A total of 3.96 ha of mangrove area (CRZ-IA) will be disturbed by the proposed activity. Elevated road shall be constructed over mangrove areas.
- (xi) Three times the number of mangroves destroyed or cut during the construction process shall be replanted as per the Clause 4 (i) (g) of CRZ Amendment vide S.O. No. 3552 (E) dated 30.12.2015.
- (xii) Total number of trees to be felled along the entire route is approximately 3457 for which necessary permission have been obtained from State Forest Department.
- (xiii) The upgradation of project road crosses Karyamakode River (km 96+600 to km 97+400), Karyamakode Tributary River (km 97+483 to km 97+525), Kavvayi River (km 105+817 to km 105+857), Perumba River (km 112+110 to km 112+520), Kuppam River (km 128+350 to km 128+640), Kuttikol River (km 134+400 to 134+570) and streams at several locations.

- (xiv) The employment potential of the project is 220 persons during construction phase and 50 persons during operation phase.
- (xv) Total number of private land affected is around 1221 households in 20 revenue villages and a total of 865 structures (which including private, government and religious places) will be affected.
- (xvi) Fly ash will be utilized for construction of embankment as per IRC Guidelines (IRC: SP:58-2001).
- (xvii) Energy requirement will be approx. 850 kVA and sources will be Solar Panels in the labor camp and Provision of Solar lights for Highway illumination
- (xviii) A total of 206 nos. of recharge pits will be developed along the project road.
- (xix) The total cost of the project is Rs. 1738 crores.
- (xx) The Kerala Coastal Zone Management Authority has recommended the above proposal for clearance vide their letter No. Letter No. 680/A2/2020/KCZMA dated 19.6.2020.

2. The project proponent also informed the Committee that the project stretch of NH-66 between Neeleshwaram and Kannur has a total length of 50.450 km and involves additional right of way of less than 40 m on existing alignments and less than 60 m on bypasses/realignments and so does not attract the provisions of the EIA Notification, 2006. The Committee noted that the proposed project has only a 45 ROW which is very compact and desirable.

Features	Existing Details	Proposed Details
<i>Project Length</i>	51.950 Km	50.450 Km
<i>Lane Configuration</i>	2-lane/2 lane with Paved Shoulder	6 Lane Divided Carriageway with Service Road
<i>Start Point & End point</i>	Design Km 94+540 at Nileshwaram of NH-66 Design Km 144+990 at Pappinisery (Kannur) of NH-66	
<i>ROW</i>	15 to 30 m	45 m
<i>ROBs</i>	-	-
<i>Culverts</i>	62 (Pipe/Slab)	66 (Box)
<i>Major Bridges</i>	2	3
<i>Minor Bridges</i>	7	5
<i>Grade Separators</i>	-	Flyovers: 4, VUP: 9 and PUP: 16
<i>Project Facilities</i>	32 Bus Shelters	1 Toll Plaza 34 Bus Shelters
<i>Traffic Details (AADT)</i>	40949 PCU (in 2020)	82541 PCU (2030)

3. The Committee noted that about 3.96 ha of mangroves may be affected out of total areas of 7.884 ha of CRZ area involved. The Committee observed that the project proponent shall make all efforts to reduce mangrove cuttings and shall ensure 3 times mangroves affected shall be replanted/regenerated in consultation with the concerned agency in the state government.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) A minimum of five times the number of trees affected shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (ii) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iii) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (iv) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (v) Mangrove afforestation over an area of 11.88 ha shall be undertaken in consultation with the Forest Department.
- (vi) Flow of natural tidal water to mangroves should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.4 Proposal for six Laning of National Highway (NH-66) from Kannur to Vengalam (Section II) by M/s National Highway Authority of India [IA/KL/CRZ/143576/2020] [F.No.11-32/2020-IA.III]- CRZ Clearance- reg

The proposal of M/s National Highway Authority of India is for construction of 4 Laning of National Highway (NH-66) from Kannur to Vengalam (Section-II). The project proponent made a presentation and provided the following information:

- (i) Proposed project involves widening of the existing Kannur to Vengalam Section to 6 lanes, comprising of a total length of 82+000 Km.
- (ii) Few stretches of the proposed project site falls in CRZ-IA, CRZ-IB, CRZ-II, CRZ-III and CRZ IV. Thus a total of 236250 sq.m or 23.63 ha are under CRZ areas.
- (iii) Proposed road passes through eight major rivers via elevated roads, constructed over mangrove areas. The details of the proposed bridge passing through the rivers are as follows:

River name	Length of Existing Bridge (m)	Length of Proposed Bridge (m)
Valapattanam	New Bridge	578.0
Anjarakandy	New Bridge	420.0
Dharmadam	New Bridge	900.0
Eranholi	New Bridge	180.0
Mahe	New Bridge	870.0
Karimpanapalam	6.0	12.0
Paloli thodu	6.4	10.0
Kuttiyadi (Murat)	133.0	136.0

- (iv) A total of 15.55 ha of mangrove/wetland habitats will be affected by the proposed project. Elevated road shall be constructed over mangrove areas. Mangrove/wetland habitats affected by the proposed NH-66 are given below:

S. No.	Rivers	Type of Habitat	Area (ha)
1	Valapattanam	CRZ Areas	3.72

2	Kakkad	Wetland- CRZ Areas	3.78
3	Anjarakandy	CRZ Areas	0.78
4	Dharmadam	Wetland- CRZ Areas	3.66
5	Eranholi	Wetland- CRZ Areas	0.45
6	Mahe	Wetland- CRZ Areas	2.34
7	Karimpanapalam	Wetland- CRZ Areas	0.072
8	Paloli thodu	Wetland- CRZ Areas	0.09
9	Kuttiyadi (Murat)	Wetland- CRZ Areas	0.66
Total			15.55

- (v) Total number of trees to be felled along the entire stretch is approximately 2663, out of which only about 812 are mangrove trees.
- (vi) The total cost of proposed project will be Rs.3411 crores.
- (vii) Kerala Coastal Zone Management Authority (KCZMA) has recommended the above proposal for clearance vide their letter No. CZMA (Letter No. 401/A1/2020/KCZMA dated 19.6.2020).

2. The Committee was also informed by the project proponent that the project stretch of NH-66 (earlier NH-17) between Kannur to Vengalam has a total length of 82 km and involves additional right of way of less than 40 m on existing alignments and less than 60 m on bypasses/realignments and does not attract the provisions of the EIA Notification, 2006. The Committee took note that the proposed project has only a 45 ROW which is very compact and desirable. It was also noted that about 15.55 ha of mangroves may be affected out of total areas of 23.625 ha of CRZ area involved.

Features	Existing Details	Proposed Details
<i>Project Length</i>	82.000 Km	82.000 km
<i>Lane Configuration</i>	2-lane	6 Lane Divided Carriageway with Service Road
<i>Start Point & End point</i>	Design Km 144+990 at Pappinissery (Kannur) of NH-66 Design Km 232+100 at Vengalam of NH-66	
<i>ROW</i>	15 to 20 m	45 m
<i>ROBs</i>	2	2
<i>Culverts</i>	99 (Pipe/Slab)	142 (Box)
<i>Major Bridges</i>	-	6
<i>Minor Bridges</i>	3	6
<i>Grade Separators</i>	-	Flyovers: 9, VOP: 1 and PUP: 16, Viaduct: 5
<i>Project Facilities</i>	66 Bus Shelters	1 Toll Plaza 78 Bus Shelters
<i>Traffic Details (AADT)</i>	25722 PCU (in 2020) 29652 PCU (in 2020)	54272 PCU (in 2030) 61555 PCU (in 2030)

3. The Committee observed that the project proponent shall make all efforts to reduce mangrove cuttings and shall ensure three times the mangroves areas shall be undertaken for plantation / regeneration of mangroves, in consultation with the concerned agency in the state

government. The Committee also observed that perhaps Idukki Wildlife sanctuary is located close by and the project proponent need to be mindful whether the road alignment is passing with the buffer of the sanctuary. It was further observed that in case the alignment passes within the buffer, necessary clearance under Wildlife Act may be applicable and the project proponent shall accordingly obtain such a clearance.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) The clearance is subject to obtaining prior clearance from the Standing Committee of National Board of Wildlife, as may be applicable.
- (ii) A minimum of five times the number of trees affected shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (iii) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iv) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (v) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (vi) As committed by the project proponent three times the mangroves areas affected i.e 46.65 ha shall be taken up for mangrove afforestation in consultation with the Forest Department.
- (vii) Flow of natural tidal water to mangroves should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.5 Proposal for four Laning of Viluppuram (km 0.000) to Poondiyankuppam (67.000) at Viluppuram and Cuddalore Districts of Tamil Nadu and Puducherry District of Puducherry UT of NH-45A in the States of Tamil Nadu and UT Puducherry under NHDP Phase-IV by M/s National Highway Authority of India [IA/TN/CRZ/134899/2020] [F.No.11-34/2020-IA.III - CRZ Clearance - reg.]

The proposal of M/s National Highway Authority of India is for four Laning of Viluppuram (km 0.000) to Poondiyankuppam (67.000) at Viluppuram and Cuddalore District of Tamil Nadu and Puducherry District of Puducherry Union Territory of NH-45A traversing the state of Tamil Nadu and UT Puducherry under NHDP Phase-IV. The project proponent made a presentation and provided the following information:

- (i) The proposal entails expansion of existing 2 - lane highway to 4 lane configuration, over a total length of 67 km.
- (ii) The project road starts at design Ch. 0+000 (11°54'21.40"N, 79°28'6.16"E) near Villupuram and ends at Ch. 67+000 (11°38'1.09"N, 79°44'0.25"E) near Poondiyankuppam, traversing through the state of Tamil Nadu and Union territory of Puducherry.
- (iii) Existing RoW is between 11m - 60 m at varying places and proposed RoW will be 45m along existing carriageway and 45 to 60 in bypass/realignment/ grade separators/cross drainage structure locations etc.
- (iv) Proposed project shall utilise the 17.07 km of existing road and 16.35 km of the Villupuram Bypass and 33.58 km of Puducherry - Cuddalore combined Bypass.
- (v) Total land requirement for the project from Villupuram to Puducherry is 162.4 ha, of which 31.0 ha is available and 131.4 ha is proposed for land acquisition.

- (vi) There is no diversion of any forest land. However, Oussudu Bird Sanctuary is located at about 5.6 km in NE from Ch. 29+000. It is submitted that proposed project is outside the eco-sensitive zone of Oussudu Bird Sanctuary (ESZ notification published vide Gazette Notification No. S.O. 794 (E) dated 20th February 2020).
- (vii) The proposed bridge will pass through CRZ IB and CRZ III areas as per approved CZMP of Tamil Nadu.
- (viii) The proposed project area under CRZ is 21139.7 sqm or 2.11 ha. The details are given below:

S.No	Taluka	Area of road (right of way) in CRZ area (sq.m)					
		CRZ-IA	CRZ-IB	CRZ-II	CRZ-III	CRZ-IVA	CRZ-IVB
1	Bahour	Nil	819.7	Nil	9387.05	Nil	Nil
2	Cuddalore	Nil	741.58	Nil	10191.34	Nil	Nil
Total		Nil	1561.28	Nil	19578.39	Nil	Nil

- (ix) Proposed road passes through one major river viz. Pennaiyar river, which come under the purview of CRZ notification, 2011 as it is tidally influenced. The road will traverse over this river by an additional bridge, in addition to the existing bridge. The length of the bridge will be 360 m.
- (x) A total of 6003 trees will be required to be felled in the entire stretch.
- (xi) Power requirement of 1550 kVA will be sourced from Solar Panels in the labor camp and provision of solar lights for highway illumination.
- (xii) The employment potential of the project is 3081 persons.
- (xiii) The total cost of proposed project is Rs.1876.17 crores
- (xiv) Puducherry Zone Management Authority (PCZMA) has recommended the above proposal for clearance vide their letter No. 8046/DSTE/PCZMA/CLR/SCI/2017/89 dated 8th May, 2017.
- (xv) Tamil Nadu Coastal Zone Management Authority (TNCZMA) has recommended the above proposal for clearance vide their letter No. 20976/EC.3/2019-1 dated 06th December, 2019.

2. The Committee noted that the project stretch of NH-45A from Villupuram to Poondiyankuppam of total length 67 km passes through State of Tamil Nadu and Puducherry Union territory and in this stretch minimal impact on CRZ (2.11 ha) is envisaged. It was also observed that there is no destruction of mangroves in the present proposal. The Committee also took note that the proposed project has only a 45 ROW which is very compact and desirable.

Particulars	Existing Features	Package-I (Proposed Road)
<i>Start Point</i>	Villupuram	Villupuram
<i>End Point</i>	Poondiyankuppam	Poondiyankuppam
<i>Project Districts & State</i>	Villupuram & Cuddalore in Tamil Nadu & Puducherry in UT Puducherry	Villupuram & Cuddalore District of Tamil Nadu & Puducherry district of Puducherry UT
<i>Design Length</i>	77 km	67 km
<i>No. of Bypasses</i>	Nil	2

<i>Existing Configuration</i>	2 lane with/without Paved Shoulder & 4 lane divide carriageway at Puducherry & Cuddalore town	-
<i>Lane Configuration</i>	-	4-Lane divided carriageway
<i>Existing Right of Way</i>	11m – 45m	11m – 45m
<i>Proposed Right of Way</i>	-	45m – 60m
<i>Structures Provided</i>	Major Bridge - 6, Minor Bridge – 14, Box Culvert – 98, level Crossing – 3, VUP - 9 LVUP – 11, Interchange – 1, Elevated Flyover – 2, Flyover – 3	3 Major Bridges, 14 Minor Bridge 195 Box Culvert, 7 ROB, 6 VUP, 10 LVUP, 9 Flyover and 1 Interchange
<i>Project Cost (Cr.)</i>	2156.19	1876.17

3. The project proponent also informed the Committee that the Hon'ble High Court of Madras vide its final judgment dated 08.01.2020 in W.P Nos. 21883, 15217 & 14997 of 2019 had directed that the expansion project of NH-45A covering a stretch of 179.555 km shall be put on hold and the project proponent (NHAI) shall undertake EIA study and obtain environmental clearance under EIA Notification, 2006. That, however, the Hon'ble Supreme Court of India vide its interim order dated 13.07.2020 in SLP(c) No.11745 of 2020 had stayed the impugned order of High Court. The Committee noted the information provided and observed that in so far as applicability of environmental clearance under EIA Notification, 2006 is concerned, the final outcome of the matter before the Hon'ble Supreme Court would be a law in itself and binding on the project proponent. That however, in so far as impact on environment is concerned, due environmental jurisprudence need to be observed and this Committee has been mindful of its mandate.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) As committed by the project proponent, for every tree felled, ten trees shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (ii) The clearance may be subject to outcome of the matter before the Hon'ble Supreme Court in SLP(c) No.11745 of 2020.
- (iii) No groundwater in the CRZ area shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iv) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (v) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (vi) Flow of natural tidal water to mangroves, if any, should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.6 Proposal for four laning of Poondiyanuppam (km.67.000) to Allivilagam (km 123.800) at Cuddalore and Nagapattinam District of NH-45A in the State of Tamil Nadu/UT Puducherry under NHDP Phase-IV by M/s National Highway Authority of India [IA/TN/CRZ/134952/2020] [F.No.11-35/2020-IA.III] - CRZ Clearance - reg.

The proposal of M/s National Highway Authority of India is for four laning of Poondiyanuppam (km.67.000) to Allivilagam (km 123.800) at Cuddalore and Nagapattinam District of NH-45A in the State of Tamil Nadu/UT Puducherry under NHDP Phase-IV. The project proponent made a presentation and provided the following information:

- (i) The proposal is for widening/strengthening of the existing road to 4 / 6 lanes. Total length of the project road will be 56.80 Km.
- (ii) The proposed project road starts at design Ch 67+000 (11°38'1.09"N, 79°44'0.25"E) near Poondiyanuppam and ends at Ch 123+800 (11°12'30.17"N, 79°45'21.12"E) near Sathanathapuram traversing through the state of Tamil Nadu;
- (iii) Project shall utilise the 38.02 km of existing road and will entail 18.78 km of the new section (Bypasses).
- (iv) Existing RoW is 12m – 46m and proposed RoW is 45m along existing carriageway & 45 to 60 in bypass/realignment/Grade separators/cross drainage structure locations.
- (v) 4 bypasses (at B. Mutloor Bypass, Chidambaram link Bypass, Kollidam Bypass & Sattanathapuram Bypass) are proposed for a length of 18.78 km along the project road. There will be no realignment.
- (vi) Total area under CRZ is 80499 sq.m or 8.05 ha.

Taluka	Area of road (ROW) in CRZ area (sq.m)					
	CRZ-IA	CRZ-IB	CRZ-II	CRZ-III	CRZ-IVA	CRZ-IVB
Cuddalore	Nil	828.18	Nil	15324.68	Nil	1057.62
Chidambaram	Nil	796.02	Nil	11186.8	Nil	9363.06
Sirkali	Nil	17743.46	Nil	17510.87	Nil	6688.16
Total	-	19367.66	-	44022.35	-	17108.84

- (vii) Proposed road passes through one major river which come in the purview of CRZ notification, 2011 & 2019.

River name	Design Chainage	Length of Existing Bridge (m)	Length of Proposed Bridge (m)
Gadilam	67.851	45.50	45.00
Gadilam	71.913	37.50	75.00
Uppanar	75.363	49.50	49.50
Vellar	87.839	309.00	309.00
Kollidam	105.912	-	910.00
Uppanar	119.210	76.50	76.50
Uppanar	122.603	-	30.00

- (viii) Total area of land required for the project road is 320.57 Ha of which 97.82 Ha is available and 222.75 Ha is proposed for land acquisition.
- (ix) There is no diversion of any forest land and no notified protected area is present within 10 km of the project road.

- (x) A total of 14768 trees are proposed for felling. Permission for government for tree felling has been granted by Sub-Collector, Cuddalore vide its letter no. 3/3349/2018, dated 24.10.2018.
- (xi) NHAI will deposit the fund for compensatory plantations per local laws with forest department as deposit work.
- (xii) Compensatory Plantation is proposed in 1:10 ratio for every tree to be cut are proposed to be planted on proposed bypasses as per IRC SP-21:2009 based on availability of RoW.
- (xiii) For construction of the project road approx. 1489 KLD water will be required. Water will be sourced through surface water bodies. Licensed vendors shall be approached for water supply.
- (xiv) Water requirement will be about 225 KLD sourced from surface/ground water. Concessionaire shall obtain necessary permission before commencing Construction work.
- (xv) No notified ESA/Marine park present within 15 km from the project road.
- (xvi) The employment potential of the project is 310 persons.
- (xvii) The total cost of proposed project is Rs. 1777.05crores
- (xvi) Tamil Nadu Coastal Zone Management Authority (TNCZMA) has recommended the above proposal for clearance vide their letter No. 20976/EC.3/2019-1, dated 06th December, 2019.

2. The Committee noted that the project stretch of NH-45A (Package 2) from Poondiyankuppam to Sathanathapuram of total length 56.8 km passes through State of Tamil Nadu. The Committee took note that the proposed project has only a 45 ROW which is very compact and desirable.

Particulars	Existing Features	Package-II (Proposed)
<i>Start Point</i>	Poondiyankuppam	Poondiyankuppam
<i>End Point</i>	Sathanathapuram	Sathanathapuram
<i>Project Districts & State</i>	Cuddalore & Nagapattinam District of Tamil Nadu	Cuddalore & Nagapattinam District of Tamil Nadu
<i>Length</i>	59.90	56.8 km
<i>No. of Bypasses</i>	Nil	4
<i>Existing Configuration</i>	2-Lane carriageway and 4-lane divided carriageway at Cuddalore town	-
<i>Lane Configuration</i>	-	4-Lane divided carriageway
<i>Existing Right of Way</i>	12m – 46m	12m – 46m
<i>Proposed Right of Way</i>	45m – 60m	45m – 60m
<i>Project Cost</i>	1874.03 Cr	1777.05 Cr
<i>Structures Proposed</i>	Major Bridge – 5, Minor Bridge – 20, Box Culvert – 150, ROB – 2, VUP – 11, LVUP – 6	7 Major Bridge, 25 Minor Bridge, 181 Box Culvert, 2 ROB, 3 VUP, 8 LVUP and 12 Flyovers

3. As noted in the item above, the project proponent also informed the Committee that the Hon'ble High Court of Madras vide its final judgment dated 08.01.2020 in W.P Nos. 21883, 15217 & 14997 of 2019 had directed that the expansion project of NH-45A covering a stretch

of 179.555 km shall be put on hold and the project proponent (NHAI) shall undertake EIA study and obtain environmental clearance under EIA Notification, 2006. That, however, the Hon'ble Supreme Court of India vide its interim order dated 13.07.2020 in SLP(c) No.11745 of 2020 had stayed the impugned order of High Court. The Committee noted its observation made in the earlier item holds true for this item as well.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) As committed by the project proponent, for every tree felled, ten trees shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (ii) The clearance may be subject to outcome of the matter before the Hon'ble Supreme Court in SLP(c) No.11745 of 2020.
- (iii) No groundwater in the CRZ area shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iv) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (v) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (vi) Flow of natural tidal water to mangroves, if any, should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.7 Proposal for four laning of Allivilagam (km 123.800) to Nagore & Nagapattinam Bypass (km 180.620) at Nagapattinam District of NH-45A in the State of Tamil Nadu/UT Puducherry under NHDP Phase-IV by M/s National Highway Authority of India [IA/TN/CRZ/139523/2020] [F.NO.11-36/2020-IA.III] - CRZ Clearance - reg.

The proposal of M/s National Highway Authority of India is for four laning of Allivilagam (km 123.800) to Nagore & Nagapattinam Bypass (km 180.620) at Nagapattinam District of NH-45A in the State of Tamil Nadu/UT Puducherry under NHDP Phase-IV. The project proponent made a presentation and provided the following information:

- (i) The proposed project road starts at design Ch 123+800 (11°12'30.17"N, 79°45'21.12"E) near Sathanathapuram and ends at Ch 179+555 (10°45'25.90"N, 79°49'29.12"E) near Nagapattinam traversing through the state of Tamil Nadu and Puducherry (UT);
- (ii) Existing RoW is 9m – 30m and proposed RoW is 45 along existing carriageway & 45 to 60 in bypass/realignment/Grade separators/cross drainage structure locations.
- (iii) The present traffic on the NH-45A is 13856 PCU by year 2019 and widening to 4/6 lane is required. The projected traffic is likely to reach at 46253 PCU by Year 2044. Capacity of the existing road has already been exhausted. The intervention due to built-up sections located along the road further widening is not possible and add up to the traffic jam on existing road.
- (iv) Two bypasses (Thirukadaiyur & Kalayappanallur Bypass, Karaikal & Vanjur Bypass) are proposed for a length of 35.2 km along the project road and 10 no's of realignments for total length of 9.44 km are proposed.
- (v) The project shall utilise the 11.115 km of existing road and whereas 44.64 km of the new section (Bypasses and Realignments) are proposed for the project
- (vi) The proposed project passes through the different locations of the Coastal Zone IB, II, III and IVB of Coastal Regulation Zone as per the approved CZMP of Tamil Nadu.

- (vii) Total area under Coastal Regulation Zone is 40265.5sqm or 4.03 ha.

Taluk	Area of road (right of way) in various Costal Regulatory Zones (in sq.m)					
	CRZ-IA	CRZ-IB	CRZ-II	CRZ-III	CRZ-IVA	CRZ-IVB
Tharangambadi	Nil	2074.64	9452.75	4436.27	Nil	4369.27
Nagapattinam	Nil	7840.21	Nil	9621.97	Nil	2470.37
Total	-	9914.85	9452.75	14058.24	-	6839.64

- (viii) Total area of land required for the project road is 365.67 Ha of which 58.00 Ha is available and 307.67 Ha is proposed for land acquisition.
- (ix) Landuse pattern of 10 Km boundary is mainly agricultural land followed by built-up sections and waste land.
- (x) Proposed project is the widening/strengthening of the existing Project road to 4 lanes. Total length of the project road is 55.82 Km.
- (xi) Proposed road passes through one major river which come in the purview of CRZ notification, 2011 &2019.

River name	Design Chainage	Length of Existing Bridge (m)	Length of Proposed Bridge (m)
Manjalaru	139.223	19.20	24.00
Nandalaru	146.465	-	LHS 227.40 RHS 246.40
Nandalaru	149.392	-	50.00
Vettar	172.750	-	472.50

- (xii) There is no diversion of any forest land and notified protected area is present within 10 km of the project road.
- (xiii) There are several seasonal streams/nallas will be crossed by the project road. 6 Major Bridge, 27 Minor Bridge, 223 Box Culvert are proposed to avoid any impact on local hydrology.
- (xiv) In addition to the cross-drainage structures, 2 ROB, 4 VUP, 4 LVUP, 8 Flyovers and 1 Interchange are proposed along the project road for free passage to villagers & domesticated animals.
- (xv) 24 Bus shelters and 14 Bus bays with bus shelters are proposed in Project Road.
- (xvi) 2 Truck lay byes are proposed along the project road.
- (xvii) 13991 nos. of trees including 613 trees on NH & government land and 13378 trees in LA including fruit bearing trees, proposed for felling. Permission for govt. tree felling has been granted by Revenue Divisional Officer, Nagapattinam vide letter 2611/2018/2 dated 06.02.2019, by Sub Collector, Nagapattinam vide letter 2733/2018/3 dated 27.02.2019 and by Revenue Divisional Officer, Mayiladuthurai vide letter 261/2018/2 dated 08.02.2019. However, the permission from Revenue Divisional Officer, Nagapattinam still awaited for 302 trees. NHAI will deposit the fund for compensatory plantation as per local laws with forest department as deposit work.
- (xviii) Compensatory Plantation is proposed in 1:10 ratio for every tree to be cut are proposed to be planted on proposed bypasses as per IRC SP-21:2009 based on availability of RoW.

- (xix) For construction of the project road approx. 1490 KLD water will be required. Water will be sourced through surface water bodies. Licensed vendors shall be approached for water supply.
- (xviii) The employment potential of the project is 420 persons.
- (xix) The total cost of proposed project is Rs. 1500.92 crores
- (xvii) Tamil Nadu Coastal Zone Management Authority (TNCZMA) has recommended the above proposal for clearance vide their letter No. 20976/EC.3/2019-1, dated 06th December, 2019.

2. The Committee noted that the project stretch of NH-45A from Sathanathapuram to Nagapattinam of total length 55.820 km passes through State of Tamil Nadu and Puducherry Union territory. The Committee took note that the proposed project has only a 45 ROW which is very compact and desirable.

Particulars	Existing Features	Package-III
<i>Start Point</i>	Sathanathapuram	Sathanathapuram
<i>End Point</i>	Nagapattinam	Nagapattinam
<i>Project Districts & State</i>	Nagapattinam District of Tamil Nadu & Karaikal District of Puducherry UT	Nagapattinam District of Tamil Nadu & Karaikal District of Puducherry UT
<i>Design Length</i>	57.10 km	55.820 km
<i>No. of Bypasses</i>	Nil	2
<i>Existing Configuration</i>	2-Lane carriageway and 4-lane divided carriageway at Karaikal town	-
<i>Lane Configuration</i>	-	4-Lane divided carriageway
<i>Existing Right of Way</i>	9m – 30m	9m – 30m
<i>Proposed Right of Way</i>	45m	45m – 60m
<i>Structures Provided</i>	Major Bridge- 6, Minor Bridge - 17 Box Culvert – 154, ROB - 2 VUP / flyover – 9, LVUP – 8, Interchange - 1	6 Major Bridge, 27 Minor Bridge, 223 Box Culvert, 2 ROB, 4 VUP, 4 LVUP, 8 Flyovers and 1 Interchange
<i>Project Cost</i>	1535.33 Cr	1500.92 Cr

3. As noted in the two items above, the project proponent also informed the Committee that the Hon'ble High Court of Madras vide its final judgment dated 08.01.2020 in W.P Nos. 21883, 15217 & 14997 of 2019 had directed that the expansion project of NH-45A covering a stretch of 179.555 km shall be put on hold and the project proponent (NHAI) shall undertake EIA study and obtain environmental clearance under EIA Notification, 2006. That, however, the Hon'ble Supreme Court of India vide its interim order dated 13.07.2020 in SLP(c) No.11745 of 2020 had stayed the impugned order of High Court. The Committee noted its observation made in the earlier item holds true for this item as well.

4. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- (i) As committed by the project proponent, for every tree felled, ten trees shall be replanted and it shall be ensured that the survival rate is not less than 85%.
- (ii) The clearance may be subject to outcome of the matter before the Hon'ble Supreme Court in SLP(c) No.11745 of 2020.
- (iii) No groundwater in the CRZ area shall be extracted to meet with the water requirements during the construction and/or operation phase of the project
- (iv) No excavated material during the construction shall be dumped in water bodies or adjacent areas. The site shall be restored to its near original condition after completion of construction of bridge.
- (v) Temporary structures raised for construction activity shall be removed within one month of completion of construction activity.
- (vi) Flow of natural tidal water to mangroves, if any, should remain un-affected and thus adequate measures to be provided to maintain un-interrupted tidal water to mangroves.

3.8 Proposal for Discussion on Water Villas Eco Tourism projects initiated under Island Development Agency by SPORTS / Lakshadweep Tourism Development Corporation Ltd - CRZ Clearance reg.

The proposal for development of Water Villas Eco Tourism projects initiated under Island Development Agency by SPORTS / Lakshadweep Tourism Development Corporation Ltd was considered by the Expert Appraisal Committee (CRZ) in its 231st meeting held on 26th February, 2020, wherein the Committee desired to undertake site visit during March 19-23, 2020 to Suheli and Kadmat Islands by a Sub-Committee comprising of Chairman, EAC Dr. Deepak Apte; Dr. V.K. Jain, Member (EAC); Shri Prabhakar Singh, Member (EAC) and representative of the Ministry. However, due to COVID-19 pandemic and pending restrictions on domestic travel, the site visit could not be undertaken till date.

2. In wake of the reconstitution of the EAC(CRZ), the matter was again deliberated and the Committee decided that the site visits to Minicoy, Suheli and Kadmat Islands may be undertaken at the earliest once the restrictions are revoked by the Government of India. The Committee desired that the composition of the Sub-Committee may be slightly changed and Shri Prabhakar Singh, who is now not a member of the EAC may be substituted by Shri M.S Negi, Member (EAC).

3. The Committee further observed that the visit is not possible during the monsoon season because of the inclement weather prevalent normally till around September middle. It was also observed that while the much delayed site visit, deferred due to pandemic situation is beyond the control of the Committee, an early visit is desirable and the same can be planned for early October 2020, depending on the status of restrictions at Kochi, Bengaluru and Kavaratti during the time.

4.0 Any other item with the permission of the Chair.

There being no agenda item left, the meeting ended with a vote of thanks to the Chair.
