

**MINUTES OF THE 255th MEETING OF THE EXPERT APPRAISAL COMMITTEE
FOR PROJECTS RELATED TO COASTAL REGULATION ZONE HELD ON
12th FEBRUARY, 2021**

The 255th meeting of the Expert Appraisal Committee for projects related to Coastal Regulation Zone was held on 12/02/2021 through Video Conferencing due to prevalent pandemic situation. The members present are:

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|----|----------------------------|---|------------------|
| 1. | Dr. Deepak Arun Apte | - | Chairman |
| 2. | Dr. Manoranjan Hota | - | Member |
| 3. | Shri S. Jeyakrishnan | - | Member |
| 4. | Shri Manmohan Singh Negi | - | Member |
| 5. | Shri Sham Wagh | - | Member |
| 6. | Prof. Ashok Kumar Pachauri | - | Member |
| 7. | Dr. V. K. Jain | - | Member |
| 8. | Dr. R.P.S. Verma | - | Member |
| 9. | Dr. H. Kharkwal | - | Member Secretary |

Dr. M.V. Ramana Murthy communicated his inability to attend due to some urgent work. Prof. Mukesh Khare and Ms. Bindhu Manghat were absent.

In attendance: Dr. Bhawana Kapkoti Negi, Technical Officer, MoEF&CC. 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 252nd 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 for construction of building Venus CHS on land bearing plot no 8 Sector no. 58 A, Nerul, Navi Mumbai by M/s Vaviya Developers - CRZ clearance - reg. [IA/A/MH/CRZ/178352/2020] [F.No 11-01/2021-IA III]

The proposal of M/s Vaviya Developers is for construction of building Venus CHS on land bearing plot no 8 Sector no. 58 A, Nerul, Navi Mumbai. The project proponent made a presentation and provided the following information:

- (i) The project for construction of building Venus CHS on land bearing plot no 8 Sector no. 58 A, Nerul, Navi Mumbai is according to Development Plan of NMMC.
- (ii) Total Plot area is 2966.480 m² and built-up area is 0.44127. The total area falling within the CRZ is 1032.10 sq.m
- (iii) The building comprises of ground+11th floor and the height of structure is 40.350.

- (iv) The permissible FSI is 1, as per permissible GDCR as on 19/02/1991 and the building FSI is 0.998.
- (v) The additional FSI required for construction of 4 additional floors is 0.5.
- (vi) The project site falls in CRZ –II area, as per the approved CZMP of Maharashtra.
- (vii) The total cost of the project is ₹24.66 Cr.
- (viii) Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the project vide its letter No. CRZ. 2018/ CR 226/TC-4, dated 29/07/2019.

2. On perusal of the recommendation of CRZ clearance by the Maharashtra CZMA, the Committee observed that the project was recommended by the MCZMA in accordance with the notification No. S.O.1002(E), dated 06/03/2018 regarding post facto CRZ clearance. The Committee observed that as per the above notification, such proposals as submitted to this Ministry on or before 30/06/2018 could only be considered. The Committee was informed that a policy decision for such cases is under process and the Committee may like to do the appraisal on merits of the proposal from CRZ perspective.

3. The Committee took note that as per the MCZMA recommendation, residential building comprising of Ground + 11th floors in CRZ-II has already been constructed without prior CRZ clearance as per the extant norms of the CRZ regulations. Further, the project proponent proposes to construct more additional floors with FSI of 0.5. The Committee noted that the information provided during the EAC meeting are not satisfactory and suggested that complete scenario and chronology of the building construction and the area fallings under CRZ-II be provided.

4. The Committee observed that there are gaps of information for appraisal of the proposal and the proposal. Accordingly, the proposal was deferred for reconsideration at a later stage once the requisite information's are presented by the PP to the EAC and appropriate guidelines are issued by the Ministry in this regard.

RECONSIDERATION

3.2 Proposal for laying pipeline for transportation of edible oil from Adani Hazira Port Pvt. Ltd. to Adani Wilmar Refinery at Shivarampur Village, District Surat by M/s Adani Wilmar Limited- CRZ Clearance - reg.

[IA/GJ/CRZ/130737/2019] [F.No.11-2/2020-IA.III]

The proposal of M/s Adani Wilmar Limited is for laying pipeline for transportation of edible oil from Adani Hazira Port Pvt. Ltd. to Adani Wilmar Refinery at Shivarampur Village, District Surat was earlier considered in the 229th meeting held on 27/01/2020, wherein, the project proponent made a presentation and had provided the following information to the Committee:

- (i) The proposed edible oil (crude palm oil and crude soya bean oil) pipeline from Adani Hazira Port to M/s Adani Wilmar Refinery at Shivarampur Village will be for a length of about 12.53 km and diameter of the pipeline will be 14". The pipelines will be laid below ground and above ground depending on the need and situation. The length above ground pipeline will 11.6 km and in the it will be about is 0.9 km.

- (ii) The pipeline will pass through CRZ-IB (2423.001 m), CRZ-II (2212.293 m), NDZ of CRZ-III (1038.470 m), CRZ-III (299.061 m), CRZ-IVA (301.274 m) and Non CRZ area (6254.967m). No mangroves will be affected due to the laying of the pipeline.
- (iii) Total 3500 nos. foundation with piling and steel structure on RCC pedestal will be made to support the proposed pipeline. However, no piles will be in CRZ areas.
- (iv) Approximately 12,500 trees will be cut down. Stage-I Forest clearance has been obtained vide their letter No. 6JB038/2018-BHO, dated 2nd August, 2018.
- (v) Water of about 1400 m³ will be required one time and shall be sourced from tankers. Excavated materials of about 2700 m³ shall be used in pipeline siding.
- (vi) The total cost of the project is about ₹45 crores of the proposed pipeline.
- (vii) Consent to establish has been obtained from GPCB vide Letter No. GPCB/CTE-SRT-3477/ID-53020.
- (viii) The Gujarat Coastal Zone Management Authority has recommended the proposal for clearance vide their letter No. ENV-10-2018-212-E (T Cell), dated 30th November, 2019.

2. The Committee noted that the proposed pipeline project involves cutting of 12500 trees and there is neither remuneration plan for the trees to be cut nor any afforestation plan by the PP. The Committee also noted that the Stage-I Forest Clearance mandates that no tree shall be cut, whereas, the proposed has proposed to cut 1200 number of trees. The Committee also noted that 5 m ROW is highly unjustified for a 14" pipe diameter and reducing the ROW will eventually lead to large reduction on unavoidable tree cutting too. The Committee also observed that the pipelines are proposed to be laid taking the easiest route through inter-tidal areas, a large length of which is avoidable if alignment of pipeline is taken along the side of the existing road as far as possible. The Committee further observed that the number of piers proposed to be constructed is too high and must be reduced drastically, especially in CRZ areas.

3. Based on the deliberations held, the Committee had agreed in the 229th meeting held on 27/01/2020 that the project is premature for consideration in its present form and decided that the proponent shall first submit the following information /documents for reconsideration from CRZ perspective:

- (i) Revised layout CRZ map (1:4000 scale) from an authorized agency, indicating the revised pipeline alignment alongside the existing road (as far as possible) and position of piers etc. due to the change in alignment of the pipeline shall be submitted.
- (ii) The revised proposal due to the change in alignment shall be got duly endorsed by the State Coastal Zone Management Authority thereafter.
- (iii) Reduced ROW shall be specifically stated and number of tree cuttings involved shall be calculated. While doing so, the type of tree and its number likely to be affected shall be provided.
- (iv) Number trestles shall be recalculated pursuant to change in alignment and an undertaking that no trestles shall be made in the inter-tidal area shall be submitted.
- (v) Afforestation plan for remuneration of trees to be cut due to the proposed project in consultation with the State Forest Department shall be submitted.
- (vi) Appropriate financial allocation as per the Office Memorandum issued by the Ministry, dated 01/05/2018, on CER, for activities to be undertaken under CER shall be earmarked and detailed plan of action shall be submitted.

4. On submission of a clarification, the matter was again placed for reconsideration. During the presentation M/s Adani Wilmar Limited informed that the proposed pipeline is passing through the Forest land as well as Coastal area. Stage I forest clearance was accorded to the proposal vide letter no. 6JB038/2018-BHO, dated 2nd August, 2018. The project proponent stated that no forest land available for the alignment alongside the existing road as wrongly interpreted by the forest department letter.

5. The Committee decided that the proposal is still premature for appraisal in its present form as earlier information /documents are not clarified by PP during the 229th EAC meeting held on 27/01/2020. Accordingly, the proposal was deferred for reconsideration at a later stage once the information / documents sought earlier are submitted to this Ministry.

3.3 Proposal for construction of seawall / shore protection work at MUS village in Car Nicobar by M/s Andaman Lakshadweep Harbour Works (ALHW) - ICRZ Clearance - reg. [IA/AN/CRZ/154432/2020][F.No.11-25/2020-IA.III]

The proposal of M/s Andaman Lakshadweep Harbour Works (ALHW) is for construction of seawall / shore protection work at MUS village in Car Nicobar was earlier considered in the 238th meeting of the Expert Appraisal Committee for projects related to Coastal Regulation Zone was held on 30/06/2020. In the said meeting the project proponent made a presentation and provided the following information:

- (i) The creation of berthing facilities was fulfilled by the way of construction of Breakwater with jetty at Mus in Car Nicobar Island during 2002. The berthing facilities includes 490 m length of Breakwater and 90m x 20m wharf and 75m x 10m jetty which were projected from the Breakwater on lee side were constructed. The Inter Islands vessels started utilizing the facility from January 2003 onwards and the cargo vessels also utilizing the berths for unloading operation.
- (ii) It has been reported that the Tsunami waves and earthquake dislocated the approach portion of the Breakwater on 26th December, 2004. The approach portion of the jetty is sunk from the Breakwater. Similarly, the tidal waves also damaged the shore line of the MUS harbor severally. Hence it has been decided to improve the shore area, it was decided by the team of APWD to provide shore protection with boulder formation.
- (iii) Accordingly, CWPRS has modified the design and suggested to provide Tetrapod of 0.50 MT on top of protection structure made with stone boulders of size 10- 30Kg 30-50Kg along with laying of GEO fabric filter as filter media on the bottom/base.
- (iv) The following provisions for 800 mtr of shore protection work are made in this estimate, as per the recommendation of CWPRS, Pune.
 - Supplying & lying Nylon bags filled with stone girt.
 - Supplying and laying stone boulder of various sizes: 10-30 kg & 30-50 kg
 - Stone boulder.
 - Providing and laying 0.50 Tonne weight Tetrapod.
 - Providing & laying of GEO fabric filter of 240 GSM/Sq.m
 - Earth work in excavation by mechanical means/manual means.
- (v) The proposed project involves construction of shore protection work with stone boulder formation over which 0.50T capacity tetrapod as per the design for a length of 800 m sea

wall along the shore area at MUS harbour to prevent erosion as suggested by CWPRS, Pune.

- (vi) The project falls under CRZ-IB area.
- (vii) Water requirement of 10 KLD will be met from APWD during construction phase.
- (viii) During Operation phase, there will not be any liquid waste generation from the project. During construction phase, the liquid waste generated will be disposed using existing facilities. The construction waste will be used for filling in low lying areas.
- (ix) Used Oil and used batteries will be disposed to authorised agencies.
- (x) Electricity will be trapped from APWD existing D. G Sets.
- (xi) The employment potential of the project is 20 persons per day during construction phase.
- (xii) The total cost of the project is ₹49.19 Crores
- (xiii) The Andaman & Nicobar Coastal Zone Management Authority has recommended the above proposal for clearance vide their letter No. PCCF/EPA/1/Vol-XV/629 dated 5th March, 2020.

2. The Committee in its earlier meeting held on 30/06/2020 observed that whereas, it is not in disagreement to the fact that the sea wall is a necessity to save the village from erosion, but on the other hand, the proposed sea wall may also likely lead to erosion in the nearby coast and the project proponent made a study to establish that such a phenomenon will not occur and that an alternative remedy under such a circumstance is available.

3. On submission of the above documents, the matter was placed for reconsideration by the EAC(CRZ). The Committee in the said meeting noted that Mathematical model studies for shoreline changes due to the proposed construction of sea wall / shore protection work at Mus in Car Nicobar Island, Andaman was prepared by Central Water and Power Research Station (CWPRS), Pune. The probable zones of sedimentation and erosion in the neighbouring areas have been explained and the longshore and cross shore drifts were also estimated in the inner and outer periphery of the MUS harbor for all the seasons. Based on the deliberations held the Committee recommended the project for CRZ clearance subject to the following conditions:

- i) The project proponent shall ensure that seawall / shore protection should be 250 m as reflected in the specific condition of CWPRS.
- ii) The project proponent shall ensure that no construction materials are left and are completely removed with one month of finishing all construction activities.
- 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) No groundwater shall be extracted to meet with the water requirements during the construction of the project.

3.4 Proposal for construction of Passenger Sea Port Terminal (SPT) and an approach way for Cargo Transportation from Berthing Jetty at Swaraj Dweep by M/s Andaman Lakshadweep Harbour Works - ICRZ Clearance - reg.

[IA/AN/CRZ/114547/2019] [F.No.11-28/2019-IA.III]

The proposal of M/s Andaman Lakshadweep Harbour Works is for construction of Passenger Sea Port Terminal (SPT) and an approach way (bridge on stilts) for cargo transportation from Berthing Jetty at Swaraj Dweep was earlier placed before the Expert

Appraisal Committee (CRZ) in its 221st Meeting of the EAC (CRZ) held on 19/08/2019. In the said meeting the project proponent made a presentation and provided the following information:

- (i) The proposal is part of 'Sagarmala Programme' of the Ministry of Shipping, Government of India.
- (ii) The proposal is for construction of Passenger Sea Port Terminal (SPT) using Pre Engineered Steel Structure and an approach way (Bridge on stilts) for cargo transportation from Berthing Jetty at Swaraj Dweep (Havelock) Island at S.F.Nos. Parts of 127,138, 139, 140,141,142,143 and 144 of Govind Nagar, Swaraj Dweep, Port Blair Tehsil, South Andaman District, in Andaman & Nicobar Islands.
- (iii) The passenger Sea Port Terminal comprising of Ground+Mezzanine+First Floor, over an extent of 3,248.76 sq.m will be a reconstruction of authorised buildings within Swaraj Dweep Port Area with existing Floor Space Index (FSI) or Floor Area Ratio (FAR) and Building Height as per existing Local Town and Country Planning Regulations and without change in present land use.
- (iv) The approach way (Bridge on Stilts) is of 156 m long and 5.5 m wide for Cargo Transportation from Berthing Jetty to the Sea Wall behind ALHW Sub-division Office (Plate V) and will connect the existing Concrete Road (55 x7.0 m) which joins the Govind Nagar Main Road near Harbour Main Gate.
- (v) The proposed reconstruction will be in compliance with A&N Islands Town & Country Planning Regulation, 1994 (A&N Islands Town & Country Planning Rules 2005).
- (vi) The proposed SPT Area will be in-between the Co-ordinates 12o02'29.4"-12o02'32.0" N Latitude and 92o58'55.8"- 92o58'57.8" E Longitude. The proposed Approach Way will be in-between the Coordinates 12o02'30.5"-12o02'34.5" N Latitude and 92o58'54.0"-92o59'01.7" E Longitude.
- (vii) The approach way site is devoid of mangroves and corals. Rani Jhansi Marine National Park ESZ Buffer is about 2.9 km in East from the existing jetty.
- (viii) The Project will require 230 KLD as a maximum water demand out of which freshwater requirement will be 140 KLD and balance 90 KLD will be treated sewage that will be
- (ix) recycled/reused.
- (x) Domestic sewage of 190 KLD will be generated which will be treated in a 200 KLD Sewage Treatment Plant (STP) based on Membrane Bio Reactor (MBR) or Sequential Batch Reactor (SBR), as preferred. After treatment, the treated sewage shall be recycled/reused for toilet flushing (70 KLD) and Green Belt development (20 KLD). The balance Treated Sewage of 100 KLD in compliance with CPCB Discharge Norms will be discharged into the Sea.
- (xi) The proposed passenger sea port Terminal falls in Island Coastal Regulation Zone ICRZ-II, designated Port Area and approach way for cargo transportation falls in ICRZ-IB and CRZ-II Areas
- (xii) The Proposed Construction of Sea Port Terminal is less than 20,000 sq.m and thus, does not require the Environmental Clearance from EIA Notification 2006.
- (xiii) Proposed Construction of a Bridge/Road on Stilts for Cargo Transportation from Havelock Berthing Jetty to the Sea Wall behind ALHW Sub-division Office to connect with the Main Road near Harbour Main Gate is the demand of local community.
- (xiv) The Project Cost is ₹24.98 Crores for construction of Sea Port Terminal and ₹11.05 Crores for construction of approach way for cargo transportation.
- (xv) The Andaman & Nicobar Coastal Zone Management Authority has recommended the above proposal for clearance vide their letter No. PCCF (CRZ&FC)/EPA/1/vol.XIV/48 dated 26/04/2019.

2. The Committee had noted that the project proponent has not carried out a marine impact assessment study, and also noted that the approach way (bridge of stilt) seem to have too many piers which are avoidable and the span between two piers can be comfortably kept at 40 m distance, thus reducing largely the numbers of piers that may be required.

3. On submission of the above, the matter was again placed for reconsideration. The Committee took note that, the Centre of Advanced Study (CAS) in Marine Biology of Annamalai University, Tamil Nadu has carried out the Marine EIA Study. Accordingly, as per the Department of Ocean Engineering, IIT-Madras has updated the Design Report vide Document No. IITM-ALHW-SDJ-RPT-002, in September 2020. The updated design structures are noted as follows:

Component	Earlier proposal	Revised proposal
Approach Way for Cargo Movement	156 x 5.5 m	161.87 x 6.0 m
No. of Piles	56 Nos	36 Nos
Project Cost (construction of approach way for cargo transportation)	₹11.05 Crores	₹13.47 Crores
Total Cost of project (for construction of sea port terminal)	₹24.98 Crores	₹38.45 Crores

4. The Committee noted the changes made and agreed that the same can be accepted as the instant proposal may not alter the CRZ characteristics of the area provided and adequate precaution is proposed to be taken during the construction of Passenger Sea Port Terminal (SPT) and approach way for Cargo Transportation are implemented. Based on the deliberations held and submissions made, the Committee recommendation the proposal for CRZ clearance subject to the following conditions:

- (i) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project.
- (ii) The project proponent shall ensure that no construction materials are left and are completely removed with one month of finishing all construction activities.
- (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 work.
- (iv) Any physical infrastructure setup during construction period shall be removed simultaneously with completion of laying of each segment of the project.
- (v) As per the provision of EMP appropriate cost should be provided for the restoration of habitat after the construction is over in consultation of Chief Wildlife Warden.

3.5 Proposed for laying of pipelines at the Haldia Dock Complex by M/s Haldia Petrochemicals Ltd - CRZ clearance - reg.

[IA/WB/CRZ/183471/2020] [F.No 11-52/2020-IA III]

The proposal of M/s Haldia Petrochemicals Ltd is for laying of pipelines at the Haldia Dock Complex was earlier placed in the 252nd Meeting of the EAC (CRZ) held on 29/12/2020. The project proponent made a presentation and provided the following information:

- (i) M/s Haldia Petrochemicals Ltd applied CRZ clearance for laying of pipelines from HPL facilities to the Oil Jetties of Haldia Dock Complex.
- (ii) Haldia Petrochemicals Limited (HPL), has a Naphtha based petrochemical manufacturing industry in Haldia, Purba Medinipur District. The facility is under expansion mode and has obtained the requisite Environmental Clearance on 20 March, 2018 from Ministry of Environment, Forest and Climate Change.
- (iii) The proposed Project site of Haldia Petrochemicals Ltd Geo-coordinates are as follows.
 - 22° 3'33.70"N and 88° 6'13.08"E (Boundary of HPL);
 - 22° 1'49.61"N and 88° 5'56.15"E (HOJ-1);
 - 22° 1'40.98"N and 88° 5'45.74"E (HOJ-2);
 - 22° 0'56.18"N and 88° 4'10.62"E (HOJ-3); and
 - 22°1'33.019"N and 88°5'30.735"E (Outer Terminal -2).
- (iv) The project facility is located approx. 125 km south-west of Kolkata. The project facility is accessible through NH-6 up to Kolaghat and then through NH-41, which runs approximately 4.22 km north-west from the project facility. Silpaprabesh station (part of south-eastern Railway Division) is within 1 km of the facility. On the waterfront, the project facility is accessible through Haldia Dock Complex on Hooghly River.
- (v) Haldia Petrochemicals Ltd is within 2 km (aerial distance) of Hooghly River.
- (vi) There are three riverine jetties (HOJ-1, 2 and 3) and one proposed Outer Terminal 2 (OT-2) for oil and chemical handling, operated by Syamaprasad Mookerjee Port Trust.
- (vii) HPL imports and exports chemicals through these HOJ's. In 2018, HPL received environmental clearance for enhanced capacity of Naphtha cracking and diversification to new products. This also requires transport of chemicals through new pipeline from existing and proposed jetties.
- (viii) The proposed project site falls in CRZ IB and CRZ II area as per CRZ Notification, 2011.
- (ix) The total length of all the proposed pipelines are 58,496 m, of which 2511 m is proposed through the CRZ area (I B and II).
- (x) The total length of the existing pipelines is 38,770 m of which 2228 m lies in the CRZ area (I B and II).
- (xi) The proposed pipelines are as follows:
 - Benzene (1 X 12" NB) – HPL facility to HOJ-1;
 - Methyl Tert Butyl Ether (MTBE) (1 X 18" NB) – HPL facility to HOJ-3;
 - Nitrogen (3 X 4" NB) - HPL facility to HOJ-1, 2 & 3;
- (xii) Conversion of product in existing pipeline
 - Benzene (1 X 8" NB) – HPL Facility to HOJ-1 will be used for transferring Methanol.
- (xiii) Proposed Pipelines (to be laid after completion of proposed Outer Terminal- 2 by Haldia Dock Complex)

- Hydrogenated Pyrolysis Gasoline (HPG)/Motor Spirit (MS) - (1 x 16" NB) - Extension from HOJ 2
 - Nitrogen (1 x 4" NB) - Extension from HOJ 2
 - Benzene (1 x 12" NB) - Extension from Marine Office
 - Methanol (1 x 8" NB) - Extension from Marine Office
 - Butadiene 2 x 6" NB) - Extension from Marine Office
- (xiv) Existing Pipelines
- Naphtha (1 X 24" NB) – HPL facility to HOJ- 3;
 - Butene -1 (1 X 8" NB) – HPL facility to HOJ-1;
 - Hydrogenated Pyrolysis Gasoline (HPG)/Motor Spirit (MS) - (2 x 16" NB)- HPL facility to HOJ-1, HOJ-2;
 - Butadiene (2 X 6" NB)- HPL Facility to HOJ-1;
- (xv) Water requirement of 6 KLD during construction stage of the project is only for civil activities. During hydro-testing of the pipelines, a maximum of 760 m³/day of water for four days will be required. Haldia Petrochemicals Limited has an agreement with Haldia Development Authority (HDA) for supplying water to its facility. The quantity of water used in the construction and operation stage will be met from this water supply.
- (xvi) There is a wastewater treatment plant (WWTP) at Haldia Petrochemicals Limited.
- (xvii) Wastewater will not be generated during construction phase. Mobile toilets will be provided at the construction site for the labourer's.
- (xviii) During operation, water will be required for hydro-testing that is a onetime activity. A maximum of 760 m³ of wastewater will be generated from hydro-testing for four days. This wastewater will be treated in the existing WWTP of capacity 3600 m³ per day. The treated water will be disposed into the Green Belt Channel.
- (xix) During operation phase, approximately 3200 kVA of energy will be consumed, that will be sourced from HPL's Captive Power Plant (CPP).
- (xx) During construction phase, a maximum of 1 ton of solid waste will be generated. Generation of waste in non-CRZ area:
- (xxi) Solid Hazardous Waste: This will include oil and paint drums. Oil and grease contaminated cotton wastes, etc. Hazardous waste will be initially segregated and stored at a designated area onsite followed by its disposal through agencies duly authorized by State Pollution Control Board in accordance to Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016. HPL has an agreement with West Bengal Waste Management Limited for disposal of hazardous wastes;
- (xxii) Solid waste such as food waste and recyclables viz. metal scraps, packaging material, etc. will be managed in coordination with municipal authorities, scrap dealers and local waste recyclers respectively;
- (xxiii) Construction wastes would be managed in accordance to Construction and Demolition Waste Management Rules, 2016.
- (xxiv) During construction phase, approximately maximum of 170 (contractual and permanent) people will be engaged and during operation phase approximately 30 (contractual and permanent) will be engaged.
- (xxv) The CRZ map of 1:4000 has been prepared by Institute of Environmental Studies and Wetland Management, Govt. of West Bengal.
- (xxvi) The total cost of the project is ₹21 Cr.
- (xxvii) West Bengal Coastal Zone Management Authority (WBCZMA) has recommended the project vide its letter No. 1436/EN/T-11-4/01/2019, dated 3rd November, 2020.

2. The Committee took note that the Haldia Dock Complex consisted of six existing pipelines for transport Naphtha, Butene, Hydrogenated Pyrolysis Gasoline (HPG)/Motor Spirit (MS) and Butadiene from the each of three existing riverine jetties. The Committee was informed that the existing facilities i.e pipelines, jetties were constructed prior to the CRZ Notification, 2011. The Committee noted that the existing facilities i.e pipelines, jetties in the CRZ area attracts the provisions of the CRZ Notification, 1991 and requires prior clearance from the Ministry. The Committee further took note that the one of the product being transmitted in the existing pipeline is being converted from Benzene to Methanol. The Committee desired that the length of existing and proposed pipeline in CRZ-IB and CRZ-II area shall be submitted. The Committee, also desired that details of CRZ clearance obtained for the existing facilities in CRZ area and chronology of facilities taken up in Haldia Dock Complex till date may be furnished.

3. On submission of the above information, the matter was again placed before the EAC for examination. During the presentation by M/s Haldia Petrochemicals Ltd, the Committee noted that there is a violation of CRZ norms in respect of the existing pipelines without prior clearance from the Competent Authority. Accordingly, the proposal was deferred for reconsideration at a later stage once the appropriate guidelines are issued by the Ministry for such cases of violations. The Committee also reiterated its earlier observation information on existing facilities in CRZ area with chronological details of construction / activities be submitted by the proponent to enable the committee for further consideration.

3.6 Proposal for development of Marina at MbPT Mumbai by M/s Mumbai Port Trust - CRZ Clearance - reg.

[IA/MH/CRZ/140376/2020] [F.No.11-19/2020-IA.III]

The proposal of M/s Mumbai Port Trust is for development of Marina at MbPT Mumbai was earlier placed in the 223rd Meeting of the EAC (CRZ) held on 28/04/2020. The project proponent made a presentation and provided the following information:

- (i) Mumbai Marina is proposed at Princess Dock by re-storing water bodies by re-excavation of existing part basin, for providing sheltered yacht berthing and marina ancillaries.
- (ii) The entire project site falls under CRZ-II, CRZ-1(B) and CRZ-IV areas as per approved CZMP 2011.
- (iii) The Mumbai Marina covers 8.02 Hectare of land area, which includes Marina Basin (5.20 ha); Marina Ancillary Center (1.00 Ha); Walkway (0.84 ha) and Yacht repair and maintenance (0.98 ha)
- (iv) The project envisages state of Art technology on handling of Yachts and its management including handling of Utilities like Bunker Water, waste and power supply.
- (v) Excavated earth will be used in development of low lying area in same marine vicinity within port premises/port limits.
- (vi) Average 60 KLD Water is estimated to be consumed. Water will be organized by the Concessionaire. During operation phase, 57 KL per peak day will be required and organized by the Concessionaire from MCGM. Gardening & Landscaping will be carried out from Rain water storage tank.
- (vii) Likely employment of 500-600 direct + sizable indirect employment shall be generated.

- (viii) Total cost of proposed project is ₹364.84 crores.
- (ix) Maharashtra Coastal Zone Management Authority has recommended the above proposal for clearance vide their letter No. CRZ 2018/CR 365/TC 4 dated 6th December, 2019.

2. The Committee in its earlier meeting held on 28/04/2020 had desired for the additional information / documents for its examination before the proposal is recommended for clearance from CRZ perspective. On submission of the desired information, the matter was again placed in the 250th EAC(CRZ) held on 15/12/2020. The project proponent attended the meeting, however due to the internet network issues, the project was not deliberated. Therefore, the proposal was placed in next 252th EAC (CRZ) held on 29/12/2020.

3. The Committee was informed that the activities proposed in Marine (Phase-I) are Marina Basin for berthing of 300 nos yachts, Marina Ancillary facilities consisting of Admin, Offices, Boat Dry stack, Restroom for Crew, Control Tower, Residence for Crew & Guest. Coffee shop, Restaurant, Shops, Yacht Repair & Maintenance, Fuelling/Bunker, Utilities Services etc. amongst others. Further, phase II of Marina envisages Marina Club for recreation exclusive for club members. An area of 11000 sq.m is proposed to handle vehicular traffic of Marina is parking area near Marina gate. All movement within Marina land is planned by Golf Cart. The Committee took note that the proposed recreation club house is on the landward side of the existing structures and permissible in CRZ-II area. However, the Committee desired that the details on total built-up area, water requirement etc. are not available in the documents submitted to this Ministry and same shall be submitted for further consideration.

4. Therefore, on submission of the desired information, the matter was again placed for examination by the EAC. The proponent informed that the proposed club house with a total built up area of 36743 sq.m. requires water of 92 m³/day in construction phase and 49 m³/day in operation phase. During the course of presentation, the Committee noted that it attracts provisions of the EIA Notification, 2006 and requires a composite EC+ CRZ from the concerned SEIAA.

5. Based on the deliberations held and submissions made, the Committee recommended forwarding its comments to SEIAA, Maharashtra for a composite EC+ CRZ clearance subject to the following conditions:

- (i) No groundwater shall be extracted to meet with the water requirements during the construction and/or operation phase of the project.
- (ii) The project proponent shall ensure disposal of the material / earth excavated from Marina site to MbPT's own plot at Titawala, district Thane, Maharashtra as proposed.
- (iii) The project proponent shall take utmost care while releasing water inside the fully excavated Marina Basin and minimize the spread of turbidity during high tide in the nearby area.
- (iv) The project proponent shall ensure that there will not be any problem for marine traffic for fishing harbour and Ro-Ro service as they have different channel then that will be used by small size boats / yatches for the propped marina project.
- (v) The MbPT has already constructed dedicated roads for road traffic to reach proposed Marina site under Evacuation Plan. Therefore, presently also there is better traffic circulation without any congestion towards proposed project site.

MISCELLANEOUS

3.5 Discussion on Report of the Expert Appraisal Committee on Comprehensive Shoreline Protection Management Plan for Coast of Tamil Nadu.

In compliance to the directions of the National Green Tribunal in the matter of Application No.4 of 2014: C.H. Balamohan Vs Union of India & Ors., the Ministry of Environment, Forest and Climate Change had constituted an Expert Committee for examination and making time bound recommendation to the National Coastal Zone Management Authority (NCZMA), on "Comprehensive Shoreline Protection Management Plan for Tamil Nadu Coast" submitted by Government of Tamil Nadu. The Expert Committee submitted its report on 29/03/2019 and the same was placed before the EAC (CRZ), in the 244th Meeting of the EAC (CRZ) held on 30.09.2020. herein referred to as the Committee, for its observations.

2. The Committee noted the observations and recommendations made in the aforesaid report of the Expert Committee as follows:

- (i) The IIT team explained that they have considered various options, both soft and hard for protection of coast from erosion. They have also indicated the long term effects of both the hard and soft solutions in a general way. For the purpose of study IIT have divided the coast line into 73 reaches. Further they have identified the vulnerable stretches and protected stretches.
- (ii) The conceptual solutions provided in the "Comprehensive Shoreline Protection Management Plan for Tamil Nadu Coast" prepared by IIT Madras can be used for guidance. A detailed study to be conducted before implementation of any coastal protection measures. The detailed shore protection measures should be innovative and environmentally friendly to minimize the cross impacts on adjacent areas. these detailed protection measures should also address impact on climate change and sea-level change.
- (iii) While conducting detailed study during preparation of DPR, sediment cell approach to be followed as detailed by NCSCM.
- (iv) Shoreline change maps prepared by NCSCM and NCCR may be used as basis for developing shore protection schemes in the State.
- (v) The detailed shore protection measures should be as per CRZ Notification 2011 and subsequent amendments thereon.
- (vi) Implications of Coastal Economic Zone (CEZ) development under SAGARMALA needs to be taken care suitably, while preparing detailed coastal protection measures.
- (vii) Preparation of ICMP for the State of Tamil Nadu has been undertaken with detailed analysis. The current shoreline management plan with conceptual solutions should be integrated into ICZMP.
- (viii) The "Comprehensive Shoreline Protection Management Plan for entire Tamil Nadu coast" prepared by IIT Madras has already been circulated to line departments of Government of Tamil Nadu and also various stakeholders. However, the implementation of coastal protection structures in the border areas of Tamil Nadu with State of Andhra Pradesh, Kerala and U.T of Puducherry may have implications in their territory also. Hence Department of Environment, Govt. of Tamil Nadu to circulate the "Comprehensive Shoreline Protection Management Plan for entire Tamil Nadu coast" prepared by IIT Madras to the above states and UT.

3. The Committee in its earlier meeting held on 21/05/2019 desired that the comments / suggestions from the neighbouring states viz. State Governments of Andhra Pradesh, Kerala and UT of Puducherry shall be made available by the Tamil Nadu Government for further consideration. The Committee was informed that the Tamil Nadu Government vide letter dated 13.07.2020 requested Ministry to approve the plan, pending the comments from the state Governments of Andhra Pradesh, Kerala and Puducherry.

4. The matter was placed for reconsideration before the Committee for their observations. The Committee desired that a reminder from the Ministry shall be sent to state Governments of Andhra Pradesh, Kerala and Puducherry to provide their comments/views on the said plan within 3 months i.e. on or before December, 2020. The Committee also desired that a Sub-Committee shall visit the sensitive coastal areas of Tamil Nadu for examination before implementation of coastal protection measures. In addition, the Committee also reiterated that shoreline change maps prepared by NCSCM and NCCR may be used as basis for developing any shore protection schemes in the State. The Committee therefore declined to further deliberate on the subject and recommended that the matter be placed to the Committee, upon receipt of the comments of the concerned state governments.

5. Thereafter, the repetitive follow up taken by this Ministry and upon receipt of the comments from the State Governments of Andhra Pradesh, Kerala and UT of Puducherry, the same was forwarded to Tamil Nadu Government and in 252nd EAC (CRZ) held on 29/12/2020. In the said meeting the Environment Department, Government of Tamil Nadu has informed that they require time to examine the comments of Government of Kerala and Puducherry and requested to place in the next meeting.

6. It is noted that comments of State Governments of Andhra Pradesh, Kerala and UT of Puducherry forwarded to PP are still not incorporated in the report. The Committee suggested that the same should be incorporated and resubmitted. The Committee also proposed for the site visit by the EAC(CRZ) Committee. Accordingly, the proposal was deferred for reconsideration at a later stage once the revised report is submitted and the site visit is carried out by this Ministry.

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.
