

**Minutes of the 31<sup>st</sup> meeting of the Gujarat Coastal Zone Management Authority held on 15-10-2016 at 15:00 hours in the Committee Room, 8h Floor, Block No-14, Forests and Environment Department.**

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The 31<sup>st</sup> meeting of the Gujarat Coastal Zone Management Authority (GCZMA) was held on 15-10-2016 under chairmanship of Shri Arwind Agarwal, IAS, Additional Chief Secretary, Forests & Environment Department and Chairman, GCZMA in the Committee Room, Forests and Environment Department, Gandhinagar. A list of the members and other participants, who attended the meeting, appears at **Annexure A**. Also a list of the representative of various project proponents, who have made presentation before the Authority appears at **Annexure-B**.

Initiating the meeting, with the permission of the Additional Chief Secretary, Forests & Environment Department, and Chairman of GCZMA, the Member Secretary, GCZMA, welcomed all the members of the GCZMA and other participants.

He briefed the Members of the GCZMA about the agenda items for the meeting and the agenda wise discussion and decisions taken thereafter is as under:

**31.1 CRZ Clearance for development of Nargol Port at Village: Nargol, Dist: Valsad by M/S Cargo Motors Pvt Limited**

M/S Cargo Motors Pvt Ltd (CMPL), vide its application dated 12-09-2015 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for development of all-weather Multi-Purpose Port at Village: Nargol( **Latitude: 20° 14' 45.39" N, Longitude: 72° 44' 30.92"E**), Taluka: Umbergaon, Dist: Valsad

The Authority was apprised that the Technical Committee scrutinized the proposal of M/S CMPL in its 19<sup>th</sup> meeting, which was held on 08-10-2015, wherein, the representative of Cargo Motors Pvt Ltd (CMPL) made a presentation about various activities to be carried out in

the CRZ area, Comprehensive EIA report prepared by the L&T Infra Engineering Limited(formerly known as L&T –RAMBOL Consulting Engineers Limited), and CRZ map prepared by the Institute of Remote Sensing, Anna University, Chennai. After detailed discussion and deliberation on the presentation made by the representative of the CMPL, it was decided by the Technical Committee to ask various details from the CMPL. Accordingly, same were asked for from the CMPL. The details have been submitted by the CMPL. As decided, the site visit carried out by the Technical Committee and submitted its report.

The representative of the CMPL made a presentation before the GCZMA and submitted that the project features consists of initial development in Two Phases(Phase 1 and Phase 1A), development of Breakwaters/Navigational requirements/Dredging/Reclamation /Backup area etc. there would be requirement of land @143.5 Ha(reclamation) and onshore Forests Land@ 4 Ha(outside CRZ area) for Phase I and additional 28ha(reclamation) land for Phase-IA. There is no archeology, Wildlife Sanctuaries, National Parks within 15 km radius.

Following activities would be carried out in CRZ areas:

- Berths: Phase-1- 3 Nos , Phase-IA-3 Nos (Total 6 nos)
- Breakwaters: North Western -3650m; Southern -500m,
- Turning Circle: 800 m Dia.
- Approach Channel: Outer
- Approach from berthing line to reclaimed land: 3600m
- Railway track and other service line on approach trestle
- Capital Dredging : Phase-I -16.54 MCM, Phase-IA- 13.65 MCM
- Maintenance Dredging: Phase-I- 2.1MCM , Phase-IA-2.65 MCM

There would be water requirement of @ 1442 m<sup>3</sup>/day for Phase-I and @ 2296 m<sup>3</sup>/day for Phase-IA. The source of water would be Tokar river/nearby Local water suppliers. There would be requirement of @

9156 KW and 7168 KW Power requirement for Phase-I and Phase-IA respectively. The source of Power would be GETCO.

It was submitted by the representative of CMPL that none of the plant species recorded from the core area belongs to the Rare/Endangered/Endemic /Threatened category. Few scattered mangroves patches were observed in and along banks of Varoli river. Ecologically Sensitive Areas were not found within 10km radius of the project site. Also, there is no Schedule I/IUCN category species reported in the core area (within 5 km radius)

It was submitted by the representative of CMPL that there would be emissions from cargo handling and inland cargo movement and storage areas. Air quality Modelling study is carried out and it is found that resultant concentrations were within the NAAQs standards at all receptors. The mitigation measures like; covered coal storages, wind barriers, covered conveyor, dust suppression system at stockyard, Transfer towers at berth/unloaders at wagon loading, at Truck loading silos, discharge and feeding points of conveyors etc alongwith proper housekeeping, would be adopted to reduce/minimize the air pollution.

Water requirement during Phase I and IA will be sourced from Tokar river/nearby Local Water suppliers. Base on Competing user analysis it is found that sufficient water is available to meet Nargol Port requirement. STP would be provided to treat the sewage generated in the premises, and treated wastewater will be used for irrigation. Moreover, Oily water separator, Settling Pond at Coal Stock yard and Storm Water Drainage system would be provided. Suitable disposal ground is identified at Water depth more than 20 m to 25m for disposal of dredged spoil based on MIKE 21 Model. Sediment concentration plum was observed to be more than 1g/l immediately after dumping, which reduces to 0.4-0.5 g/l within few minutes after dumping. Moreover, the concentration level reduces to 0.1-0.2 g/l within 1 hr after dumping and reaches background value in less than two hours after dumping. It would be ensured that dumping of the

excess /unusable dredge material would be uniform. Discharge of waste into sea will be prohibited. Oil Spill control measures will be adopted. Slop tank will be provided to barges/ workboats for collection of liquid/solid waste.

The representative of the CMPL submitted that due to proposed project, erosion would take place over a stretch of 3.8 km towards north of proposed reclaimed area of port at an average rate of 4m/year. There would be accretion in 0.9 Km towards south of proposed reclaimed area of port at an average rate of 1.4m/year. Sand bypassing from accreting area to eroding area, as appropriate shall be carried out to maintain the stability of coast, and as mitigation measures.

There would not be R&R for proposed port development. No restriction to sea will be ensured. There is no fish landing at project site. The proposed project is about 3.25 km away from the fishing activities. Signboards and markers buoys will be put up to make fishermen aware about ongoing activities. Trawlers approach towards Saurashtra and Kutch region will not be disturbed. An approach trestle is planned in such a way that at any one span of trestle shall have minimum clearance of 7 m above HTL with 20m width for movement of fishing vessels.

The Authority asked the CMPL to provide adequate measures to ensure the safe movement of fishing boat and there would not be any hindrance to fishing boat movement.

The Authority was further apprised that during public hearing and technical committee visit, huge opposition was observed from the local people against this project.

As per the CRZ maps prepared by the Institute of Remote Sensing, the proposed activities fall within CRZ-I(B), CRZ-III and CRZ-IV(A) category.

***The Authority deliberated the proposal of M/s Cargo Motors Private Limited ( CMPL ) and after detailed discussion, it is decided to recommend to the Ministry of Environment, Forests***

**and Climate Change, Government of India to grant CRZ Clearance for development of all weather port/ Greenfield Multipurpose port at Village:Nargol Taluka: Umbergaon, Dist: Valsad by M/S Cargo Motors Private Limited with following specific conditions:**

1. Necessary permissions from different departments/ agencies under different laws/ acts shall be obtained before commencing any enabling activity for the proposed port.
2. The CMPL shall ensure that adequate (at least two) passes way each of 20m width shall be provided with trestle for safe movement of fishing boats with adequate draft and height.
3. The CMPL shall regularly monitor the shoreline and ensure that stability of the shore line shall be maintained by way of taking adequate measure to control erosion/accretion , if any, due to proposed project.
4. No dredging, reclamation or any other project related activities shall be carried out in the CRZ area categorized as CRZ I (A) and it shall have to be ensured that the mangrove habitats and other ecologically important and significant areas, if any, in the region are not affected due to any of the project activities.
5. The CMPL shall ensure that there shall be no damage to the existing mangrove patches near the site and also ensure the free flow of water should not be obstructed to avoid damage to the mangrove.

**31.2 CRZ Clearance for setting up of Port based multi-product Special Economic Zone in 5000 Ha at Tuna( 1400 Ha) and Kandla(3600 Ha) within Kandla Port Trust limit, Dist: Kutch M/S Kandla Port Trust**

M/S Kandla Port Trust (KPT), has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from Ministry of

Environment, Forests and Climate Change, Government of India for their proposed project for setting up of Port based multi product Special Economic Zone in 5000 Ha at Tuna( 1400 Ha) and Kandla(3600 Ha) within Kandla Port Trust limit, Dist: Kutch M/S Kandla Port Trust

The Authority was apprised that the Technical Committee scrutinized the proposal of KPT in its 20<sup>th</sup> meeting, which was held on 28-12-2015 , wherein, the representative of Kandla Port Trust(KPT) made a presentation about various activities to be carried out in the CRZ area, Comprehensive EIA report prepared by M/National Institute of Oceanography, Mumbai and GUIDE, Bhuj and CRZ map prepared by the Institute of Remote Sensing , Anna University, Chennai. The Technical Committee observed that the KPT has proposed Industrial activities which are not permissible in CRZ areas as per CRZ Notification 2011, as the SEZ itself, is not allowed to be set up in CRZ areas. After detailed discussion and deliberation on the presentation made by the representative of the KPT, it was decided by the Technical Committee to ask details from the KPT. The details have been submitted by the KPT.

The Authority was further apprised that the matter was discussed in the 28<sup>th</sup> meeting of GCZMA , which was held on 22-04-2016 and After detailed discussion and deliberation, the Authority decided that the site visit would be carried out by the Technical Committee to verify the exact location of CRZ areas, mangrove areas and proposed location of the other industrial activities in non-CRZ areas considering the nearby ecology especially existing mangrove area in the vicinity. It was also decided to ask KPT to come out with list of activities alongwith dimensions proposed in CRZ areas. The proposal was to be decided only after report from Technical Committee and on receipt of details from KPT.

The representative of the KPT made a presentation before the GCZMA and submitted that they have proposed to set up a Port

based Multi product SEZ at Tuna and Kandla having total area of 5000 Ha, wherein they have proposed SEZ within 3600 ha at Kandla and 1400 ha at Tuna area. For Kandla area, out of total 3600 ha, 1281.84 ha area is falling within CRZ area. They have proposed renewable energy park in 735.53 ha, out of 1281.84 ha at Kandla. The entire area at Tuna(1400 ha) would fall within purview of CRZ area and they have not proposed activity in 362 ha of mangrove area and buffer zone around mangrove area. They have proposed ship manufacturing/repairing/bunkering/supporting activities in 948 ha area and roads in 90 ha area.

The total water requirement would be 200 MLD and power requirement would be 791 MW. The proposed facility receives Bulk Power Supply from Gujarat State Electricity Board.

There is no Biosphere Reserves, Wildlife sanctuary, National Park or area of Cultural importance near the project site. The project does not touch any State or National boundary and comes under Seismic Zone-V.

It was further submitted by the representative of KPT that the baseline environment is found considerably good and after proposed project, there would not be any significant difference in the baseline condition. All most all the impacts of the proposed project operations would be restricted to the premises only. They would effectively implement the mangrove development, protection and management plan for control of impact on mangrove habitat. There would not be considerable negative impact environmental as well as social impact due to the proposed projects.

**The Authority deliberate the proposal of Kandla Port Trust and after detailed discussion, the Authority felt that the proposed area is surrounded or near by the mangroves areas and proposed activities may lead to blockage of water, which may damage the mangrove and also the activities proposed therein may be required to be verified considering the provisions of CRZ Notification. Therefore, it was decided to carry out site visit of**

**the area by a Sub Committee of GCZMA consisting of following members,**

1. Shri S.K. Chaturvedi, IFS, Member Secretary, GEC and Member, GCZMA
2. Shri H.S.Singh, IFS, retire PCCF and Member, GCZMA
3. Shri H.B.Chauhan, Senior Scientist, ISRO, and Member, GCZMA
4. Shri Atul Sharma, DGM & Representative of VC&MD Gujarat Maritime Board and Member, GCZMA
5. Junior Technical Officer, Forests and Environment Department.

**The Committee would visit the proposed site to verify the exact location of CRZ areas, mangrove areas and proposed location of the other industrial activities in non-CRZ areas considering the nearby ecology especially existing mangrove area in the vicinity. The proposal would be discussed in the next GCZMA after receiving the report from Sub-Committee.**

**31.3 CRZ Clearance for Development of LNG Storage and Regasification Terminal at Village Chhara ,Taluka: Kodinar, Dist: Gir-Somnath by M/S HPCL Shapoorji Energy Pvt Ltd**

M/S HPCL Shapoorji Energy Pvt LTD (HPCLSEPL), vide its application dated 12-02-2016 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for Development of LNG Storage and Regasification Terminal at Village: Chhara, Taluka: Kodinar, Dist: Gir- Somnath

The Authority was apprised that the proposal was discussed in the 29<sup>th</sup> meeting of the Authority, which was held on 24-05-2016, wherein the Authority was apprised that the Technical Committee scrutinized this proposal in its 22<sup>nd</sup> meeting, which was held on 28-03-2016, wherein the representative of HPCLSEPL made a

presentation about various activities to be carried out in the CRZ area, Comprehensive EIA report prepared by the National Environmental Engineering Research Institute (NEERI), Nagpur, and CRZ map prepared by the Institute of Remote Sensing, Anna University, Chennai. Based on the presentation made by the representative of the HPCLSEPL, it was decided by the Technical Committee to furnish various details. The HPCLSEPL. The same has been furnished.

After detailed discussion and deliberation, it was decided by the GCZMA to ask the HPCLSEPL to prepare the Lion Conservation Plan considering the latest census data, including details about wild life population, distribution and movement especially for lion in the project area and its vicinity. The HPCLSEPL has now submitted details along with Lion Conservation Plan.

The representative of the HPCLSEPL made a presentation before the Authority and submitted that they have proposed to develop LNG re-gasification terminal at village Chhara, Taluka Kodinar, District Gir Somnath, Gujarat.

On-shore LNG storage and re-gasification facilities for 5 MMTPA capacity (expandable to 10 MMTPA) will have following components:

- HSEPL LNG Terminal will have LNG ship unloading Jetty (1 jetty with 3 nos. unloading arms, approach Trestle with pipelines-1225m, Dolphins-6 mooring and 4 berthing), LNG storage (2 nos. of each of 200,000 cum) LNG transfer (from jetty to storage tanks), Regasification facilities and vaporization return line (from tankages to jetty), Gas send out and metering, boil-off gas handling facility, utilities and infrastructure facilities, fire, gas, spill detection systems and fire-fighting facilities.

The terminal will be provided with latest state of art instruments and controls for safe handling of LNG and LNG terminal operation. The proposed facilities would be located within the Simar Port boundary and therefore no additional land required. The LNG jetty will be

protected by breakwater. There would be use of modern plant, machinery and vehicles. Further to this Dusty suppression with water would be carried and trucks would be covered with tarpaulin to minimize or eliminate the impact on air quality during construction phase. The LNG will be stored in cryogenic tanks and gasification will be in closed system, so no fugitive emission would be there. Natural gas will be used as fuel in the terminal, so emission will be less.

Nearest major fish landing centers are at Madhwad and Mul-Dwarka. Major fishes are catfishes, small sciaenids and other clupeids. Corals were not present at the proposed location. There are no mangroves near the project site. Nearest mangroves are at the mouth of Madhwad creek which is at about 7 km from the proposed project site. Reptiles and mammals such as dolphins and whales were not sighted during the period of field studies. Turtle breeding ground present in the vicinity of the project site.

It was submitted that the Risk Assessment studies has been carried out and all suggestions/recommendations of the study report would be adopted to avoid any Risk due to the proposed project. They have carried out additional studies like Littoral Drift Assessment study, Cyclone Risk Assessment Study and Tsunami Risk Assessment Study by DHI.

It was further submitted by the representative of the HPCLSEPL that Asiatic lion numbers in coastal area is not growing in proportion to the overall numbers of total satellite population. Their percentage contribution to total satellite population has been decreasing over the years, suggesting limitations related to habitat and food. Coastal thorn forests do not offer adequate wild prey for lions. Lions dispersing/straying in coastal areas are likely to undergo numerous challenges which include habitat constraint, prey and social factors. Such marginal habitat are termed as "Population sinks" for the species, where dispersing populations from source( Gir PA) could not establish territories and eventually die due to various unnatural

reasons. It is evident that the lions are not breeding in coastal areas and particularly near the proposed site due to limited resources availability. Several census records suggests that there is no presence of lions cubs near coastal area and around project site.

The representative of the HPCLSEPL submitted that proposed lion conservation plan during construction phase include preparation of comprehensive Traffic Management Plan in consultation with local traffic Department and Forests Department, Construction of boundary wall before actual construction, ban on entering of vehicles or person into the coastal forests, labour camps shall be outside coastal forests, no dumping of any waste in coastal forests, construction of wider under passages(@10 mtrs) over drainages with proper designed for safe passages for lion, construction of elevated road facilitates , at least 200m portion of proposed road in two section of 100m each from port boundary to NH-8E, development of green belt development to be handed over to Forests Department etc.,

It was further submitted that the proposed lion conservation plan during operational phase include provision of 100m green belt( non thorny and leafy vegetation plantation merging with local vegetation ) development outside the boundary wall of the port, installation of sign board all along the roads, for public to avoid accidents , training to be given to port staff and workers to avoid any human-lion confrontation in the area, provide support to local NGO for conservation of Lion etc.,

**The Authority deliberate the issues and Lion Conservation plan submitted by the project proponent and after detail deliberation, it was decided that PCCF(WL) in consultation with project proponent would study the Lion Conservation Plan submitted and submit his comments/suggestion within 30 days and the proposal would be discussed in the next GCZMA meeting.**

**31.4 CRZ Clearance for proposed extension of Break water at Port to be developed by M/s Simar Port Pvt. Ltd at Village Chhara-sarkhadi, Ta- Kodinar, Dist: Gir-Somnath by M/S Simar Port Pvt Ltd**

M/S Simar Port Pvt Ltd(SPPL), vide its application dated 29-04-2016 has approached this Department has seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for extension of break water at Port to be developed by M/S Simar Port Limited at Village: Chhara- Sarkhadi, Taluka: Kodinar, Dist: Gir-Somnath.

The Authority was apprised that the proposal was discussed in the 29<sup>th</sup> meeting of GCZMA, which was held on 24-05-2016, wherein the Authority was apprised that the Technical Committee scrutinized the proposal of SPPL in its 23<sup>rd</sup> meeting, which was held on 19-05-2016, wherein, the representative of Simar Port Pvt Ltd made a presentation about various activities to be carried out in the CRZ area, Comprehensive EIA report prepared by M/S National Environmental Engineering Research Institute(NEERI), Nagpur and CRZ map prepared by the Institute of Remote Sensing , Anna University, Chennai. Based on presentation made by the representative of the SSPL, the technical committee asked the company to take all necessary measures to ensure that coast stability is maintained and also to come out with a sound conservation plan for wildlife ensuring their free movement in the area and adopt suitable measures to eliminate the pollution problems during transportation of construction material during construction period and handling of the cargo during operation phase.

After detailed discussion and deliberation, since the proposed proposal for extension of breakwater is associated with LNG

Terminal, it was decided by the Authority to ask the Simar Port Private Limited to prepare the Lion Conservation Plan considering the latest census data, including details about wild life population, distribution and movement especially for lion in the project area and its vicinity. The HPCLSEPL has now submitted details alongwith Lion Conservation Plan

The representative of the SPPL made a presentation before the Authority and submitted that M/s Simar Port Private Limited is developing all weather , multi cargo , multipurpose, deep draft green field port near Village: Chhara, Taluka: Kodinar, Dist: Gir- Somnath. They have planned port development in Phase-I consists of coal terminal to handle coal up to 8 MMTPA and allied facilities. In order to achieve the tranquility required for operating the coal berth, a 1700m long breakwater will be constructed on the shoal bank. Ministry of Environment, Forests and Climate Change, Government of India granted environmental clearance for Phase-I development in January, 2014.

The Phase-II of the port development consists of LNG terminal with storage and regasification facilities. These will be developed by HPCL Shapporji Energy Private Limited, a joint venture between Shapporji Pallonji and Hindustan Petroleum Corporation Limited. In order to achieve the tranquility condition required for operating the LNG carriers, additional breakwaters of 2800 m will be constructed on the shoal bank. Thus total length will be 4500m.

It was further submitted by the representative of the HPCLSEPL that Asiatic lion numbers in coastal area is not growing in proportion to the overall numbers of total satellite population. Their percentage contribution to total satellite population has been decreasing over the years, suggesting limitations related to habitat and food. Coastal thorn forests do not offer adequate wild prey for lions. Lions dispersing/straying in coastal areas are likely to undergo numerous challenges which include habitat constraint, prey and social factors.

Such marginal habitat are termed as “Population sinks” for the species , where dispersing populations from source( Gir PA) could not establish territories and eventually die due to various unnatural reasons. It is evident that the lions are not breeding in coastal areas and particularly near the proposed site due to limited resources availability. Several census records suggests that there is no presence of lions cubs near coastal area and around project site.

The representative of the HPCLSEPL submitted that proposed lion conservation plan during construction phase include preparation of comprehensive Traffic Management Plan in consultation with local traffic Department and Forests Department, Construction of boundary wall before actual construction, ban on entering of vehicles or person into the coastal forests, labour camps shall be outside coastal forests, no dumping of any waste in coastal forests, construction of wider under passages(@10 mtrs) over drainages with proper designed for safe passages for lion, construction of elevated road facilitates , at least 200m portion of proposed road in two section of 100m each from port boundary to NH-8E, development of green belt development to be handed over to Forests Department etc.,

It was further submitted that the proposed lion conservation plan during operational phase include provision of 100m green belt( non thorny and leafy vegetation plantation merging with local vegetation ) development outside the boundary wall of the port, installation of sign board all along the roads, for public to avoid accidents , training to be given to port staff and workers to avoid any human-lion confrontation in the area, provide support to local NGO for conservation of Lion etc.,

**The Authority deliberate the issues and Lion Conservation plan submitted by the project proponent and after detail deliberation, it was decided that PCCF(WL) in consultation with project proponent would study the Lion Conservation Plan**

**submitted and submit his comments/suggestion within 30 days and the proposal would be discussed in the next GCZMA meeting.**

**31.5 CRZ Clearance for Installation of LiDAR in the identified zones of Gujarat by M/S National Institute of Wind Energy.**

The National Institute of Wind Energy vide its application dated 01-04-2016 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for Installation of LiDAR based offshore structure in the Gulf of Khambhat near Pipavav, Bhandar Taluka: Rajula, Dist: Amreli

THE Authority was appraised that the proposal was scrutinized by the Technical Committee in its 23<sup>rd</sup> meeting, which was held on 19-05-2016. During the meeting, representative from the NIOT were remained present but no one from project proponent i.e from National Institute of Wind Energy (NIWE) were remained present.

The representative of the NIWE made a presentation before the Authority and submitted that the proposed project is for installation of Lidar based Offshore structure for wind measurement at Latitude: 20° 41' 30" N and Longitude: 71° 32' 50" E, at Village: Pipavav, Taluka: Rajula, Dist: Amreli. The distance of the proposed activity is 21 km from the LTL at a water depth 17.5 m(MSL) and fall within CRZ- IV area as per CRZ Notification 2011.

The purpose of the project is to obtain bankable wind data and check commercial viability of offshore wind project, and to obtain Oceanographic data like Waves, Tides and Currents for design of Substructure for Offshore Wind turbine. This is a structure of 1.2 m diameter pile occupying the area about 1.15 sq.m, which is a completely pre-fabricated structure. The structure is flexible to be decommissioned after two years of data collection

The representative of the NIWE further submitted that the National Institute of Ocean Technology(NIOT), Ministry of Earth Science, Chennai has prepared EIA report and as per report there is no dust emission and on-site burning, so there would not be any impact on air environment. No earthwork or any other activities involved in proposed project hence there would not be any change in land use and therefore no impact is envisaged on land environment. As the construction phase is for short period, which would involving less number of people , and therefore, impact on water environment is negligible. The noise level generated from this small pile driving is very less. hence, there would no impact for aquatic environment. There is no commercial fish trawling operations in this location and therefore no impact on fishing activity. The project site location is away from the Navigational channel and no impact is envisaged on navigation of the area.

As per the map prepared by the National Institute of Ocean Technology, Chennai the proposed activity falls in CRZ-IV category, which requires offshore facilities for therefore, it may be considered as permissible activity as per the provisions of the CRZ Notification 2011

**The Authority deliberated the proposal of M/s. National Institute of Wind Energy and after detailed discussion, it is decided to recommend to the Ministry of Environment, Forests and Climate Change, Government of India to grant CRZ clearance for setting up LiDAR based Offshore structure at Offshore, Pipavav, Dist; Amreli by M/S National Institute of Wind Energy with strict compliance of the following specific conditions:**

- The National Institute of Wind Energy shall ensure that there shall not be any hindrance obstruction to the navigational channel and necessary clearance from the GMB shall be obtained in this regard.

**31.6 CRZ Clearance for Wind Power Project at – Mahuva, site Village : Katpar Gadhada, Doliya, Khared, Gujarada & Naip Taluka : Mahuva Di: Bhavnagar by M/S K.P. Energy**

M/S K.P.Energy Limited (KPEL), vide its application dated 14-04-2016 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for 19 Wind Mills Infrastructure for Windfarm (50MW) in Mahuva Coast, Dist: Bhavnagar

The Authority was apprised that the proposal of M/S K.P.Energy Limited was scrutinized by the Technical Committee in its 23<sup>rd</sup> meeting, which was held on 19-05-2016, wherein the representative of KPEL made a presentation about various activities to be carried out in the CRZ area, Rapid EIA report prepared by the Bhagwati Enviro Care Pvt Ltd, Ahmedabad, and CRZ map prepared by the Institute of Remote Sensing, Anna University, Chennai and submitted that this projects covers 6 coastal villages namely Gadhda, Katpar, Naip , Khared , Gujarda and Doliya of Mahuva taluka of Bhavnagar District.

After detailed discussion and deliberation on the presentation made by the representative of the KPEL it was decided by the Technical Committee to various details from the KPEL. The same has been submitted by the KPEL.

The representative of the KPEL made a presentation before the Authority and submitted that there total 34 turbines to be installed in this project, out of which only 19 turbines would be located in CRZ-III area of Mahuva coast and proposes best possible use of wasteland on coastal belt. The proposed activities are non polluting and permissible in CRZ areas. There is no requirement of water in producing energy through this project.

Gir Wildlife Sanctuary and Mitiyala Wildlife Sanctuary are located at more than 50 km west direction. Coastal Forests is near the project

site in Gajarda , Khared, Dodliya, Katpar and Dudheri. There is no notified wildlife corridor in 10 km vicinity. There is no recognized important birds areas reported in the area. Malan andhara(250m from site) , Nikol Bandhara( 1km from site) and Samadhiyala Bandhara(1 kn from site) are within 10 km radius. Proper environmental management plan will minimize the residual impacts of the activities performed during the construction phase. Hence, the impact on the nearest water body is not expected.

It was submitted that coastal area adjacent to project site has mostly rocky beach in Katpar , Gadhdha, Khared and Naip coasts. Doliya and Gujarda village coast is muddy and sandy. There is presence of Scleractnian and Acyonarian corals present in small patches in @100 M2 at Katpar rocky coast near Light House . The mangrove area are located at Katpar/Mahuva bunder , Doliya coast and Chanch Creek. No rare, endangered and important plants species present in the project core area. Project activity may temporary disturb the vegetation in terms of dusting due to traffic movement and digging for foundation. This would be on a very small scale and negligible. Therefore, the project activities are not likely to have any significant impacts on the vegetation of the project area and the study area.

Since the wind turbine installation would be done away from the marine waters, their impacts on marine environment are likely to be negligible. Though, marine environment in the vicinity of the project site have a small patch of coral reef and mangroves, there will be no impacts of project activities on these eco-system as it is not expected to utilize marine water or intertidal areas. The wind project activities are not likely to produce any toxic gases, wastes water, etc.,and therefore no material flow from the project site to the sandy coast or marine water. The coast near project site is not known for nesting of sea-turtle probably due to turbid sea water along with high wave action and rocky, cliffy and muddy shoreline.

As per the CRZ map prepared by the Institute of Remote Sensing, Anna University, Chennai, the proposed activities fall with CRZ-III area.

***The Authority deliberated the proposal of M/S K.P. Energy Ltd(KPEL) , and after detailed discussion, the Authority decided to recommend to the Ministry of Environment and Forests, Government of India to grant CRZ Clearance for proposed windmill project at Village : Katpar Gadhada, Doliya, Khared, Gujarada & Naip Taluka: Mahuva Di: Bhavnagar by M/S K.P. Energy with following Specific conditions :***

1. The KPEL shall have to paint all blade of the windmills with orange or red colour as per International Standards to prevent bird hit .
2. The KPEL shall take maximum precautions during construction phase to ensure that the surrounding reserved forests areas are not disturbed and the power lines are placed away from the forests and water bodies.
3. The KPEL shall have to ensure that overhead electrical lines are insulated, spike guard on channels at poles are provided and maximum distance shall be maintained between two conductors.
4. The KPEL shall monitor wind turbine particularly located in Katpar village for bird and bat mortality during the post construction in operation phase for two continuous years for determining the scale of impacts on birds and bats. Upon finding significant bird and bat mortality, mitigation measures shall be taken including curtailment or cut off the generation of power during certain identified period during which maximum impact occurs. A report in this regard shall be submitted to PCCF(WL).

**31.7 CRZ clearance for construction of Light House at Bet Dwarka, Dist: Devbhumi Dwarka, by the Directorate, Department of**

**Lighthouses and Lightships, Ministry of Surface Transport and Shipping, Government of India**

The Directorate, Ministry of Shipping, Government of India vide its letter dated 12-04-2016 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority(GCZMA) for obtaining CRZ Clearance for establishment of new Lighted Beacon at Bet Dwarka, Dist: Bet Dwarka. CRZ map has been prepared by the SAC, Ahmedabad, the same was forwarded to the BISAG, Gandhinagar to get the superimposition of the proposed project on It. The BISAG, Gandhinagar has superimposed the proposed activity on CRZ map prepared by the SAC, Ahmedabad.

The representative of the Directorate, Light House and Light ship, Ministry of Surface Transport made a presentation before the Authority and submitted that this is a project for establishment of New Lighted Beacon of 24 m height with GI trestle tower at Bet Dwarka, Dist: Devbhumi Dwarka.. A piece of land admeasuring 2000 sq. mtr. ( 50 mtr. X 40 mtr.) at survey no. 43 at Bet Dwarka has been acquired from Govt. of Gujarat for establishment of lighted beacon, vide District collector, Dev Bhumi Dwarka order dated 29/01/2016.

It was further submitted that the Chief conservator of forest and marine national park Jamnagar vide their letter dated 11/08/2016 has intimated that the proposed site for establishment light beacon at Bet Dwarka is not covered under forest / Marine National Park / Marine sanctuary area / Eco sensitive zone

The site has no trees expect for small bushes. The proposed lighted beacon is a structure of GI trestle with a total weight of 15 ton, with a small light equipment and battery with solar charging. The total load will be around 30 kgs. Soil test of the site has been carried out and found suitable for the erection of GI Trestle. No other structures are planned in the area.

The station is unmanned and will be remotely monitored from one of our lighthouse establishment. In view of the above there will not

be any impact on the environment and also no loss of existing species. The proposed site is away from coastline. During the foundation work, the water of about 500 to 1000 ltrs., concrete of 50 cum and around 10 labour personnel needed. Man and material will be obtained from near by village. The foundation needed a minimal excavation of 4 mtr X 4 mtr X 3 mtr Depth. The LED flashing light is of 20 watt on solar power which does not cause any pollution or emit toxic substance in the air. Its noise free.

As per the CRZ map prepared by the SAC, Ahmedabad, the proposed activity fall within CRZ-III area.

***The Authority deliberated the proposal of Directorate, Department of Light Houses and Lightships, Government of India , and after detailed discussion, the Authority decided to recommend to the Ministry of Environment and Forests, Government of India to grant CRZ Clearance for proposed construction of Light House at Bet Dwarka, Dist: Devbhumi Dwarka by Lighthouses and Lightships with following Specific conditions:***

- All necessary permissions from different departments/ agencies under different laws/ acts shall be obtained before commencing any enabling activity for the proposed activity.

**31.8 Various proposals seeking recommendations from the GCZMA for obtaining necessary CRZ Clearance under CRZ-II Category from Porbandar, Bharuch and Somnath- Veraval Nagarpalikas**

The Authority was apprised about other 2 applications received from Porbandar, Somnath- Veraval Nagarpalika areas seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from concerned Nagarpalika under CRZ-II category as per Annexure-I

**The Authority deliberated all the proposals and decided to recommend to the Concerned Nagarpalikas to issues CRZ clearance for the proposal received as per Annexure-I**

**31.9 CRZ Clearance for development of the leisure and entertainment world at Village: Dandi, Ta – Jalalpore, Di-Navasari by M/S Hitarth Developers LLP**

M/S Hitarth Developers LLP(HDLP) vide its application dated 25-04-2016 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the State Level Environment Impact Assessment Authority(SEIAA) for their proposed project for development of an eco-tourism project of developing an entertainment park at Dandi , Dist: Navsari

The Authority was apprised that the Technical Committee scrutinized the proposal in its 23<sup>rd</sup> meeting, which was held on 19-05-2016, wherein the representative of HDLP made a presentation about various activities to be carried out in the CRZ area, Comprehensive EIA report prepared by M/S Eco Chem Sales & Service, Surat and CRZ map prepared by the Institute of Remote Sensing , Anna University, Chennai, and submitted that the proposed eco-tourism project will be recreational park with residential bungalows, along with different recreational facilities like aquarium, indoor games, gym, spa, Amphitheatre, Children day care center, swimming pool, Cafeteria , Club house with Banquet, Halls, studio Apartments etc, The proposed project is a part of the Vibrant Gujarat in collaboration with the tourism Department of Gujarat to provide Entertainment Park alongwith promotion of Gandhian values on the concept of Eco- Tourism.

After detailed discussion and deliberation on the presentation made by the representative of the HDLP the Technical Committee asked various details from the project proponent. The details have been submitted by the HDLP.

The representative of the HDPL made a presentation before the Authority and submitted that the total plot area is 1,39,764.00 M<sup>2</sup>.

Total F.S.I area is 23,720.85 M<sup>2</sup>. Only bungalows (G+1) are proposed in the project. No flats will be constructed. Total no. of units proposed are **162**. Total built up area would be 29,805.85 M<sup>2</sup> and Ground coverage would be 22,005.78 M<sup>2</sup>. Approximately 10 KLD water would be required during construction phase and 1240 KLD water would be required during operation phase. The requirement of water would be met through adjacent sweet water lake developed by the proponent. They have taken permission from the gram panchayat to construct and maintain the lake adjoining the proposed project premises. The power requirement would be met through DGVCL.

They have decided to use all eco-friendly building construction material as a part of promoting Eco- Tourism. There will be no water sport activity/any other water based activity for the proposed park. Only battery operated cars/buggies shall be used for internal movement.

It was submitted that no project related activity shall be carried out within CRZ area-I and CRZ-II area / onshore areas at the project site. Thus, no impact related to dredging , siltation and erosion on the coast is envisaged. No mangroves are present at the project site and within 2 km of the project site radius. Hence there are no issues associated with mangrove destruction and no negative impacts on the same is envisaged. The project proponent shall not dispose any waste/effluent in the adjoining sea. Hence, impacts related to the effluent discharge on the coastal and marine ecology is not envisaged.

It was further submitted by the representative of the HDPL that 'Swachh Bharat Abhiyan' would be promoted by strict implementation of 'Litter in the Bin Policy' by setting up dustbins, using reusable utensils and no plastic allowed within the premises. 'No Plastic' concept will be adopted within the premises and promotion of use of Khadi bags in place of the same. Adequate waste

management facilities like segregation of waste and door to door waste collection will be adopted for better solid waste management. Only domestic waste will be generated as a part of the operation of the proposed project. The same will be disposed off properly by Dandi Gram Panchayat. Permission of the same has been obtained. Dandi Gram Panchayat is engaged in collection of domestic waste to be reused further in organic manure and sent to farmers. STP sludge will be used as a manure within the premises for development of the greenbelt as a part of solid water management practice.

It was further submitted that the Dandi Monitoring Committee discussed that for obtaining CRZ clearance, recommendations of Dandi Monitoring Committee are not required. But after obtaining CRZ clearance and Environmental Clearance, details should be submitted to the Dandi Monitoring Committee and the Committee will issue a letter for the same.

The Authority asked the project proponent to drop the activities, which are not permissible in “No Development Zone” and also plan for those activities, which are permissible under CRZ Notification 2011. The project proponent was agreed to this. Further to this, since this a project for development of Hotel/Beach /Resort development, which requires prior CRZ clearance from the Ministry of Environment, Forests and Climate Change, Government of India as per the guidelines issued as Annexure-III of CRZ Notification 2011.

***The Authority deliberate the proposal of M/S Hitarth Developers LLP and after detailed discussion, the Authority decided to recommend to the Ministry of Environment and Forests, Government of India to grant CRZ Clearance for the leisure and entertainment world at Village: Dandi, Ta - Jalalpore, Di-Navasari by M/S Hitarth Developers LLP with following Specific conditions (Only after receiving revised activities in NDZ areas alongwith CRZ map):***

1. The HDPL shall ensure that no construction activity shall be carried out in 200 m from the HTL on landward side i.e in No Development Zone, except which are permissible as per guidelines issued under CRZ Notification 2011
2. The HDPL shall have to carry out only those activities which are permissible under CRZ Notification 2011 and in accordance with the guidelines issued thereunder for the purpose.
3. The HDPL shall ensure that construction activity shall not start without obtaining necessary permission from the Dandi Monitoring Committee constituted by the MOEF&CC, GOI under Dandi Eco Sensitive Zone Notification.
4. The HDPL shall have to prepare garbage and sewage management plan and it should be manage accordingly.
5. The HDPL shall have to disposed of the solid waste at the solid waste treatment and disposal facility developed at Dandi as part of DESZ.
6. The HDPL shall have to ensure that plastic waste is segregated and disposed of by selling it to the registered recyclers.
7. The HDPL shall have to deploy manpower for Beach Cleaning and ensure that aesthetic of the beach is maintained, it should be not deteriorated.
8. No ground water shall be tapped by the HDPL at the proposed site.

**31.10 CRZ Clearance for proposed expansion of existing jetty for salt handling and exporting at Jakhau, Taluka: Abdasa, Dist: Kutch by M/S Good Earth Maritime Limited.**

M/S Good Earth Maritime Limited (GEML ), vide its application dated 10-11-2015 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from State Level Environmental Impact Assessment Authority (SEIAA) for their proposed project for expansion of existing jetty in length for salt

handling and exporting at Jakhau(near Jakhau fishing harbour),  
Taluka: Abdasa, Dist:Kutch

The Authority was apprised that the Technical Committee Scrutinized the proposal in its 20<sup>th</sup> meeting, which was held on 28-12-2015, wherein the representative of GEML made a presentation about various activities to be carried out in the CRZ area, EIA report prepared by the Kadam Environmental Consultant, Vadodara, Marne EIA report prepared by the National Institute of Oceanography, Mumbai and CRZ map prepared by the Institute of Remote Sensing, Anna University, and Chennai. After detailed discussion and deliberation on the presentation made by the representative of the GEML, it was decided by the Technical Committee to ask various details and accordingly, the details were called for on 09-02-2016. The GEML has now submitted details asked by the Committee on 20-08-2016.

The representative of the GEML made a presentation before the Authority and submitted that they are having “T” shaped jetty of 56.6 m length X 12.7 M width ( **Latitude: 23° 14’ 36.8” N, Longitude: 68° 36’ 22.7” E**), which was constructed in 1976 by M/S Jakhau Salt Company Pvt Ltd. The existing jetty is operational with natural draft of @ 8-11m at berth. Now they have proposed to extend this existing jetty from existing 56.6 m to 200 m length with an addition of another 143.4 m X 9.58 M width jetty on piles towards inside with two approaches(59.75m length X 5.9m width) . The existing cargo handling capacity is 8,00,00 TPA and after expansion ,it would be 15,00,000TPA. The transportation of the salt to jetty through dumber and store in stock yard, when the ship comes for loading salt are loaded to hopper, salt will convey to the conveyor through vibrating feeders to the barges .The salt from the barges will be loaded to the mother ship with the existing cargo handling facility on the ship. At present the existing jetty can meet berthing requirement of only one vessel of 1300 DWT at a time, which would be doubled after expansion.

The marine Salt Production capacity of this group has increased to 15,00,000 TPA and the present small jetty is not sufficient to handle the entire production, and therefore , expansion of jetty is required. The proposed waterfront development is 11.49 km away from Lala Bustard Wildlife Sanctuary. The temporary hutment of fishermen near Jakhau fishing harbour is located at 1.19 km from the proposed site. Small habitation at Village: Asirawandh , part of Jakhau village is located at @ 6.00 km from the proposed site.

The proposed jetty will have 76 piles with 1m dia each. The numbers of piles in the intertidal region will be 16 and rest 60 piles would be in sub tidal region. This would have total footprint area 59.66 M<sup>2</sup>. No capital dredging and maintenance dredging would be carried out in this proposed expansion. The barge transportation will be carried out only during the high tide. The available draft of the berthing are is about 8 mtrs, where barges can berth even during low tide also.

The representative of the GEPL submitted that only requirement of water is for the drinking and other domestic activities i.e 2 KLD .The requirement of freshwater will be bet through the local suppliers from Jakhau and Vada Bara villages within 15 km from the jetty premises. There would not be solid waste generation ,the domestic waste water will be treated in plastic septic tank/soak pit arrangement.

The sub tidal benthic fauna in 47.10M<sup>2</sup> and intertidal benthic fauna in 12.56 M<sup>2</sup> will be directly affected due to the piled jetty construction. The model study by NIO predicted a slight increase in the rate of deposition confined to the jetty location .The increase is in the range of 0.0044kg/m<sup>2</sup>-sec to 0.0132 kg/m<sup>2</sup>-sec. No significant difference in the deposition rates observed in the rest of the study area. It can be concluded that there is no significant variation in the rates of erosion in the study area both before and after development. The variation of bed level resultant of erosion and deposition over 15 days is found to be of the order of 0.003 m to 0.005 m at the proposed jetty location . This is very small and is

within the limits of natural variability. The project site location of this expansion is selected in a region along the bank Godia creek near Jakhau parallel to the existing jetty, where no other natural drainage system is present at this location. Hence, no impact due to the blockage of creek and other natural drainage system is expected due to the construction of this project.

No mangrove patches or other eco-sensitive receptors near the project site. Stunted mangroves are present at around 230 m from the proposed expansion. Hence any ecological impact due to the construction activity will be localized and reversible. Moreover, new habitats formed by structures (especially piling) will attract many marine fauna to get entangled and survive. Since the sediment in the study area is sandy and uncontaminated, the changes would be minor and unlikely to influence the overall sediment quality of the area.

Runoff from salt storage yard, spill from bulk cargo handling through conveyor belts, and windblown dust are possible sources of contamination of port water. Accidental spill of diesel, oils or oily compounds, discharge and spill from ships/barges or shore facility are possible sources of contamination of water. The chances of oil spill from the proposed expansion of jetty is very negligible. If any oil spill occurred due to natural calamities in this region, the management of unit will be fully prepared to meet any consequences of this nature under guidance of Indian Coast Guard and Gujarat Maritime Board. In such incident a quantity of 1100 T salt may spill into the sea, resulting in suddenly salinity increase in the vicinity of spillage. The model study shows that the instantaneous spill of 1100 T of salt will give rise to very high increase of salinity of the sea water at the point of spill initially. Salinity increase will be limited to an area around the point where the spill took place and the plume of dispersion will not extend beyond 2000m. The salinity levels in the surrounding waters will attain the equilibrium levels within a few hours and the affected zone.

The representative of the GEML submitted that the number of barges trip through the approach channel will increase after the expansion of jetty. Approximately 40-45 barges trip is required to load one mother ship. After expansion the jetty 1200 DWT barges for transportation of salt to Mother ship shall be used. One barges may take an average time of 2.30 hrs-4.00 hrs to reach the mother ship based on the climatic condition and distance of anchorage from the jetty. The loaded barges has to cross the channel during high tide period. There will be a minimum 36 to and fro barge movement. The proposed jetty is located closer to the existing salt pan of Jakhau Salt Company Private Limited and Bharat Salt Company Private Limited sister concern of Good Earth Maritime Limited under the umbrella of Archean Group. Hence the transportation shall be through the internal roads only.

As per the CRZ maps prepared by the Institute of Remote Sensing, Anna University, Chennai, the proposed project fall in the CRZ-I(B), CRZ-III and CRZ-IV category.

The Authority specifically asked the project proponent for probable impact on fishermen/fishing activity due to the proposed expansion. It was submitted that there would not be any impact on fishing activity. It was asked to confirm from the Fisheries Commissionerate about this aspect.

***The Authority deliberate the proposal of Good Earth Maritime Limited(GEML) and after detailed discussion, the Authority decided to recommend to the State Level Environment Impact Assessment Authority(SEIAA) to grant CRZ clearance for Proposed expansion of existing jetty for salt handling and exporting at Jakhau, Taluka: Abdasa, Dist: Kutch by M/S Good Earth Maritime Limited with following specific conditions:***

1. The GEML shall construct jetty in such way that there shall not be any impacts on ecology of the area.

2. The GEML shall have to abide by all the suggestions/conditions, if any to be suggested by the Commissionerate of Fisheries and ensure that there shall not be any impact on fishing activity due to proposed activity.
3. The GEML shall carry out transportation and handling of the Salt in such a way that there shall not be any impact of salt in nearby area.
4. The GEML shall ensure that the CSR activities shall be carried out on need base of the local people.

### **31.11 Preparation of Coastal Zone Management Plan for the State of Gujarat**

The Authority was apprised that as per the provisions of CRZ Notification 2011, every coastal State Government/SCZMA has to prepare the State Coastal Zone Management Plan for their respective State in accordance with the guidelines and procedures laid down thereunder. The MOEF&CC, GOI has directed NCSCM to demarcate the HTL along the entire Indian coastline . As a part of this study , demarcation of HTL for Gujarat State has been take up by the NCSCM, Chennai and the work for preparation of GCZMP has been entrusted to the NCSCM, Chennai and the work is under progress. The Director, NCSCM, Chennai vide his letter dated 26-05-2016 has forwarded following data and maps:

- HTL data of Gujarat pdf format
- Hard copies of the above HTL pertaining to locations where updated tidal limit information based on salinity values required from Government of Gujarat.
- ESA data of Gujarat in pdf formate.

Further to this, based on our request dated 27-05-2016, the NCSCM, Chennai has submitted proposal its proposal vide letter dated 10-06-2016 for preparation of the Coastal Zone Management Plan alongwith methodology to be adopted for the same.

- The proposal includes the procedures for identification and demarcation of HTL, LTL.
- Approach
- Facilities material to be provided by the GCZMA.
- Responsibilities of GCZMA.
- Deliverables
- Total Duration- 5 months

The NCSCM, Chennai has asked the total cost of preparation of the preparation of the GCZMP would be Rs. 12,04,85040( Rupees Twelve Crores Four Lakh Eighty five thousand and forty inclusive of service tax). In the meantime, the NCSCM, Chennai has forwarded HTL demarcated for the State of Gujarat vide its letter dated 12-08-2016. The same has been submitted to BISAG , Gandhinagar for suggestion , if any required to be.

The Director, NSCSM, Chennai was invited to remain present during the meeting. Dr. R.Ramesh, Director, NCSCM, Chennai remained present and made a presentation about the HTL demarcation and ESA mapping done for the State of Gujarat. He also emphasize to submit some details required for preparation of GCZMP like Cadastral maps for remaining area, demarcation of lakes/rivers /creeks/ canal, other important features like Schools/hospitals/roads network etc,

The ACS, F&ED and Chairman, GCZMA requested NCSCM, Chennai to take up the work for preparation and completion of GCZMP for State of Gujarat by expressing the constraint regarding funds against the coast to be incurred for preparation of GCZMA. The Director, NCSCM, Chennai expressed his difficulties about the fund available for the purpose.

The ACS, FED than discussed the matter with Dr. Senthil Vel, Additional Project Director, SICOM, MOEF&CC, GOI explaining the constraint about fund availability for this purpose and requested him to intervene in the matter and help out the State of Gujarat for completing the work for preparation of GCZMP. It was assured by

The Additional Project Director, SICOM, MOEF&CC, GOI that necessary resources/funds would be made available to NCSCM, Chennai for this purpose and the work can be taken up at a very negligible cost under ICZM Project.

**After detail discussion , the Authority decided to entrusted the work related preparation of GCZMP to NCSCM, Chennai and to ask the BISAG, Gandhinagar to provide all information as desired by the NCSCM, Chennai including Aquaculture Activity and cadastral maps for remaining area, demarcation of lakes/rivers /creeks/ canal, other important features like Schools/hospitals/roads network etc., immediately. Also ask the GEC to get the certificate from all concerned Department about ESA already demarcated by the NCSCM, Chennai as provided by GEC.**

**31.12 Amendment in Environment Clearance granted by the Ministry of Environment, Forests and Climate Change, Government of India for development of Multi Product SEZ and CRZ Clearance granted for Desalination plant , intake and outfall facilities and pipelines at Mundra, Dist: Kutch by M/S Adani Port and SEZ Limited**

M/s Adani Port and SEZ Ltd. had approached this Department for obtaining recommendation to get CRZ Clearance from the Ministry of Environment and Forests, Government of India for their proposed project for Multi -Product SEZ at Mundra, Dist: Kutch by M/s Adani Port and SEZ Ltd.

The Authority was apprised that as decided in the 14<sup>th</sup> GCZMA meeting, which was held on 27-02-2012, the proposal was recommended to the Ministry of Environment and Forests, Government of India on 27-03-2012 to grant CRZ clearance for construction of pipeline for intake of seawater and laying of treated waste water disposal pipeline up to a point suggested by the NIO at Mundra by APSEZ as a part of the development of Multi Product

SEZ in an area of 8481.2784 ha at Mundra with a specific condition that the MPSEZ shall ensure that there will not be any mangrove destruction due to proposed project activity and continuous monitoring system for Temperature and Salinity shall be provided by the MPSEZ with all other conditions mentioned therein.

The Authority was further apprised that the Ministry of Environment and Forests, Government of India vide its letter dated 26th October, 2012, requested GCZMA to submit factual position along with the details of SEZ area falling outside the CRZ as per the approved CZMP.

The matter was discussed in the 17<sup>th</sup> GCZMA meeting, which was held on 01-01-2013, wherein the representatives of Adani Port and SEZ Ltd, made a presentation before the Authority and submitted that multiproduct SEZ at Mundra is having total notified area of 8481.2784 ha for which Expert Appraisal Committee has recommended EC and CRZ clearance in its meeting dated 9-10th July, 2012. Now as per present status 1840 ha which was forests area, diverted for SEZ, was de-notified by the Ministry of Commerce for its contiguity, so total balance area is 6641.2784ha. It was further submitted by the APSEZ that they have already applied for its notification again by solving the contiguity related issues raised by the Ministry of Commerce. Same was in process and the issue was to be resolved in short time. They have already requested the MoEF&CC, GOI that only permissible activities would be carried out in CRZ area as per CRZ Notification as applicable. It was requested to recommend the MoEF&CC, GOI for the same.

The MPSEZ had also submitted the CRZ maps showing the total SEZ area and area which falls within CRZ boundary, which is prepared by the CESS, Thiruvanthapuram(one of the authorized agencies by the MoEF&CC, GOI). As per the CRZ map submitted, the area classification is as under:

- Total Area Notified as SEZ(earlier)- 8481.2784 ha

- Area de-notified by the Ministry of Commerce: 1840 ha
- Present Notified SEZ area: 6641.2784 ha
- CRZ buffer area in present Notified area of SEZ- 630ha
- CRZ-1(B) area in present notified area- 843.39 ha

Thus total area in present notified SEZ , which fall within CRZ area is 1473.39 ha. If the de-notified SEZ area(1840 ha) again notified as SEZ, following CRZ area would be added to the above area:

- CRZ buffer area in present de-notified area of SEZ- 470 ha
- CRZ 1(B) area in present de-notified are of SEZ -120.87 ha

The Authority deliberated the issues, and as there was no change in earlier recommendations made to MoEF, GOI, it was decided to forward the factual report to the Ministry of Environment and Forests, Government of India mentioning the about the total land falling within CRZ area as per the CRZ map prepared by the CESS, Thiruvananthapuram(one of the agency authorized by the MoEF, GOI) for consideration of earlier recommendation at their end. Accordingly, a letter was written to the MOEF, GOI on 09-01-2013 conveying the decision of the GCZMA about the classification of CRZ areas, based on the CRZ maps prepared by the, CESS, Thiruvanthapuram.

Again the Ministry of Environment and Forests, Government of India , vide its letter dated 3rd April, 2014 requested GCZMA to re-verify and certify the HTL/CRZ area, which was already approved in 17th GCZMA meeting. Accordingly, the APSEZL on 16-04-2014 was asked to submit details about exact area falling within CRZ area and submit clarification whether there is any change in their proposal submitted for obtaining recommendations from the GCZMA.

The APSEZL vide its letter dated 23rd April, 2014 had clarified that there was no change in their proposal submitted earlier for obtaining recommendations, which is already recommended by the GCZMA.

They have also submitted a CRZ map with superimposition of Mundra SEZ area on the authorized map of HTL and CRZ boundary prepared by the CESS, Thiruvanthpuram.

The representative of the APSEZL made a presentation before the GCZMA in its 22<sup>nd</sup> meetings, which was held on 30-05-2014 about the methodology adopted for the superimposition of the SEZ areas on CRZ maps prepared by the CESS, Thiruvanthpuram based on the standard guidelines issued by the MOEF&CC, GOI. It was submitted that there was no change in any of the activity and areas, as submitted earlier. The Authority deliberated and discussed the issue and CRZ map prepared by the CESS, Thiruvanthpuram and after detailed discussion, it was decided to form a committee consisting of Members of GCZMA, and Director, CESS, Thiruvananthpuram to verify the HTL/CRZ area demarcated on CRZ map prepared by the CESS and to submit the report within a week time. The Authority also authorized the Chairman, GCZMA to take decision to reply to the Ministry of Environment and Forests, Government of India on receipt of the report from the above mentioned Committee.

Based on above decision, a meeting of the abovementioned committee was held on 17-06-2014 and it was decided that that CESS, Thiruvananthapuram would verify the CRZ maps prepared by different authorized agencies for different time periods, and the methodology adopted by the APSEZL for superimposition of the same to prepare an integrated CRZ map, and would give its opinion. The CESS vide its letter dated 20th August, 2014 has submitted its report and it was concluded as under:

***“The HTL prepared for entire SEZ area combining different segments for which CRZ mapping was done in different scales by different agencies during periods of time has been verified with respect to the methodology adopted and the positional accuracy of different features in the outputs maps, it is found***

***that the combined HTL for the coastal zone of the SEZ area is reasonably accurate”***

Again the matter was discussed in the 23rd GCZMA meeting , which was held on 16-10-2014. The decision of Authority was as under:

***“The Authority deliberated the issues and considering the opinion given by the by the CESS(An authorized agency by the MOEF&CC, GOI), the Authority decided to issue necessary clarification regarding re-verification of the HTL boundary and CRZ area for APSEZL , as desired by the MOEF&CC , GOI” .***

As decided in the 23rd meeting of the GCZMA, necessary clarification was forwarded to the MOEF&CC, GOI on 11-12-2014.

The Authority was apprised that M/S APSEZL submitted its letter dated 29th September, 2016 and informed that the MOEF&CC, GOI has granted EC and CRZ Clearance for Multi product SEZ vide its order dated 15th July, 2014.

The representative of APSEZL made a brief presentation before the Authority about the matter and submitted that the Expert Appraisal Committee had recommended for the grant of EC and CRZ clearance for the SEZ in an area of 8481.2784 ha, however Ministry of Environment, Forests and Climate Change, GoI has accorded EC for the proposed project for 6641.2784 ha for development of Multi Product SEZ and CRZ Clearance for Desalination plant, seawater intake and Outfall facility and pipeline.

The Ministry of Commerce has issued notification no. SO 3379( E) dated 11-12-2015 notifying an area of 1856.5335 ha and now issued combined notification dated 21-09-2016 notifying an area of 8181.2784 ha

It is requested to provide NOC on recommendation of notified area of 1856.5335 ha (part of overall 8481.2784 ha as approved) to enable them to approach MOEF&CC, GOI to amend existing EC and CRZ clearance issued by the MOEF&CC, GOI dated 15th July, 2014.

**The Authority deliberated the issues and as earlier recommendations were forwarded to MoEF&CC , GOI, and now**

**there is no change in earlier recommendation issued by the GCZMA, it was decided to issue a letter to APSEZ that as the proposal is already recommended on 27-03-2012, and subsequent clarification was issued on 09-01-2013 and 11-12-2014, there is no change in the stand of GCZMA and Ministry may consider the proposal of the APSEZL, as per earlier recommendation.**

The meeting ended with a vote of thanks to the Chair

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### Annexure-1

List of Proposals falls in CRZ-II area and discussed in 31<sup>st</sup> meeting of GCZMA.

Sr. no.	Detail of Projects
1.	<p><b>Shri Jethanand Hasanand Ukrani,</b> City Survey block no. "C", Survey no. 4 paiki, Opp. Nagori dela, veraval, ta. Veraval, Ta. Veraval, Dist. Gir Somnath.</p> <p>The proposed Re-construction at existing residential house having proposed ground floor (GF) +FF+SF which is located at above address.</p> <p>As per plan submitted, they have proposed residential building consist of GF+FF+SF &amp; total built-up area is <b>157.50 sq. meter</b> and valuation report shows cost of proposed construction is Rs. 17.75Lacs.</p>
2.	<p><b>Shri Jigneshbhai Mohanbhai Lakhani partner of parl developers.</b></p> <p>The previous permission issued on 14/09/2015 for construction of a residential house for ground plus 3<sup>rd</sup> floor having built up area-908.13 Sq.meter, which is located in, Municipal no. 11-1-1109/16-1, Lalbangla Vistar, Porbandar, District: Porbandar. Now proposal is received for construction of Fourth floor on same proposed building hence total built up area= 908.13 Sq.meter(Existing) + 246.23Sq.meter(Proposed) hence, total built up area- <b>1154.36 Sq.meter</b>. The cost of the proposed project is estimated to Rs. 1,30,42,000/-Rupees one crore, thiry lakh fourty two thousand only</p>

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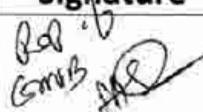
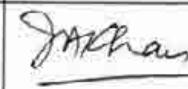
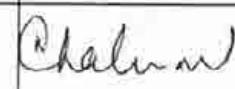
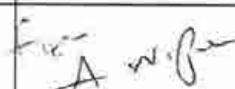
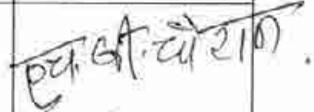
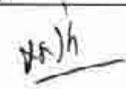
## ANNEXURE – B

List of the representative who attended the 31<sup>st</sup> Gujarat Coastal Zone Management Authority meeting which was held on 15/10/2016 at 03:00 PM in the Committee Room, Block No: 14/8th Floor, Forests and Environment Department, New Sachivalay, Gandhinagar.

- M/S Cargo Motors Private Limited
- M/S HPCL Shapoorji Energy Pvt Ltd
- M/S Simar Port Pvt Ltd
- M/S National Institute of Wind Energy.
- M/S Lighthouses and Lightships
- M/S Kandla Port Trust
- M/S K.P .Energy Limited
- M/S Good earth Marine Limited
- M/S Hitarth Developers LLP
- M/S Adani Port and SEZ Limited

31<sup>st</sup> GCZMA Meeting

List of participant who attended the meeting of the. Gujarat Coastal Zone Management Authority (GCZMA) held on **15-10-2016 at 15:00** hours under the Chairmanship of **Shri Arvind Agrawal, IAS**, Additional Chief Secretary, Forests & Environment Department in the Committee Room, Block No. 14th, 8th Floor, Forests & Environment Department Gandhinagar.

Sr. No	Name	Designation	Signature
1.	<b>Shri Ajay Bhadoo, IAS</b> Vice Chairman & Chief Executive Officer, Gujarat Maritime Board,		
2.	<b>Smt. Anuradha Mall, IAS</b> Chief Executive Officer, Gujarat State Disaster Management Authority(GSDMA), Gandhinagar		
3.	<b>Smt. Mamta Verma, IAS</b> Industries Commissioner, Udhyog Bhavan, Gandhinagar		
4.	<b>Shri Mohammad Sahid, IAS</b> Commissioner of Fisheries, Gujarat State, Gandhinagar		
5.	<b>Dr. J. A. Khan, IFS</b> Principal Chief Conservator of Forests(WL), Aranya Bhavan, Sector-10A , Gandhinagar		
6.	<b>Shri S.K.Charurvedi, IFS</b> Member Secretary, Gujarat Ecology Commission, Gandhinagar		
7.	<b>Shri Rajesh .I. Shah</b> Managing Trustee, VIKAS Centre for Development, Ahmedabad		
8.	<b>Shri Paresh. L. Sharma</b> Chief Town Planner, Gujarat State, Gandhinagar		
9.	<b>Shri T. P. Singh</b> Director, BISAG, Gandhinagar		
10.	<b>Shri Rajesh Pravin Chandra Doshi</b> Marine Engineer, Vadodara -390007.		
11.	<b>Shri H.B.Chauhan ,</b> Senior Scientists SF, Space Application Centre, Ahmedabad		
12.	<b>Shri H.S.Singh</b> Retired APCCF, Plot- 44, Sector-8, Gandhinagar		
13.	<b>The Member Secretary</b> Gujarat Pollution Control Board, Gandhinagar		
14.	<b>Shri Hardik Shah, IAS</b> Director ( Env.) & AS, F & ED, Sachivalaya, Gandhinagar.		