



भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पोत परिवहन मंत्रालय, भारत सरकार)

मुख्यालय : ए-13, सैक्टर-1, नोएडा-201 301, (उ० प्र०)

INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Govt. of India)

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IWAI/NW-5/7A/2017-18 (Vol – II)

Date: 17.09.2019

To

The Member Secretary (Infra-2)

Ministry of Environment, Forest & Climate Change

Indira Paryavaran Bhawan, Jorbagh Road

New Delhi – 110003

Sub: Submission of application for obtaining ToR for the proposed “Development of Stretch from Pankapal to Paradip and Dhamra of NW-5 in the State of Odisha for Navigation” by M/s Inland Waterways Authority of India – Reg

Sir,

This is to bring to your kind notice that the Dhamra-Talcher stretch of river Brahmani, Geonkhali – Charbatia stretch of East Coast Canal, Charbatia – Dhamra stretch of Matai river and Mangalgadi – Paradip stretch of Mahanadi delta river for length of 588 km was declared as National Waterway 5 on 25.11.2008 and since then Inland Waterways Authority of India (IWAI) is planning to carry out various development and maintenance works on this waterway for providing fairway for effective shipping and navigation.

2. For developing 332 km of economically and commercially viable stretch of NW-5 from Talcher to Paradip / Dhamra in phases, MoU has been signed among IWAI, Government of Odisha, Paradip Port Trust and Dhamra Port Co. Ltd. On 30.06.2014. Work in Phase-I covering 212 km from Pankapal to Paradip / Dhamra is being taken up presently. The Phase-II work between Talcher to Pankapal for a stretch of 120 km shall be taken up for development subsequently.

3. The proposed project in Phase-I, between Pankapal to Paradip / Dhamra in NW-5 stretches from the coastal districts of Bhadrak, Kendrapara & Jagatsinghpur and also passes through Jajpur district. The project involves the development of the fairway for the stretch of 212 km for which the Terms of Reference (ToR) was obtained, vide F.No.10-27/2014-IA.III dated 12.01.2015. The issued ToR was given an extension of validity for one year which expired on 11.01.2019, vide F.No.10-27/2014-IA-III dated 21st June 2018.


4. Meanwhile, recognizing that the development of waterways involves only maintenance dredging in the rivers to regain the actual depth of the river, the Ministry of Environment, Forest and Climate Change in its Office Memorandum, vide F.No.14-9/2016-IA-III dated 21st December 2017, has stated that no prior environment clearance (EC) is required for maintenance dredging for navigational channel for Inland Waterways. Also, as per the Environment Impact Assessment (EIA) Notification, 2006 amendment date 15th January 2016 Appendix IX – Exemption of Certain Cases from Requirement of Environmental Clearance states that no prior environmental clearance shall be required for “Dredging and de-silting of dams, reservoirs, weirs, barrages, river, and canals for the purpose of their maintenance, upkeep and disaster management.

5. However, IWAI, in order to conform with the earlier procedure of obtaining EC has decided to submit the application for ToR. In this regard, we are herewith submitting the duly filled Form-I along with the Pre-Feasibility Report (PFR) and revised Standard ToR afresh prescribed for Ports and Harbours for seeking prior environmental clearance.

6. Hence, it is requested to kindly consider the application for abovementioned National project favorably and provide us the required ToR afresh with the exemption from EC for the development of the National Waterway 5.

Encl: As mentioned above

Yours Faithfully


(A.K. Mishra)
Director (Tech)