

MINUTES OF THE 361st MEETING OF EXPERT APPRAISAL COMMITTEE FOR PROJECTS RELATED TO COASTAL REGULATION ZONE HELD ON 05/04/2024.

The 361st meeting of the Expert Appraisal Committee (EAC) for projects related to Coastal Regulation Zone was held on 05/04/2024 through Hybrid Mode. The list of Members presents in the EAC (CRZ) is at **Annexure-I**.

The deliberations held and the decisions taken are as under:

1.0 OPENING REMARKS OF THE CHAIRMAN

At the outset, Shri M. S. Negi, Chairman, EAC (CRZ) welcomed the Members of the EAC and requested Dr. H. Kharkwal, the Member Secretary, EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under CRZ Division.

2.0 CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee having noted that the Minutes of the 359th meeting held on 14/03/2024 are in order and 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:

The EAC (CRZ) considered proposals as per the agenda adopted for the 361st meeting. The details of deliberations held and decisions taken in the meeting are as follows:

AGENDA 3.1

Proposal for Construction of beach resort by M/s Sea Leaf Resort Private Limited in revenue Survey No.268 of Village Maska, Ta-Mandvi, District Kutch, Gujarat by M/s Sea Leaf Resort Private Limited-CRZ Clearance (IA/GJ/CRZ/442960/2023; F. No. 11/4/2024-IA.III)

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA / EMP report. If any part of the data / information submitted is found to be false / misleading at any stage, the project will be rejected and Environmental and or CRZ Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The proposal was earlier considered by EAC in its 354th meeting held on 23/01/2024; wherein the Committee deferred the proposal and requested the proponent to submit the following information:

- The CRZ-III Classification in NDZ and CRZ-III (200 m to 500m from HTL) is not matching with total Plot area, in PPT it was mentioned 73,451.0 Sq.m

and it should be 74,772.12 Sq.m and needs resubmit correct classification with total area.

- PP intimated that there is no vegetation in the CRZ III NDZ area within project area. But NDZ area adjacent to project area is having non mangrove forest species including *Prosopis sp.* Therefore, NDZ area within the project area shall be developed as green belt by way of planting the suitable indigenous tree species
- A detailed Rainwater Harvesting Plan shall be prepared along with financial details.
- Topsoil excavated conservation and management plan for use in horticulture/landscape development etc. shall be prepared with financial details.
- A detailed Energy conservation plan shall be prepared which include solar power and other energy conservation measure to meet the significant portion of total electricity requirement
- The proper plan for management of black and grey water generated during operation phase of the project shall be prepared clearly indicating mode of disposal *viz.* through pipeline to existing Municipal Sewage Treatment plant which is in close proximity.
- Revision in layout plan w.r.t. location of organic waste converter.
- Revised green cover development Plan along with proposed budget shall be submitted which shall include greening and restoration/conservation of the ecology of the adjacent creeks.
- A revised layout plan clearly depicting all the activities proposed by the PP and as suggested above should be submitted.

2. Accordingly, proponent has submitted the desired information on PARIVESH portal and same has been deliberated by the EAC in the present meeting. During the meeting, the Project Proponent (M/s Sea Leaf Resorts Pvt. Ltd.) along with his EIA consultant (M/s Bhagwati Enviro Care Pvt. Ltd.) have made a presentation on above said proposal and informed the following salient features of the proposal, including the details provided in the application of the project, to EAC:

1.	Brief description of the Project	The proposal is for seeking CRZ Clearance as per CRZ Notification 2011 for Construction of beach resort by M/s Sea Leaf Resort Private Limited in revenue Survey No.268 of Village Maska, Ta-Mandvi, District Kutch, Gujarat.
2.	Salient features / Components of the project activity	<ul style="list-style-type: none"> • Total area-73,451 m² • Built-up area -11,669.52 m² • Height of structure above ground – 9.0 m • Project FSI -19.8 % • 3,164.06 m² parking • Major project components: 136 rooms for accommodation, Banquet Hall, Party Lawn, Restaurant, Lounge Bar, Coffee Bar, Gymnasium, Club House, Sports Complex, Parking facilities and

		wide magnificent Entrance Plaza, Security Cabin, Electricity room , etc Guest Rooms, Restaurant, Lobby Lounge, Bar, Meeting Room, Ballroom, Gymnasium, Spa, Kitchen, Canteen, etc.												
3.	CRZ Report/Maps prepared by	Institute of Remote Sensing, Anna University, Chennai, Tamil Nadu												
4.	CRZ Categorization as per CRZ Report	As per CRZ report Entire Project plot area falls within CRZ-III. 21,976 m ² in CRZ -III (NDZ) and 51,475 m ² in CRZ - III (200m to 500m from HTL). <table border="1"> <thead> <tr> <th>S. No.</th> <th>CRZ- Classification</th> <th>Area in m²</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>CRZ - III (NDZ)</td> <td>21,976.00</td> </tr> <tr> <td>2</td> <td>CRZ - III (200m to 500m from HTL)</td> <td>51,475.00</td> </tr> <tr> <td colspan="2">Total</td> <td>73,451.00</td> </tr> </tbody> </table>	S. No.	CRZ- Classification	Area in m ²	1	CRZ - III (NDZ)	21,976.00	2	CRZ - III (200m to 500m from HTL)	51,475.00	Total		73,451.00
S. No.	CRZ- Classification	Area in m ²												
1	CRZ - III (NDZ)	21,976.00												
2	CRZ - III (200m to 500m from HTL)	51,475.00												
Total		73,451.00												
5.	Applicability of EIA Notification 2006	Not Applicable												
6.	NOC from SPCB	CTE issued by GPCB <i>vide</i> letter dated 08/06/2023												
7.	Certified Compliance Report from IRO (Expansion/Amendment Case)	Not Applicable												
8.	Permissibility of project as per CRZ Notification 2011/2019 (mention the Clause as per SCZMA recommendation)	As per CRZ Notification 2011, the proposed activity is permissible activity under the clause no III. CRZ-III B(i). (Development of vacant plot in designated areas for construction of hotels or beach resorts for tourists or visitors subject to the conditions as specified in the guidelines at Annexure-III).												
9.	EIA Consultants details	Bhagwati Enviro Care Pvt. Ltd. 28, 29, 30, Parmeshwar Estate II, Opp. AMCO Bank, Phase I, GIDC Estate, Vatva, Ahmedabad – 382445, Gujarat. Phone No: +91 79 40083052, 29295043 Email: bhagwatienviro@yahoo.com, bhagwatienviro@gmail.com												
10.	Baseline period for EIA (not three years old)	October-December 2021												
11.	Applicability of Terrestrial and Marine EIA	Rapid EIA carried out covering Terrestrial and Marine Studies carried out in October to December-2021												
12.	Anticipated impacts (mention page no of EIA)	Presented in Chapter 4 of EIA report Page no 132-147												
13.	Mitigation measures proposed (mention page no of EIA)	Presented Chapter 4 of EIA report Page no 132-147												
14.	Disaster Management Plan (mention page no of EIA)	Presented in Chapter 7 of EIA report, Page no 147-173, for Disaster Management Plan												

15.	Risk Assessment (mention page no of EIA)	Presented in Chapter 7 of EIA report, Page no 147-173, for Risk Assessment
16.	Total Project cost	₹106.85 Crore
17.	Is project located in erosion prone area (yes / no)	No
18.	If yes, specific the management plan proposed	--
19.	EMP cost proposed (capital and recurring)	₹7.0 Crore
20.	Forest Clearance requirement	Not Applicable
21.	Wildlife Clearance Requirement	Not Applicable
22.	Proposed Green Cover	Total area for Greenbelt/ Green cover is 60,472.21 m ² area consist Tree cover area of 44,621.21 m ² and Lawn area of 15,851.01 m ² .
23.	Proposed budget for green cover development	₹48,00,000/- will be allocated for Green Belt / Green Cover Development.
24.	Rain water harvesting	It is estimated to collect around 4,485.6 m ³ rainwater annually. Hence, considering Total Fresh water requirement of 46,880 KL/year; Total rain water harvesting will be around 9.6% of total fresh water requirement.
25.	Proposed budget for rainwater harvesting	₹65,00,000/- allocated for Rain water harvesting
26.	Details of tree Cutting	Not Any
27.	Details of compensatory afforestation proposed	Not Applicable
28.	Proposed energy conserving measures	Proposed conservation measures are as follows: <ul style="list-style-type: none"> • Use of rooftop solar project • Use of solar energy in external lighting • Roof-top thermal insulation • LED lighting fixtures in the common areas • Aerated block [Cement + Fly Ash + Air mixture] will be used to reduce heat stress inside building • Utilization of natural light at the maximum possible extent. • Purchasing of energy efficient appliances Around 10.9 % from total requirement will be conserved through solar energy system
29.	Power Requirement and Source	Total Power requirement of 1500 kVA will be obtained from PGVCL.
30.	Water requirement and source	<ul style="list-style-type: none"> • Total Water Requirement will be 105 KLD of which 46.8 KLD of fresh water would be sourced from Maska village panchayat.

		<ul style="list-style-type: none"> • 58.2 KLD of water would be recycled and reused within project area for gardening
31.	Waste water Treatment and re-use	The total quantity of wastewater is 58.2 KLD (10.6 KLD Black water + 47.6 KLD Grey water). The same will be treated in STP with MBBR technology having capacity of 60 KLD & The treated waste water will be reused for landscaping, green belt, flushing purposes & dust suppression.
32.	Solid Waste Generation	<p>A total of 41.5 kg/day of the garbage/municipal solid waste (MSW) is expected to generate.</p> <p>Around 1.825 MT/year STP sludge will be generated</p> <p>Around 240 MT/year Bio degradable waste will be generated.</p> <p>Around 75 MT/year Non Biodegradable waste like Cartons, plastic, Thermocol, Glass etc. will be generated</p>
33.	Solid Waste management	<p>STP sludge will be utilized as manure for Greenbelt within plant premises.</p> <p>Bio degradable waste will be processed in a common in-house organic waste converter (OWC). The compost thus obtained will be utilized as manure for gardening & plantation.</p> <p>Non Biodegradable waste like Cartons, plastic, Thermocol, Glass etc. will be collected, stored, transported & sold to authorized vendors</p>
34.	Hazardous waste Management	Around 10 liter /year Used Oil will be generated & the same will be collected, stored, transported & sold to authorized vendors
35.	Resettlement and Rehabilitation	Not Applicable
36.	Employment generation	<ul style="list-style-type: none"> • 200 workers during construction Phase • 240 during operational phase
37.	Details of Litigation, If any	Not Any
38.	Details of Ground Water extraction	Not Applicable as No ground water extracted
39.	Benefits	<ul style="list-style-type: none"> • Promote Tourism • Improvement in livelihood of locals by providing employment opportunities
40.	SCZMA Recommendation	Gujarat Coastal Zone Management Authority (GCZMA) has recommended the proposal for CRZ Clearance <i>vide</i> letter No. ENV-10-2022-64-T, dated 04/01/2024.

3. The Committee deliberated the proposal based on the information provided/presented by the proponent. After deliberation, the Committee has noted that project activity is permissible as per CRZ Notification, 2011 and GCZMA has recommended the proposal. Further, Committee has noted that information presented w.r.t. queries raised during 354th meeting is satisfactory. However, the Committee has opined that the change in total area of the project from 74,772.12 Sq.m to 73,451.0 Sq.m needs to be corrected in GCZMA recommendation and the entire NDZ area should be used only for green belt development; no Lawn area shall be developed in NDZ. In addition, the Committee noted the proponent should prepare 10 year plan for proper maintenance of proposed green belt and cost for green belt development should be increased in consultation with Forest Department and also proper Turtle Conservation plan should be prepared in order conserve turtle nesting sites adjacent to project site in consultation with Wildlife Department. In response, proponent has agreed the same. Accordingly, the Committee has recommended the proposal for CRZ Clearance with following Specific conditions other than General conditions:

- (i) The proposed construction should be as per extant norms given at Annexure-III of the CRZ Notification, 2011 and as amended from time to time.
- (ii) The change in total area of the project from 74,772.12 Sq.m to 73,451.0 Sq.m needs to be corrected in GCZMA recommendation letter and corrected copy should be submitted to concern IRO within 3 months.
- (iii) Entire NDZ area of the project site should be developed as multi layered green belt with suitable tree species; no Lawn area shall be developed in NDZ. Proponent should prepare 10 year plan for proper maintenance of proposed green belt. Accordingly, and cost for green belt development should be increased in consultation with forest department and same should be submitted to concern IRO.
- (iv) Proper turtle conservation plan should be prepared immediately in order conserve turtle nesting sites adjacent to project site in consultation with concerned Forest / Wildlife department for implementation at project cost and same should be submitted to concern IRO.
- (v) The overall height of construction up to the highest ridge of the roof shall not exceed 9 metres and the construction shall not be more than two floors (Ground Floor + one Upper Floor).
- (vi) The total covered area on all floors shall not exceed 33 % of the plot size i.e., the Floor Space Index shall not exceed 0.33.
- (vii) As committed, minimum 10% of total electricity requirement shall be achieved through installation of solar panels in the resort.
- (viii) Necessary arrangements for the treatment of the sewage and solid wastes must be made and it must be ensured that the untreated sewage and solid wastes are not discharged into the water or on the beach.
- (ix) No groundwater shall be extracted within the CRZ area to meet the water requirements during the construction and / or operation phase of the project and Rainwater Harvesting Plan shall be prepared and implemented.

- (x) Permanent labour camp, machinery and material storage shall not be set up in the CRZ area.
- (xi) Topsoil excavated during construction activities shall be stored for use in horticulture / landscape development etc. within the project site.
- (xii) Construction material and structures / scaffoldings erected for construction at site shall be cleared immediately after finishing construction and it shall be ensured that no construction waste, garbage and machinery or equipment are left post construction.
- (xiii) The Project Proponent shall comply order / direction, if any, issued by Hon'ble Court/tribunal on the project.
- (xiv) All the conditions stipulated by the Gujarat Coastal Zone Management Authority for CRZ clearance under CRZ Notification, 2011 *vide* its letter no ENV-10-2022-64-T, dated 04/01/2024 and commitments made by the PP before the GCZMA and EAC shall be followed in letter and spirit.
- (xv) All necessary clearance from the concerned authority, as may be applicable should be obtained prior to commencement of project or activity.

AGENDA 3.2

Proposal for amendment in CRZ Clearance dated 20/11/2020 granted for intake facility for 100 MLD Desalination Plant of GIDC at Rahiyad Village, Dahej, Bharuch District Gujarat by M/s Gujarat Industrial Development Corporation.-CRZ Clearance

IA/GJ/CRZ/452503/2023; F. NO.11/10/2024-IA.III

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of the data/information submitted is found to be false / misleading at any stage, the project will be rejected and Environmental and or CRZ Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The Committee feels very unsatisfactory as only consultant has attended the meeting; however, the Project Proponent has not attended the meeting second time and appears that PP was not interested on proposed project. Earlier, the matter was considered in its 357th meeting held on 26/02/2024; wherein also proponent has not attended the meeting. So, the Committee denied deliberating the proposal without proponent and deferred the project in the present meeting.

AGENDA 3.3

Proposal for Construction of Coastal Road from Jalmarg, Sector 16, Khargarh to Sector 11, CBD and Balance Link between Sector 15, CBD to water Transport Terminal Nerul, Navi Mumbai by CIDCO-CRZ Clearance

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA / EMP report. If any part of the data / information submitted is found to be false / misleading at any stage, the project will be rejected and Environmental and or CRZ Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The proposal was earlier considered by EAC in its 355th meeting held on 05/02/2024; wherein the committee deferred the proposal and noted the followings:

“The Committee deliberated the proposal based on the information provided/presented by the proponent. After deliberation, the Committee has noted that project activity is permissible as per CRZ Notification, 2011 and MCZMA has recommended the proposal. However, considering the damage to mangroves, the Committee advised the proponent to consider the 3 alternate alignments and change in structural design of the on best proposed coastal road and Long Span Bridge / Cable-Stayed Bridges with minimal destruction of mangroves as already approved by the EAC for Mumbai i.e. Construction of Bridge from Lagoon Road to Infinity mall in P/N ward by MCGM. The EAC also suggested submit road design detailed information, traffic plan along with Noise barrier Plan and proposed Parking Plan. In response, the proponent agreed to assess the alternate alignments of proposed coastal road and structural change in proposed design. Further, the Committee recommended site inspection for assessing the possible alignment with minimal destruction of mangroves. Accordingly, the Committee deferred the proposal.”

2. Accordingly, site inspection was done by Sub-Committee of EAC on 7th March 2024 and proponent has submitted the desired information on PARIVESH portal; the same has been deliberated by the EAC in the present meeting. During the meeting, the Project Proponent (M/s City and Industrial Development Corporation of Maharashtra Ltd.) along with his EIA consultant (M/s Aditya Environmental Services Pvt. Ltd.) have made a presentation on above said proposal and informed the following salient features of the proposal, including the details provided in the application of the project, to EAC:

1.	Brief description of the Project	The proposal is for seeking CRZ Clearance as per CRZ Notification, 2011 for construction of Coastal Road from Jalmarg-16, Kharghar to Sector 11 in CBD & Balance link between Sector 15, CBD to Water Transport Terminal in Nerul, Navi Mumbai
2.	Salient features/Components of the project activity	Coastal road is part of the Development Plan of Navi-Mumbai. Project activities involve construction of a new road from Jalmarg Sector 16 Kharghar to Sector 11

		<p>CBD, construction of 2 balance links first between Sakal Bhavan Road and turning of Gopinath Panda Marg, second between VUP at Amara Marg and Water Transport Terminal Nerul</p> <p>The road alignment is of 9.68 km (Existing road 2.99 km and proposed road 6.69 km). RoW is varying between 30m to 45m. The entire alignment is located on landward side of the creek and majority stretches of the alignment pass through existing structures like roads, ground, bund, VUP's and culverts present on the creeklet</p>																																
3.	CRZ Report/Maps prepared by	CRZ Report and Maps are prepared by Institute of Remote Sensing, Anna University, Chennai																																
4.	<p>CRZ Categorization</p> <p>Project falls under CRZ-IA, CRZ-IA (50m Mangrove Buffer Zone), CRZ-IB, CRZ-II and CRZ-IVB</p> <table border="1"> <thead> <tr> <th>CRZ Area</th> <th>Proposed Road (m²)</th> <th>Existing Road(m²)</th> <th>Total (m²)</th> </tr> </thead> <tbody> <tr> <td>CRZ-IA</td> <td>56477.16</td> <td>3228.07</td> <td>59705.23</td> </tr> <tr> <td>CRZ - IA (50m Mangrove Buffer Zone)</td> <td>161218.10</td> <td>41230.99</td> <td>202449.10</td> </tr> <tr> <td>CRZ-IB</td> <td>3838.73</td> <td>25.39</td> <td>3864.12</td> </tr> <tr> <td>CRZ-II</td> <td>62736.82</td> <td>16626.39</td> <td>79363.21</td> </tr> <tr> <td>CRZ-IVB</td> <td>6172.19</td> <td>2.32</td> <td>6174.51</td> </tr> <tr> <td>Outside CRZ</td> <td>13279.00</td> <td>19713.84</td> <td>32992.84</td> </tr> <tr> <td>Total</td> <td>303722.00</td> <td>80827.00</td> <td>384549.00</td> </tr> </tbody> </table>	CRZ Area	Proposed Road (m ²)	Existing Road(m ²)	Total (m ²)	CRZ-IA	56477.16	3228.07	59705.23	CRZ - IA (50m Mangrove Buffer Zone)	161218.10	41230.99	202449.10	CRZ-IB	3838.73	25.39	3864.12	CRZ-II	62736.82	16626.39	79363.21	CRZ-IVB	6172.19	2.32	6174.51	Outside CRZ	13279.00	19713.84	32992.84	Total	303722.00	80827.00	384549.00	
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Total	303722.00	80827.00	384549.00																															
5.	Applicability of EIA Notification 2006	Proposal does not attract EIA Notification 2006.																																
6.	NOC from SPCB	CIDCO will obtain NOC from MPCB before construction.																																
7.	CCR from IRO (in case Expansion/Amendment Project)	Not applicable																																
8.	Permissibility of project as per CRZ Notification 2011/2019 (mention the Clause as per SCZMA recommendation)	The proposed activity is a permissible activity as per clause 3 (iv) (a) and 4 (i) (g) of CRZ notification dated 6 th January 2011.																																
9.	EIA Consultants details	Environment Consultant: Aditya Environmental Services Pvt. Ltd., Mumbai. (QCI-NABET Accredited) Certificate no. NABET/EIA/2225/RA 0262; dated 18 th October 2022; Valid up to 1 st May 2025																																
10.	Baseline period for EIA	Winter 2020-21 (Note: Data from October 2022 to March 2023 is available)																																
11.	Applicability of Terrestrial and Marine EIA	EIA carried out as per requirement.																																
12.	Anticipated impacts (briefly, Terrestrial and Marine/coastal flora, fauna and Water and Sediments or	Anticipated impacts along with Mitigation measures are mentioned in chapter number 4 of the EIA Report (Rev.01) from																																

	mention the chapter and page number in EIA)	page number 116 to page number 138.
13.	Mitigation measures proposed briefly or mention the chapter and page number in EIA)	Anticipated impacts along with Mitigation measures are mentioned in chapter number 4 of the EIA Report (Rev.01) from page number 116 to page number 138.
14.	Disaster Management Plan (explain briefly or mention the chapter and page number in EIA)	Considering location, scale of project and nature of project activities requirement of DMP is not envisaged.
15.	Risk Assessment (explain briefly or mention the chapter and page number in EIA)	During entire duration of project, there will not be generation / handing / storage of hazardous chemicals, so this kind of project activity does not require to carry out Risk Assessment.
16.	Total Project cost	₹ 205.49 Crore.
17.	Is the project located in erosion prone area (yes / no)	No
18.	If yes specific the management plan proposed	Not applicable
19.	EMP cost proposed (capital and recurring)	The CIDCO has made a budgetary allocation for environmental protection measures at a capital cost of ₹1 Crore. and an annual budget of ₹20 Lakhs.
20.	Forest Clearance requirement	The road alignment passes through trees and mangroves hence proposal require to cut the trees and mangroves present within alignment. Thus, Forest clearance is required as per Forest Conservation act, 1980.
21.	Wildlife Clearance Requirement	Not applicable
22.	Proposed Green Cover	Tree plantation will be done along both sides of the alignment (within specified place). Additionally, more trees will be planted at suitable location under the guidance of social forestry division of Department of Forest Government of Maharashtra.
23.	Proposed budget for green Cover development	Provision of ₹12 Lakhs is made for avenue plantation and ₹4 Lakhs per annum during operation and maintenance.
24.	Rainwater harvesting	Not envisaged
25.	Proposed budget for Rainwater harvesting	Not applicable
26.	Details of tree Cutting	447 trees (belong to 30 species of 15 family having girth ranging from 70 mm to 1600 mm) are required to be cut which falls within proposed alignment.
27.	Details of Compensatory afforestation proposed	As per direction given by DCF Alibag compensatory afforestation is proposed on degraded forest land at Reserved Forest Compt. 216, village Vani (Goyandawadi), Tal. Roha, Round Kadsure, Beat Pigonda,

		Range Nagothane in Alibag Forest Division. Accordingly, CIDCO will do compensatory afforestation over 18.6 Ha. area proposed by DCF Alibag with the guidance of MCZMA, MoEFCC, Forest department and Hon'ble Bombay High court. Provision of ₹20 Lakhs allotted as capital investment and amount of ₹2 Lakhs kept for operation and maintenance per annum for Compensatory Afforestation.
28.	Propose energy conserving measures	No envisaged.
29.	Power Requirement and Source	Power required during construction of road (Approximately 10000 Unit/Month) would be drawn from Maharashtra State Electricity Distribution Co. Ltd. (MSEDCL).
30.	Water requirement and source	10 KLD water required for drinking purpose and 50 KLD for construction purpose will be supplied from tanker.
31.	Wastewater Treatment	Not applicable
32.	Solid Waste Generation	Not applicable
33.	Solid Waste management	Not applicable
34.	Hazardous waste Management	Not applicable
35.	Resettlement and Rehabilitation	Not applicable
36.	Employment generation	100 (Manpower requirement is only during construction phase)
37.	Details of Litigations, if any	Nil
38.	Details of Ground Water Extraction	Not applicable
39.	Benefits	Coastal Road is going to be the only road connectivity for the ongoing PMAY scheme near Kharghar railway station for 1803 houses. It will be additional connectivity between Kharghar, CBD Belapur and Nerul which will also help to decongest the heavy traffic of Sion Panvel Expressway. Road will also provide connectivity to Navi Mumbai International Airport and Mumbai Trans Harbour link.
40.	SCZMA Recommendation	MCZMA recommended the proposal <i>vide</i> letter no. CRZ2022/CR164/TC4 dated 20 th November 2023.

3. The Committee deliberated the proposal based on the information provided/presented by the proponent. The EAC also deliberated the site inspection report of Sub-Committee (attached as **Annexure-II** to these Minutes) along with observations and same has been accepted by EAC, which are as follows:

- i. The PP shall come up with three viable alternative alignments including the one along the creek, and the option of widening the Sion Panvel road or constructing elevated road over it, as observed above. And, after analyzing

- the cost benefit of these alternatives, should come out with proposed alignment with full justification for the proposed alignment.
- ii. While justifying the proposed option for alignment the following issues should invariably be taken into consideration.
 - a. Impact of the alignment on mangrove (in terms of area involved as well as number of trees affected) and the water bodies
 - b. Impact of the alignment on the environment of the adjoining residential and school areas in terms of noise, pollution and safety in these areas due to increase in traffic volume.
 - c. Likely future expansion / widening of road and change in road design and its Impact on the ecology of CRZ area / mangrove / water bodies.
 - iii. The road design of elevated road in the CRZ area shall be changed to single central Pedestal Road to reduce the damage to the mangroves.
 - iv. As regards the amendments in alignment and road design proposed by the PP in response to the ADS raised by the EAC in 355th meeting and presented by the PP during site visit the Sub-Committee recommends that:
 - a. Shift in location of first and second rotary and connector proposed by the PP is though acceptable, yet PP should come out with some more amendment in location to reduce the impact on Mangroves and keeping the land fall point away from the residential areas. They should also provide information about mangroves and waterbodies saved due to this shift in location.
 - b. Efforts shall be made to change the design of the cloverleaf proposed at the starting point of coastal road at sector 16 Khargar in Jalmarg to reduce the impact on mangrove between chainage 0+243 and 0+265.
 - c. The PP should come out with such a design of the connector between coastal road and Palm Beach road which ensures efficient traffic movement and reduction in noise / air pollution and ensures safety aspect in the school areas adjoining to it. The IRC guidelines on traffic circulation near schools and educational areas should strictly be adhered to.
 - d. At the point where proposed alignment is passing under Railway bridge PP should try to take the alignment through low lying area closer to the creek so that coastal road can be taken only on stilts in the CRZ area and construction of surface road can be avoided which will otherwise cause damage to mangroves and may lead to reclamation of creeklets / waterbodies.
 - e. No waterbodies / creeklets falling in road alignment shall be reclaimed. Instead road should be on stilt over these waterbodies
 - v. Recommendation in Para (iii) above should come into force once the alignment is finalized after analysis of three options done as per recommendations no.(i)&(ii) above.
 - vi. Provide details of all other road alignments being upgraded by various agencies like NMMC, NHAI, and MMRDA. While submitting details indicate

which road will service / cater to which area and expected developments in those areas.

4. After deliberation, the Committee noted that PP has submitted their response and made the presentation before the EAC as per the suggestions made by the Sub-Committee Members during the site visit. However, some issues raised by the Sub-Committee in the site visit report have not been addressed during the current presentation.

5. Therefore, the Committee advises the PP to submit their response as per the issues raised/suggestions made in the Sub Committees site visit report and carryout revision in the alignment/design of the road wherever required as per suggestions duly ensuring all needed safety standards as per rules. Accordingly, the proposal is deferred.

AGENDA 3.4

Proposed Cleaning of Jagbudi River via De-Siltation Process for Flood Mitigation Measure at Jagbudi and Narangi River, Khed, District Ratnagiri by Department of Irrigation.

IA/MH/CRZ/449064/2023; F. No. 11/15/2024-IA.III

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of the data/information submitted is found to be false / misleading at any stage, the project will be rejected and Environmental and or CRZ Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The Project Proponent (M/s Department of Irrigation, Ratnagiri) along with his EIA consultant (M/s. EcoFootForward Environment Consultancy & Engineers Pvt. Ltd.) have made a presentation on above said proposal and informed the following salient features of the proposal, including the details provided in the application of the project, to EAC:

1.	Brief description of the Project	The proposed project is for cleaning of waterways which involves removal of siltation and material deposited in the river channel as a flood mitigation measure proposed by Ratnagiri Irrigation Division, Maharashtra from Bharane-Bandhara to Jagbudi-Narangi confluence and Narangi-Jagbudi confluence point to Dental college near Khed City. The de-siltation process will clear the channel and increase the depth, thereby increasing the carrying capacity of the river, which will help in mitigating flooding situation in Khed City,
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		Ratnagiri.														
2.	Salient features / Components of the project activity	<p>The activity proposed will be accomplished through Maintenance Dredging by mechanical means which includes employing suitable dredgers to clear the total area of 25 hectares from Bharane-Bandhara to Jagbudi-Naranghi confluence (5 km long and covers 20 hectares) and Naranghi-Jagbudi confluence point to Dental college (2 km long and covers 5 ha) near Khed City.</p> <p>The estimated quantity of dredged material is 350000.00 cubic meter.</p> <p>This excavated material will be used as per the sites suggested by the Tehsildar or Revenue Department Authority as the work progresses.</p>														
3.	CRZ Report/Maps prepared by	Institute of Remote Sensing, Anna University, Chennai-25														
4.	CRZ Categorization as per CRZ Report	<p>The project sites falls within CRZ IB, CRZ II, CRZ IIB, CRZ IV B areas.</p> <table border="1"> <thead> <tr> <th>CRZ Classification</th> <th>Area in Acres</th> </tr> </thead> <tbody> <tr> <td>CRZ-IB</td> <td>100.61</td> </tr> <tr> <td>CRZ-II</td> <td>1.81</td> </tr> <tr> <td>CRZ-III(NDZ)</td> <td>11.18</td> </tr> <tr> <td>CRZ-IVB</td> <td>30.15</td> </tr> <tr> <td>Outside CRZ</td> <td>1.46</td> </tr> <tr> <td>Total</td> <td>145.21</td> </tr> </tbody> </table>	CRZ Classification	Area in Acres	CRZ-IB	100.61	CRZ-II	1.81	CRZ-III(NDZ)	11.18	CRZ-IVB	30.15	Outside CRZ	1.46	Total	145.21
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CRZ-IVB	30.15															
Outside CRZ	1.46															
Total	145.21															
5.	Applicability of EIA Notification 2006	Not applicable														
6.	NOC from SPCB	Not applicable														
7.	Certified Compliance Report from IRO Expansion/Amendment Case)	Not applicable														
8.	Permissibility of project as per CRZ Notification 2011/2019 (mention the Clause as per SCZMA recommendation)	<p>CRZ IB: As per Para 5.1.2 of the CRZ Notification 2019: Activities shall be regulated / permissible in the CRZ IB areas as under (i) (e) maintenance and clearing of waterways, channels, ports and hover ports for coast guard;</p> <p>CRZ II: As per Para 5.2 of the CRZ Notification 2019: (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.</p> <p>CRZ III: As per Para 5.3 of the CRZ Notification 2019: (i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-III, in so far as applicable.</p> <p>CRZ IVB: As per Para 5.4 of the CRZ Notification 2019: (ii) (d) maintenance and clearing of waterways, channels and ports.</p> <p>As per Para 7 of the CRZ Notification 2019: (iii) For all other permissible and regulated</p>														

		activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority and such projects in CRZ -II and III, which also happen to be traversing through CRZ-I or CRZ-IV areas or both, CRZ clearance shall, however be considered only by the Ministry of Environment, Forest and Climate Change, based on recommendations of the concerned Coastal Zone Management Authority.
9.	EIA Consultants details	M/s. EcoFootForward Environmental Consultancy & Engineers Pvt. Ltd. Accredited by QCI/NABET for EIA consultancy services, (Certificate No. NABET/EIA/23-26/RA 0313 dated. 08/01/2024)
10.	Baseline period for EIA	March 2023 to May 2023
11.	Applicability of Terrestrial and Marine EIA	Yes
12.	Anticipated impacts (mention page no of EIA)	Page No. 177
13.	Mitigation measures proposed (mention page no of EIA)	Page No. 181
14.	Disaster Management Plan (mention page no of EIA)	Page No. 203
15.	Risk Assessment (mention page no of EIA)	Page No. 204
16.	Total Project cost	₹284 Lakhs The project is sanctioned by GoM <i>vide</i> . शासन ननर्णय क्रमांक: प ु ननगा-२०२३/(प्र.क्र.११५ /२०२३)/सस ां. व्य (महसूल) दिनांक. ३०/१०/२०२३
17.	Is project located in erosion prone area (yes/no)	No
18.	If yes, specific the management plan proposed	Not applicable
19.	EMP cost proposed (capital and recurring)	₹2,40,000/-
20.	Forest Clearance requirement	Not applicable
21.	Wildlife Clearance Requirement	Not applicable
22.	Proposed Green Cover	Not applicable
23.	Proposed budget for green cover development	Not applicable
24.	Rain water harvesting	Not applicable
25.	Proposed budget for rainwater harvesting	Not applicable
26.	Details of tree Cutting	Not applicable
27.	Details of Compensatory afforestation proposed	Not applicable

28.	Proposed energy conserving measures	Not applicable
29.	Power Requirement and Source	--
30.	Water requirement and source	Not applicable
31.	Waste water Treatment and reuse	Not applicable
32.	Solid Waste Generation	Not applicable
33.	Solid Waste management	Not applicable
34.	Hazardous waste Management	Not applicable
35.	Resettlement and Rehabilitation	Not applicable
36.	Employment generation	20
37.	Details of Litigation, If any	Not applicable
38.	Details of Ground Water extraction	Not applicable
39.	Benefits	The activity will reduce the extent and intensity of recurring floods in Khed City.
40.	SCZMA Recommendation	MCZMA recommended the proposal <i>vide</i> letter no. IA/MH/CRZ/449064/2023, dated 27/02/2024

2. The Committee deliberated the proposal based on the information provided/presented by the proponent. After deliberation, the Committee has noted that project activity is permissible as per Para 5.1.2 (i) (e), 5.2 (i), 5.3(i), 5.4 (ii) (d) and 7(iii) of CRZ Notification, 2019 and MCZMA has recommended the proposal. Further, Committee has noted that dredged materials should not be used for commercial purpose and it should be used for construction of road as committed in MCZMA. Similarly, proponent, in consultation with competent organization, should prepare a management plan for faunal communities of project area and should prepare a plan to minimize the impact of dredging on water quality and hydrological connectivity within and adjacent to project site. In response, proponent has agreed the same. Accordingly, the Committee has recommended the proposal for CRZ Clearance with following Specific conditions other than General conditions:

- (i) All activity shall be strictly in accordance with the provisions of the CRZ Notification, 2019, as amended from time to time.
- (ii) PP should avoid sensitive periods / breeding season for fishes and marine animals, select proper time period, appropriate techniques should be ensured for dredging, monitor the turbidity and sediment concentration due to dredging, prepare and submit Environmental Mitigation Plan with Physical and Financial allocation Plans to IRO of the Ministry for further implementation and Monitoring.
- (iii) No dredged material should be disposed in and around the project area, it should be used for construction of road and not used for commercial purpose, as committed in MCZMA.
- (iv) Proponent, in consultation with reputed institutes, should prepare a management plan for faunal communities of project area and should prepare a plan to minimize the impact of dredging on water quality and hydrological connectivity within and adjacent to project site and submit report to IRO of the Ministry for further implementation and Monitoring.

- (v) PP should conduct post-dredging impact assessments on the flora, fauna, local community livelihood and hydrological in project location for next 3 years after commissioning of project and submit report to IRO of the Ministry.
- (vi) Shoreline change along the creek should be monitored during and after the project by national reputed Institute and submit reports to IRO of the Ministry.
- (vii) No groundwater shall be extracted within the CRZ area to meet the water requirements during the construction and/or operation phase of the project.
- (viii) Permanent labour camp, machinery and material storage shall not be set up in the CRZ area.
- (ix) Temporary toilets will be provided for all construction labour. Suitable toilet fixtures for water conservation shall be provided. Fixtures for showers, toilet flushing and drinking should be of low flow either by use of aerators of pressure reducing devices or sensor based control.
- (x) The Project Proponent should comply order / direction, if any, issued by Hon'ble Court/tribunal on the project.
- (xi) All the conditions stipulated by the Maharashtra Coastal Zone Management Authority for CRZ clearance under CRZ Notification, 2011 *vide* its letter No. IA/MH/CRZ/449064/2023 dated 27/02/2024 and commitments made by the PP before the MCZMA and EAC shall be followed in letter and spirit.
- (xii) All necessary clearance from the concerned authority, as may be applicable should be obtained prior to commencement of project or activity.

AGENDA 3.5

Proposal for Underground laying of Natural Gas Transportation Pipeline Passing through Uppanar River approximately a length of 0.255 kms out of the total length of 29.197 km from Palayapalayam village, Sirkali Taluk to Memathur Village Tharangambadi Taluk, Nagapattinum District by M/s GAIL (India) Ltd, Karaikkal, Tamil Nadu- CRZ Clearance IA/TN/CRZ/269326/2022; F. No. 11/19/2022-IA.III

“The EAC noted that the Project Proponent has given undertaking that the data and information given in the application and enclosures are true to the best of his knowledge and belief and no information has been suppressed in the EIA / EMP report. If any part of the data / information submitted is found to be false / misleading at any stage, the project will be rejected and Environmental and or CRZ Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

The proposal was earlier considered by EAC in its 299th meeting held on 14/06/2022, 334th meeting held on 31/07/2023 and 340th meeting held on 26/09/2023.

2. The Committee in its 299th meeting held on 16/06/2022 noted that the proposal is a case of violation and project proponent did not disclose this proposal is for already constructed prior CRZ Clearance 2011. The Committee also observed that the issue of addressing such procedural lapse and other concerned issues may be decided in accordance with the MoEFCC OM dated 19/02/2021 which states that "Procedure for dealing with violations arising due to not obtaining a prior CRZ clearance for permissible activities". Further, the Committee has noted that the said OM Sub-judice and has been stayed by the Hon'ble High Court of Bombay in the PIL (L) No. 8540 of 2021 by which Ministry is restrained from granting any permission / clearance on the basis of the Office Memorandum under challenge till August 31, 2021 or until further orders, whichever is earlier. Also, the Hon'ble Court directed that if an application for permission is received hereafter, the receiving authority shall bring the fact of pendency of this PIL petition and the interim order passed thereon to the notice of the applicant. Accordingly, the proposal has been deferred.

3. That the proponent has approached Hon'ble Supreme Court in Civil Appeal Diary No. 18853/2023 with IA No. 93900/2023 titled GAIL (India) Ltd. Vs NGT & Ors., wherein Hon'ble Court *vide* order dated 25/07/2023 has directed respondent No. 3 i.e. Union of India, through the Secretary, Ministry of Environment, Forests and Climate Change, as follows:

...“In the circumstances, we find that at this stage a direction ought to be issued to the third respondent to consider the application made by the appellant for grant of clearance for the pipeline already laid by the appellant herein, more particularly, with regard to 255 meters which is stated to be in the CRZ zone out of a total 29 kms. The said consideration of the application shall be made within a period of two weeks from today. In the circumstances, list this matter after two weeks”...

4. Thereafter, the proposal was placed before the EAC (CRZ) in its 334th meeting held on 31/07/2023 for re-consideration as per direction of the Hon'ble Supreme Court *vide* order dated 25/07/2023.

5. After detailed deliberation, the Committee has noted that the project activity is permissible as per CRZ Notification 2011. However, the project proponent has already completed the pipeline laying in CRZ area of 255m without prior CRZ Clearance from the Ministry. So this is the case of violation of CRZ Notification 2011 and can be appraised as per Ministry's OM dated 19/02/2021, that prescribes the "Procedure for dealing with violations arising due to not obtaining a prior CRZ Clearance for permissible activities". The Committee has also noted that the said OM is Sub-judice and has been stayed by Hon'ble High Court of Madras in (WP (MD)-8866/2021 and by the Hon'ble High Court of Bombay in PIL (L) No. 8540 of 2021. Since, the Ministry is restrained from granting permission / clearance on the basis of the Office Memorandum dated 19/02/2021 till further orders. The Committee thus requested Ministry to provide further guidance considering that the Hon'ble Supreme Court has

directed to consider the proposal under dealing with violations arising due to not obtaining a prior CRZ clearance for permissible activities.

6. Meanwhile, the Ministry has filed SLP (C) No.33840 of 2023 before the Hon'ble SC challenging the stay of Hon'ble Madras High Court and SLP (C) No.33838 of 2023 challenging the stay by Hon'ble Bombay High Court w.r.t. Ministry's OM dated 19/02/2021. The Hon'ble Supreme Court has heard the SLP (C) No.33840 of 2023 and directed *vide* order dated 04/09/2023 as follows:

... “ and the interim order passed by the High Court in a Public Interest Petition (PIL), and the nature of the proceedings as raised before this Court would also involve public interest inasmuch as the resources to be made available is effected by the impugned order, we condone the delay. 2 Hence, delay condoned. Issue notice to the respondent(s). In the meanwhile, there shall be interim stay of the impugned order”... for the interim stay of the impugned stay order by Hon'ble High Court of Madras.

7. Subsequently, Hon'ble Supreme Court *vide* order dated 05/09/2023 in Civil Appeal Diary No. 18853/2023 titled GAIL (India) Ltd. Vs NGT & Ors. has directed as follows:

... “ the petitioner has brought to our attention order dated 04/09/2023 passed by a coordinate Bench of this Court staying the impugned order passed by the Madras High Court. Consequently, the application filed by the petitioner herein could be reconsidered by the authority concerned. That steps would be taken for seeking a reconsideration of the application in view of the interim order dated 04/09/2023 by this Court in SLP (C) No.33840 of 2023.”...

8. In compliance of order dated 05/09/2023, the proposal was considered by EAC in its 340th meeting held on 26/09/2023. After detailed deliberation, the Committee suggested the proponent to submit the environmental or ecological damage assessment, Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) with the recommendation of Tamil Nadu SCZMA as per OM dated 19/02/2021. Accordingly, the Committee deferred the proposal for want of essential documents required as per as per OM dated 19/02/2021 issued under CRZ Notification.

9. In addition, Hon'ble Supreme court *vide* order dated 16/10/2023 has issued the following directions:

... “In view of the stay of the Madras High Court Order being granted by this Court on 04/09/2023, the appellant may be permitted to proceed with the project in as much as out of 29 kms. of the pipe line being laid only 255 mtrs. is the subject matter of controversy and, therefore, on the strength of the interim order of this Court, the appellant / GAIL India Ltd. may be permitted to use the pipe line, which has already been laid and the order of the Bombay High Court

which has stayed O.M. dated 19/02/2021 may not be an impediment for utilising the said pipe line.

Shri M.F. Philip, learned counsel appearing for Tamil Nadu Pollution Control Board did not deny the contents of the factual submissions made by learned Solicitor General and he also admitted that the project in question and, more particularly, the pipe line in question is within the territorial limits of State of Tamil Nadu and that the Madras High Court has the jurisdiction to consider the correctness or otherwise of O.M. dated 19/02/2021. He further agreed to the fact that the said O.M., which was stayed by the Madras High Court has been challenged before this Court and by order dated 04/09/2023, there is an interim stay granted by this Court of the interim order of stay of the O.M. dated 19/02/2021 granted by the Madras High Court.

Having regard to the aforesaid peculiar facts and circumstances of the present case and bearing in mind that what is in controversy is now only 255 mtrs. of the pipe line which has already been laid and not been utilised, which is part of 29 kms. and, therefore, valuable natural gas is not being transmitted through the pipe line and is being released to the atmosphere and therefore lost as a resource, we find that in the instant case, permission ought to be given to the appellant herein to make use of the 255 mtrs. of pipe line which has already been laid. This is by bearing in mind that 255 mtrs. of the pipe line is part of the 29 kms. of the pipe line and, therefore, to use the entire extent of 29 kms. This order is made particularly having regard to the interim order dated 04/09/2023 passed by this Court.

It is also to be noted that paragraph 16 extracted above states that the project proponent, i.e., appellant herein has to submit Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP). The same shall also be adhered to by the appellant, within the earliest possible time. “...

10. Accordingly, proponent has submitted the following necessary information and the same have been deliberated by EAC in the present meeting.

- (i) The name of the project is Madanam-Memathur Natural Gas Pipeline (MMPL)
- (ii) Total length of the pipeline is 29.197 km.
- (iii) Diameter & thickness of the pipeline is 24” & API5L Gr 70, Th 10.3 mm (iv) Pipeline capacity is 0.85 MMSCMD
- (iv) The method of laying pipeline is under-ground (min 1.2 mtr) pipeline and HDD crossings. No storage.
- (v) Total cost of the project is ₹114 Crores
- (vi) Pipeline Laying and terminal work has been completed and Pipeline system is ready for operation
- (vii) The proposal has already been recommended by the District Coastal Zone Management Authority vide letter dated 18/07/2019 and Tamil Nadu State Coastal Zone Management Authority vide letter dated 21/03/2022.

- (viii) As recommended by EAC in its 340th meeting and Hon'ble Supreme court order dated 16/10/2023, damage assessment, Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) have been done by proponent through M/s Hubert Enviro Care Systems Private Limited as given below:

A. Damage Assessment:

S. No.	Description	Damage Cost (IN ₹)
1	Air Environment	10,288
2	Water Environment	364
3	Noise And Vibration Environment	11,000
4	Land Environment	38,050
5	Solid Waste Management	4,75,494
6	Economic Benefits	16,800
Total		5,51,996

B. Remediation Plan

S. No	Component Remediation	Remediation Proposed	Description	Location	Total cost in ₹
1	Soil	Soil filling	Levelling of ground with soil and for Enrichment of soil nutrient and soil replenishment cow dunk manure spreading will be done	In HDD entry and Exit point	55,200

C. Compensatory Conservation Plan (CCP)

S. No	Activity	Description	Location	Total cost in ₹
1	Socio	Providing solar street lights Arrangement	To nearby Villages	2,75,998

D. Community Resource Augmentation Plan (CRAP)

S. No	Activity	Description	Location	Total cost in ₹
1	Socio	Identification and training of unemployment youth	To nearby Villages	1,10,399
2	Socio	Disbursement and disposal of fishing nets with financial incentives	Adjacent to shore line of Uppanar river in Fish and prawn culture area	1,10,399
Total				2,20,798

- (ix) The same has been recommended by DCZMA to TNSCZMA *vide* letter dated 14/11/2023 and TNSCZMA has deliberated the matter in its 123rd meeting held on 23/02/2024 and recommended the proposal to the Ministry for CRZ Clearance *vide* letter No. 861/EC.3/2024-1 dated 15/03/2024.

11. After deliberation, Committee has noted that the matter is considered in compliance of Hon'ble Supreme Court order dated 16/10/2023. As directed by Hon'ble SC, proponent has submitted the Damage Assessment, Remediation Plan, Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) and the same have been recommended by DCZMA and TNSCZMA.

12. After going through the Environmental Damage Assessment Report, the Committee noted that damage assessment is based on the statement of the PP/consultant that underground pipeline was laid through HDD method in four (4) days. However, there is no documentary evidence given by the consultant/PP to prove that work has been completed within 4 days. On the other hand, the PP in his report has accepted that the work of pipeline was started 18/8/2018 (date of award of contract) and only after 89 days i.e. on 14/11/2018 the PP applied for CTE to Tamil Nadu PCB. It appears that the project activities were in violation of the CRZ Notification 2011 at least for the period of 89 days.

13. Therefore, the Committee opined that the Damage Assessment should be calculated for 89 days, instead of 4 days. Accordingly, the Committee revised the Damage Assessment to ₹1,22,81,911/- (One Crore Twenty Two Lakhs Eighty One Thousand Nine Hundred eleven only) considering the violation period of 89 days ($89 \times 5,51,996/4$) instead of ₹5,51,996/- (on the basis of 4 days).

14. Accordingly, the Committee directed the proponent to prepare a Remediation Plan, Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) for an amount of ₹1,22,81,911/- (One Crore Twenty Two Lakhs Eighty One Thousand Nine Hundred eleven only) covering the more areas falling within larger radius of the project activities and with more emphasis on Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) and shall be implemented at the project cost. As mentioned above, the Plans for an amount of ₹1,22,81,911/- (One Crore Twenty Two Lakhs Eighty One Thousand Nine Hundred eleven only) shall be prepared by the proponent. While preparing the Plans it shall be ensured that emphasis is given on compensatory conservation of soil moisture, water and Forest/greenery in larger areas around the project especially in and around the CRZ area. And diverse activities are taken in larger habitation/villages agriculture areas around the project area for effective and inclusive community resource augmentation. The Plans should be submitted to the concern IRO of the MoEFCC within 3 months of the date of issue of CRZ clearance for further compliance & monitoring of the implementation.

Accordingly, EAC has recommended the proposal for the grant of CRZ Clearance with following Specific conditions other than General conditions:

- (i) All construction shall be strictly in accordance with the provisions of the CRZ Notification, 2011, as amended from time to time.

- (ii) The PP should prepare and submit the Remediation Plan, Compensatory Conservation Plan (CCP) and Community Resource Augmentation Plan (CRAP) for an amount of ₹1,22,81,911/- (One Crore Twenty Two Lakhs Eighty One Thousand Nine Hundred eleven only) and shall be implemented at the project cost. While preparing the Plans it shall be ensured that emphasis is given on compensatory conservation of soil moisture, water and Forest/greenery in larger areas around the project especially in and around the CRZ area. And diverse activities are taken in larger habitation/villages agriculture areas around the project area for effective and inclusive community resource augmentation. The Plans should be submitted to the concern IRO of the MoEFCC within 3 months of the date of issue of CRZ clearance for further compliance & monitoring of the implementation.
- (iii) This Clearance is valid only from the date of issue and not retrospectively. TNSCZMA shall take necessary action as violation case under Section 5, 10 and 19 of the Environment (Protection) Act, 1986.
- (iv) Proponent shall ensure that any future repair/replacement of this pipeline laid by HDD method is done by HDD method only and duly ensuring all needed safety standards as per rules.
- (v) The prior approval from PESO should be obtained before commencement of the project.
- (vi) The safety standards both during construction and operational stages should be of highest standards incorporating latest safety measures.
- (vii) Supervisory Control and Data Acquisition (SCADA) system should be installed for monitoring with modules on leak detection, flow control etc. for the safety of the pipeline. Any leakage in pipeline shall be immediately detected by the computer system and product pumping shall be cut off immediately and take all precautionary measures.
- (viii) PP should prepare the onsite and offsite emergency preparedness plan based on the detailed risk analysis before commissioning of the project and same shall be submitted to IRO of MoEFCC for further monitoring and compliance.
- (ix) Proponent should strictly ensure all prescribed standards of CPCB / Tamil Nadu SPCB.
- (x) GAIL (India) Ltd. should prepare greenbelt development plan, socio-economic upliftment in the region in consultation with the Forest Department including Physical target and financial allocation.
- (xi) Topsoil excavated during construction activities shall be stored for use in horticulture / landscape development etc. within the project site.
- (xii) No groundwater shall be extracted within the CRZ area to meet the water requirements during the construction and/or operation phase of the project.
- (xiii) Permanent labour camp, machinery and material storage shall not be set up in the CRZ area.
- (xiv) Construction material and structures/scaffoldings erected for construction, if left at site shall be cleared immediately after finishing construction and it shall be ensured that no construction waste, garbage and machinery or equipment are left post construction.

- (xv) The Project Proponent shall comply order / direction, if any, issued by Hon'ble Court / tribunal on the project.
- (xvi) All the conditions stipulated by the Tamil Nadu State Coastal Zone Management Authority for CRZ clearance under CRZ Notification, 2011 *vide* its letter 21/03/2022 and 15/03/2024 and commitments made by the PP before the DCZMA, TNSCZMA and EAC shall be followed in letter and spirit.
- (xvii) All necessary clearance from the concerned authority, as may be applicable should be obtained prior to commencement of project or activity.

AGENDA 3.6

Proposal for incorporating Kalpsar Dyke Project as permissible activity in CZMP as per CRZ Notification 2011-2019 by M/s Kalpasar Department, Government of Gujarat

The facts about the proposal were placed before the EAC and the Committee noted as below:

1. The instant matter is the request from Government of Gujarat for considering Kalpsar Dyke Project as permissible activity in CZMP as per CRZ Notification 2011/2019 by M/s Kalpasar Department of Government of Gujarat placed before the EAC (CRZ & Infra-1) by the MoEFCC with advice to examine the request of the Gujarat Government.
2. The GCZMA has deliberated this matter in its 66th meeting held on 03/06/2023. After deliberation, GCZMA has recommend to include Dyke along with allied Facilities for storage of fresh water as permissible activity in CRZ-IV A areas after Para 8 (IV) (c) in CRZ notification 2011 and after Para 5.4 (xv) in CRZ notification 2019.
3. MoEFCC received the proposal of Gujarat Government *vide* its letter No.ENV-10-2023-11-T, dated 21/7/2023 for amending the CRZ notification to make the activities in Kalpasar Dyke Project as permissible one and Ministry advised the NCSCM to examine the proposal. The NCSCM submitted its recommendations to the Ministry.
4. While processing the file in MoEFCC, the Competent Authority directed that the amendment on CRZ Notification as proposed by the Gujarat Government and examined by the NCSCM shall first be deliberated in EAC (CRZ) as additional agenda to seek the views of EAC (CRZ). Accordingly, the proposal is placed before EAC (CRZ) in the present meeting.
5. In this regard, the Project Proponent (M/s Kalpasar Department) along with his DPR consultant (National Centre for Coastal Research (NCCR), Chennai under Ministry of Earth Sciences) have made a presentation on above said proposal and informed the following salient features of the proposal to EAC:

- (i) The Kalpasar Project or the Gulf of Khambhat Development Project envisages building a 60 km dyke across the Gulf of Khambhat for establishing fresh water coastal reservoir for irrigation, drinking and industrial purposes essentially to meet the water demands of the drought prone Saurashtra region of Gujarat.
- (ii) The Kalpasar Project was seeded by primordial ideas and suggestions by numerous renowned personalities. The idea was initiated way back in 1955 when the Netherlands Engineering Consultants (NEDECO), a Dutch company, undertook land reclamation of the Bhal area in Saurashtra region (1955-68) and envisaged construction of a 25 mile long earthen bund and 10,000 feet long weir to prevent tidal flooding by sea water, preserve rain water and improve soil-water regime for crop production. However, the project proposal, with respect to its present form and features, has evolved through interplay of ideas and concepts which have been concretized through many studies conducted by Government of Gujarat (GoG).
- (iii) The ambitious Kalpasar project is envisaged as a multi-purpose project to cater to the irrigation, drinking water, transport and energy demands of the Saurashtra region and involves construction of 60.13 km dyke across the Gulf, a flood regulator to discharge the excess water, a 16-lane roadway and a 4-lane permanent way connecting the eastern and western districts of Gujarat.
- (iv) The project is of high societal importance and primary to irrigation and drinking water demands of the Saurashtra and central Gujarat region. About 10.54 Lakh hectares land in 37 Taluka's of Nine (9) districts of Saurashtra will get irrigation benefits in addition to rejuvenation of rivers and ground water in this region.
- (v) The proposed dyke will form a fresh water reservoir of 7800 million cubic meters and would receive water from four major river systems namely i.e., Sabarmati, Mahi and Dhadhar and Narmada. A 16-lane roadway and a 4-lane permanent way for rail transport are proposed to be built over the dyke, which will significantly reduce the travel distance from 240 km around the Gulf to 60.13 km across the Gulf. With the construction of the Project dyke, the tidal water inflow into the upstream land areas around Gulf will be considerably reduced thereby opening up an opportunity for recovery of tide affected land area and improvement in ground water aquifer.
- (vi) The Dyke length of 26.7 km will be in the Gulf (sea portion) and 13.6 km will be towards east in Bharuch district and would cover an area of 152 ha. (67 % of Government land and 33% of private land) and 19.83 km will be towards West in Bhavnagar district and would cover an area of 398 ha. of land (90% of Government land of 10% private land). The area under the proposed flood regulator would be 1345 ha. (100% owned by the Government). There would be no major resettlement of habitations due to project development, however, rehabilitation due to loss of land and livelihood will be assessed in detail and presented in the EIA report.
- (vii) Kalpasar Project is expected to create a sustainable region in the heart of Gujarat with enhanced development potential which includes:

- Water management and irrigation for the water deficient areas of Saurashtra.
 - Renewable Energy generation.
 - Land creation in the Gulf, due to the stabilization of the tidal variations which are common in Khambhat region,
 - Improved Connectivity between Bharuch and Bhavnagar thereby forming the “Golden Triangle” with Ahmedabad, the reduction in travel distance from 240 km to 60.13 km will also directly contribute towards the reduction in fuel consumption and emission of greenhouse gases.
- (viii) This project aims to fulfil multi-sectorial benefits to the State of Gujarat including water supply to the Saurashtra region and road/rail connecting Dahej and Bhavangar. Various studies have been conducted in the past to ensure the feasibility of the project. Currently, Detailed Project Report (DPR) for this project is being prepared by National Centre for Coastal Research (NCCR), Chennai, a prestigious institute functioning under the Ministry of Earth Sciences, Government of India.
- (ix) Details of similar project across the globe is as follows:
- Saemangeum Reservoir Project, South Korea, 200 km South of Seoul.
 - Afsluitdijk project in the Netherlands constructed between 1927 and 1932,
 - Through which 15,000 vehicles pass every day.
 - Marina Barrage, Singapore
 - Plover Cove Reservoir, Hong Kong
 - Delta Works Barriers, Zeeland, Netherlands
 - Sihwa Lake, South Korea
 - West Sea Barrage, Nampo, North Korea
 - Qingcaosha, China
 - Baogang, China
 - Yuhuan, China
 - Chenhang, China
 - Lake Alexandrina, Adelaide
- (x) The project was deliberated by EAC (Infra-1) for issuance of the Terms of Reference (ToR); wherein EAC has opined that the project is unique and existing provisions in CRZ notification needs to be amended with incorporation of Kalpasar Sea dyke in CZMP.
- (xi) Accordingly, the matter has been deliberated by GCZMA in its 66th meeting held on 03/06/2023. After deliberation, GCZMA recommended that suitable amendments to CRZ Notification, 2011/2019 may be notified, to include the Kalpasar Dyke project along with other allied facilities for storage of fresh water and creation of a coastal reservoir in the Gulf of Khambhat, as permissible activity in CRZ-IVA areas, after para 8(iv)(c) in CRZ Notification, 2011 and after para 5.4(xv) in CRZ Notification, 2019, due to the reasons given below:

- Worldwide, water scarcity affects more than 40% of the people and the scarcity is expected to increase due to climate change, Population growth and urbanization.
- 40,000-45,000 km³ per year of water is discharged into the sea, worldwide.
- Only 5-6% of the floor runoff is used by humans.
- The disastrous floodwater can be converted into water resources and suitable water solution can be provided for coastal hazards.
- Coastal reservoirs will be a remedial measure for coastal hazards.
- Comparatively shorter life span of inland dams.
- Ever-growing population in coastal areas.
- Coastal reservoirs provide sufficient water supply to the coastal cities in dry regions.
- The first coastal reservoir was constructed in China more than 1000 years ago and today numerous coastal reservoirs already exist in coastal areas in many countries.
- Numerous economic benefits and advantages that coastal reservoirs bring to the people of coastal areas such as the Saurashtra region.
- However, it must be ensured that no loss to marine biodiversity, fisheries or erosion of shorelines occur during the process and a comprehensive environmental impact assessment to be made prior, during and post construction of the dyke, as per the stipulated norms".

6. The Committee deliberated the proposal based on the information provided/presented by the proponent. After deliberation, the Committee was of the opinion that before taking a well-informed view on the matter following information will also be required.

- a. Views / recommendations of the NCSCM in its report submitted to the MoEFCC.
- b. CRZ category wise extent of the land (in ha./Sq.km) involved / affected by various activities of the project (Viz. Dyke construction, Submergence in reservoir, Flood Regulator construction and road construction) in a tabular form.
- c. Livelihood (*viz.* Agriculture / horticulture / Salt Pan and others) category wise extent of the land (in ha./Sq.km), Number of Villages / Habitations and Population involved / affected by various activities of the project (Viz. Dyke construction, Submergence in reservoir, Flood Regulator construction and road construction) in a tabular form.
- d. R&R Plan, Livelihood Generation/ Opportunities Plan, Stakeholders Engagement /Management Plan, Assessment and Management of Environmental and Social Risks and Impacts, Biodiversity Management and Sustainable Management of Living Natural Resources, Cultural Heritage Plan etc.

- e. Anticipated change in rate of siltation and erosion in upstream and downstream of the project site after the construction of dyke and likely impact on / change in existing ecology due to this siltation / erosion.

4.0 Any other item with the permission of the Chair.

Additional Agenda 4.1:

Proposal for Laying of pipeline at Haldia Dock Complex by M/s Haldia Petrochemical Limited- Amendment in CRZ Clearance IA/WB/CRZ/300149/2023; F. NO.11-52/2020-IA.III

Following fact of the case were placed before the committee

1. The instant matter pertains to proposal for Laying of pipeline at Haldia Dock Complex by M/s Haldia Petrochemical Limited.

2. The proposal was originally recommended by EAC (CRZ) in its 259th meeting held on 19/03/2021. During the deliberation, the Committee has noted that the already existing pipeline at Haldia Dock Complex was constructed without prior clearance under CRZ Notification, 1991. Accordingly, the Committee decided that the existing pipeline project (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;and Benzene (1X 8" NB) – HPL Facility to HOJ 1) shall be dealt in accordance with the Ministry's OM No. 19-75/2015-IA III, dated 19/02/2021 prescribing 'Procedure for dealing violation cases arising due to not obtaining prior CRZ clearance for permissible activities as per CRZ Notification'.

3. Based on the recommendation of EAC (CRZ), the Ministry has granted CRZ Clearance on 19/05/2021 for laying of pipelines except the existing Benzene Pipeline at the Haldia Dock Complex, West Bengal. Though the CRZ Clearance has been granted for the standalone new pipeline project under CRZ Notification, 2011, with respect to the suggestion of EAC (CRZ) on existing pipelines following Specific condition has been stipulated:

- (i) "The 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; and Benzene (1 X 8" NB) – HPL Facility to HOJ-1) at Haldia Dock Complex were constructed without obtaining prior clearance as per CRZ Notification, 1991 and thus in violation of CRZ Notification. **The project proponent shall obtain the necessary clearances for the same in accordance with the Ministry's OM No. 19-75/2015-IA III, dated 19/02/2021 prescribing procedure for dealing violation cases arising due to not obtaining prior CRZ clearance for**

permissible activities as per CRZ Notification, before commissioning of proposed project.

4. However, in the meanwhile the Ministry's OM No. 19- 75/2015-IA III, dated 19/02/2021 was stayed by Bombay High Court on 07/05/2021 and although PP is willing to comply the condition of obtaining CRZ clearance under violation category for old existing pipelines but they cannot do so because of stay.

5. The PP intimated *vide* letter that the due to stay of Ministry's OM No. 19-75/2015-IA III, dated 19/02/2021, unable to apply to obtained CTO from WB SPCB due to aforesaid Specific condition stipulated by Ministry at the time of CRZ Clearance dated 07/05/2021 and also intimated that aforesaid pipeline are awaiting commissioning as on date. On request of PP *vide* letter dated 11/05/2023 and recommendation *vide* letter 06/04/2023 by WB SCZMA, the project was placed before the EAC (CRZ) for amendment.

6. The amendment proposal was examined by EAC (CRZ) in its 329th meeting held on 29/05/2023; wherein, after detailed deliberation, EAC had opined that CRZ Clearance dated 19/05/2021 has been recommended for new pipeline project as standalone one and proponent has been directed to obtain post-facto clearance for existing pipelines as per OM dated 19/02/2021 separately. So, the Committee requested the Ministry to take further action in this regard.

7. Based on the views of EAC (CRZ), the file was processed in PARIVESH for amendment in condition and while approving the Competent Authority of MoEFCC has noted the following:

“opinion of ASG may be sought as matter is sub-judice”.

8. In this regard, following course of action was proposed and file had been forwarded to MoLJ for seeking opinion of ASG on followings:

- (i) As PP has admitted that requisite CRZ Clearance was not taken for existing pipelines, SCZMA may be asked to take appropriate action under Section 19 read with Section 15 of EPA 1986 for violation
- (ii) Since PP has completed the construction for new pipelines based on CRZ clearance dated 19/05/2021, Ministry may consider accepting the proposed amendment and allowing commissioning of new pipelines based on the recommendation of SCZMA and observation of EAC (CRZ). The commissioning of the new pipelines, however, shall be subject to order of any Court in the matter related to violation committed by PP due to construction of old pipelines without requisite CRZ clearance.
- (iii) PP shall obtain the requisite CRZ clearance for old and existing pipelines, as committed, as and when issue related to pending litigation is resolved.

9. In response, ASG provided the following opinion:

"5. It is therefore clear that OM dated 19/02/2021 have been specially stayed by the Hon'ble Bombay High Court vide order dated 07/05/2021 and the SLP against that order has been disposed of. The legal status of the OM dated 19/02/2021 is therefore that of suspended animation till the order dated 07/05/2021 subsist and the only remedy available to the Ministry is to press for early hearing of the matter so that the controversy can be finally settled."

10. In view of above, the Competent Authority noted followings:

"The proposal be referred to the competent expert body EAC for their perusal in the light of the above legal opinion by ASG and the extant rules and guidelines in the matter."

11. Accordingly, the proposal deliberated by EAC (CRZ) in its 355th meeting held on 05/02/2024. After detailed deliberation, the EAC took note of the MoLJ /ASG opinion and retained its recommendations for CRZ clearance issued on 19/05/2021 by Ministry. The EAC also noted that the Ministry is restrained from granting a permission/clearance on the basis of the Office Memorandum dated 19/02/2021 which is which is stayed by the court till further orders. The Committee, therefore, also requested Ministry to provide further guidance on the direction of Hon'ble Supreme Court for considering the proposal as case of violations arising due to not obtaining a prior CRZ clearance for permissible activities.

12. Subsequently, views of EAC were submitted to Competent Authority for consideration. However, Competent Authority requested the EAC (CRZ) to provide explicitly views on ASG opinion.

13. Accordingly, the proposal was once again deliberated by EAC (CRZ) in present meeting and after deliberation EAC noted that CRZ Clearance dated 19/05/2021 has been granted for new pipeline project as standalone one and PP has been directed to obtain post-facto clearance for existing pipelines as per OM dated 19/02/2021 separately. However, OM dated 19/02/2021 being sub-judice now and MoLJ's opinion is to press for early hearing of the matter, MoEFCC may take further course of action based on opinion of the MOLJ.

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

List of the Expert Appraisal Committee (CRZ) Members participated during the 361st Meeting held on 05/04/2024.

S. No.	Name of Members	Designation
1.	Shri M.S. Negi	Chairman
2.	Shri S. Jeyakrishnan	Member
3.	Dr. V. K. Jain	Member
4.	Dr. M. V. Ramana Murthy	Member
5.	Col. Prakash Tewari	Member
6.	Dr. P. K. Dinesh Kumar	Member
7.	Dr. Jaya Kumar Seelam	Member
8.	Dr. B. Kishore	Member
9.	Dr. Niraj Sharma	Member
10.	Shri Sharandeep Singh	Member
11.	Dr. H. Kharkwal	Member Secretary (CRZ)
12.	Mr. Amardeep Raju	Member Secretary (Infra-1)
13.	Dr. P. Ragavan	Scientist 'B' MOEFCC
14.	Ms. Vijya Kashyap	Legal Associate (CRZ) MoEFCC
15.	Ms. Isha Kushal	Legal Associate (CRZ) MoEFCC

Site Visit report of EAC (CRZ) Sub-Committee on 07/03/2024 regarding Proposal for Construction of Coastal Road from Jalmarg, Sector 16, Khargarh to Sector 11, CBD and Balance Link between Sector 15, CBD to water Transport Terminal Nerul, Navi Mumbai by CIDCO for CRZ Clearance (IA/MH/CRZ/415201/2023; F.NO.11/7/2024-IA.III)

1. The proposed project is for Construction of Coastal Road from Jalmarg, Sector 16, Khargarh to Sector 11, CBD and Balance Link between Sector 15, CBD to water Transport Terminal Nerul, Navi Mumbai by CIDCO for CRZ Clearance. The proposal was discussed in 355th Meeting EAC Committee for CRZ Project of on 05/02/2024. The Committee deliberated the proposal based on the information provided/presented by the proponent. After deliberation, the Committee has noted that project activity is permissible as per CRZ Notification, 2011 and MCZMA has recommended the proposal. However, considering the damage to mangroves, the Committee advised the proponent to consider the 3 alternate alignments and change in structural design of the on best proposed coastal road and Long Span Bridge / Cable-Stayed Bridges with minimal destruction of mangroves as already approved by the EAC for Mumbai i.e. Construction of Bridge from Lagoon Road to Infinity mall in P/N ward by MCGM. The EAC also suggested submit road design detailed information, traffic plan along with Noise barrier Plan and proposed Parking Plan. In response, the proponent agreed to assess the alternate alignments of proposed coastal road and structural change in proposed design. Further, the Committee recommended site inspection for assessing the possible alignment with minimal destruction of mangroves.

2. Accordingly, Sub-Committee constituted by the MOEFCC comprising Five (5) of the EAC (CRZ) Members visited the site on 7th March 2024. CIDCO and consultant (M/s Aditya Environmental Services Pvt. Ltd.) presented the proposal to the Sub-Committee at CIDCO Bhawan before the site visit.

3. PP presented three different alignments and demonstrated that the chosen alignment passes through the least mangrove forest area compared to the other alignments. During presentation it was intimated that to further minimize the impact on mangroves, PP has extended the elevated section and shifted the 2 connectors of the alignment. PP also presented the proposed noise barrier plan encompassing the areas adjacent to DAV school and DP school. PP also mentioned that the proposed parking area is excluded from the proposal and a 30 m wide road is being proposed instead of 40 m between Ch 6+300 to 6+800.

4. After that the Committee visited the site along with CIDCO Officials and Consultants. The site inspection commenced from Belapur Road (Ch 6+100) and proceeded to cover the entire sections up to the endpoint (Ch 9+679). Subsequently, the starting point (Ch 0+000) was visited, including the cloverleaf and three connectors leading up to Belapur Road (Ch 6+100). The list of participants who visited the site is enclosed as **Annexure**.

5. The observations of Sub-Committee are as:

- I. CIDCO's submission on alternate alignments indicates the two alternative alignments identified other than the alignment proposed originally are running

- parallel to the originally proposed alignment and it seems that no due diligence has been done to identify the viable alternative alignments.
- II. The proposed alignment is a combination of patches of old existing roads and greenfield alignments passing through the CRZ area between the habitations / residential areas / school and commercial areas and the creek. This alignment has some positive aspects like
 - a. Alignment is running close to the habitations thereby providing better connectivity
 - b. Alignment is using the existing roads thereby reducing the cost of projects.
 - III. However, there are some negative aspects of the alignment like
 - a. The alignment is passing through many mangrove areas and even over some creeklets thereby causing damage to mangrove and creeklets / water bodies.
 - b. The old existing roads which will be the part of proposed alignment, are the feeder roads for the residential colonies or the roads adjoining schools at least at 2 to 3 places viz between ch 5+250 and ch 6+300 and therefore traffic on these roads is relatively less thereby providing a calm environment to the residential/school areas. Linking these colony roads with the coastal road will lead to increased traffic causing environmental disturbances in these residential/school areas.
 - c. Since the proposed coastal road is passing through CRZ/ mangrove dominated areas and creeklets / water bodies any future expansion/widening of this proposed coastal road will adversely impact the mangroves/ water bodies in the CRZ area. It appears that no assessment of future traffic position and requirement of road expansion have been done by the PP.
 - IV. Aligning the coastal road on stilts or in elevated position all along the bank of the creek almost running parallel to the proposed coastal road alignment with the provisions of connecting spurs, in line of the approach adopted for development the sea link road, could not only avoid the damage to mangroves and water bodies but could also help in reducing the traffic congestions in the residential areas. No attempt has been made by the PP in this direction nor has any justification been given for not considering this possible alignment.
 - V. The PP has also not considered the options such as widening the existing Sion Panvel Road or constructing an elevated road above it. Nor has any justification been given for not considering these options.
 - VI. While analyzing the amendments made in the alignment and design by the PP as per suggestion made by the EAC in its 355th meeting the Sub-Committee observed as below:
 - a. PP has now proposed to shift the location of the first and second rotary and connector to minimize the impact on mangroves. However there is still scope for relocating the first connector so that the landfall point proposed can be kept away from residential area.
 - b. PP has not given the information how much mangrove and CRZ area has been saved.
 - c. During inspection it was noticed that the proposed design of the cloverleaf at the starting point in Jalmarg has considerable adverse impact on the mangrove. There is possibility of changing the design to reduce Footprint on mangroves between Ch 0+243 and Ch 0+265.

- d. Since the PP has reduced the width of the proposed road from 40 m to 30m there is possibility of having a road on a single central pedestal in order to reduce the affected area.
 - e. Connection of the end point of the proposed coastal road to the Palm beach road appears to be abrupt. No design of the connector has been suggested by the PP. The road at this point is very close to residential areas and school areas, which raises concerns about ensuring efficient traffic movement in these residential/school areas.
 - f. At one place the proposed alignment passes under existing Railway Bridge in CRZ area which has limited the possibility of taking this coastal road on stilts. Therefore, PP will have to go for a surface road by reclaiming some water bodies and damaging the mangroves and water bodies. The PP has not explored the possibility of taking alignment through relatively low lying area along the creek.
6. Accordingly the Sub-Committee recommends as below:
- i. The PP shall come up with three viable alternative alignments including the one along the creek, and the option of widening the Sion Panvel road or constructing elevated road over it, as observed above. And, after analyzing the cost benefit of these alternatives, should come out with proposed alignment with full justification for the proposed alignment.
 - ii. While justifying the proposed option for alignment the following issues should invariably be taken into consideration.
 - a. Impact of the alignment on mangrove (in terms of area involved as well as number of trees affected) and the water bodies
 - b. Impact of the alignment on the environment of the adjoining residential and school areas in terms of noise, pollution and safety in these areas due to increase in traffic volume.
 - c. Likely future expansion/widening of road and change in road design and its Impact on the ecology of CRZ area / mangrove / water bodies.
 - iii. The road design of elevated road in the CRZ area shall be changed to single central Pedestal Road to reduce the damage to the mangroves.
 - iv. As regards the amendments in alignment and road design proposed by the PP in response to the ADS raised by the EAC in 355th meeting and presented by the PP during site visit the Sub-Committee recommends that:
 - a. Shift in location of first and second rotary and connector proposed by the PP is though acceptable, yet PP should come out with some more amendment in location to reduce the impact on Mangroves and keeping the land fall point away from the residential areas. They should also provide information about mangroves and waterbodies saved due to this shift in location.
 - b. Efforts shall be made to change the design of the cloverleaf proposed at the starting point of coastal road at sector 16 Khargar in Jalmarg to reduce the impact on mangrove between chainage 0+243 and 0+265.
 - c. The PP should come out with such a design of the connector between coastal road and Palm Beach road which ensures efficient traffic movement and reduction in noise/air pollution and ensures safety aspect in the school areas adjoining to it. The IRC guidelines on traffic circulation near schools and educational areas should strictly be adhered to.

- d. At the point where proposed alignment is passing under Railway bridge PP should try to take the alignment through low lying area closer to the creek so that coastal road can be taken only on stilts in the CRZ area and construction of surface road can be avoided which will otherwise cause damage to mangroves and may lead to reclamation of creeklets / waterbodies.
 - e. No waterbodies / creeklets falling in road alignment shall be reclaimed. Instead road should be on stilt over these waterbodies
 - v. Recommendation in Para (iii) above should come into force once the alignment is finalized after analysis of three options done as per recommendations no.(i)&(ii) above.
 - vi. Provide details of all other road alignments being upgraded by various agencies like NMMC, NHAI, and MMRDA. While submitting details indicate which road will service / cater to which area and expected developments in those areas.
7. Based on the above, the Sub-Group Committee site visit report along with suggested observations on the project to be placed before the EAC (CRZ) for its consideration and further action.

* The report has been accepted by Sub-Committee Members through e-mail.

(M. S. Negi)

(S. Jeyakrishnan)

(Dr. Neeraj Sharma)

(Dr. M. V. Ramana Murthy)



(Dr. H. Kharkwal)

ANNEXURE

List of participants attended the Site Visit report of EAC (CRZ) Sub-Committee on 07/03/2024 regarding Proposal for Construction of Coastal Road from Jalmarg, Sector 16, Khargarh to Sector 11, CBD and Balance Link between Sector 15, CBD to water Transport Terminal Nerul, Navi Mumbai by CIDCO for CRZ Clearance (IA/MH/CRZ/415201/2023; F.NO.11/7/2024-IA.III)

Sr. No.	Name	Designation and Organization
		EAC Sub-committee
1	Shri M. S. Negi	Chairman, EAC (CRZ)
2	Shri S. Jayakrishnan	Member, EAC (CRZ)
3	Dr. Niraj Sharma	Member, EAC (CRZ)
4	Dr. M. V. Ramamamurty	Member, EAC (CRZ)
5	Dr. H. Kharkwal	Member Secretary (EAC-CRZ) MoEFCC
		CIDCO Officials
1	Shri S. G. Rokade	ACE (IV)
2	Shri Sanjay Dahedar	SE (Hsg - III)
3	Smt Hemlata Vutukuru	STE(S&PT)
4	Shri B S Patil	EE (KCR)
5	Shri Harshal Koli	TE (S-II)
6	Shri Kiran Chikhalekar	AEE (KCR)
7	Shri Ashutosh Jadhav	ATE (S-II)
		Consultant (AESPL)
1	Shri Rajiv Aundhe	Director
2	Shri N K Shendye	Dy. GM
3	Shri Amey Jaokar	Scientist

Glimpse of the EAC Sub-Committee Site Visit for the Proposal for Construction of Coastal Road from Jalmarg, Sector 16, Kharghar to Sector 11, CBD and Balance Link between Sector 15, CBD to water Transport Terminal Nerul, Navi Mumbai by CIDCO



Presentation at CIDCO Bhawan.



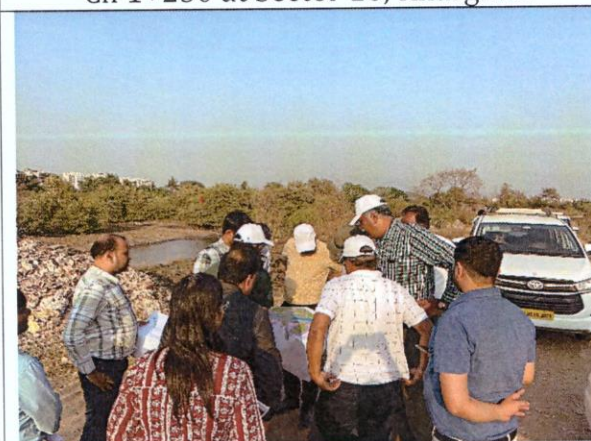
Ch 0+100 near DAV School, Kharghar.



Ch 1+250 at Sector 10, Kharghar.



Ch 2+150 Vashi-Panvel railway underpass.



Ch 2+750 between Vashi-Panvel railway underpass and PMAY housing.



Ch 9+679 near DP School junction, Palm Beach Road.
