

Minutes of the 40th meeting of the Gujarat Coastal Zone Management Authority held on 12-06-2018

The 40th meeting of the Gujarat Coastal Zone Management Authority (GCZMA) was held on 12-06-2018 under chairmanship of Shri Arvind Agarwal, IAS, Additional Chief Secretary, Forests & Environment Department and Chairman, GCZMA in the Committee Room, Gujarat Pollution Control Board, Gandhinagar. A list of the members and other participants, who attended the meeting is at **Annexure-A**. Also a list of the representatives of various project proponents, who made presentation before the Authority is at **Annexure-B**.

Initiating the meeting, with the permission of the Chairman, the Member Secretary, GCZMA, welcomed all the members of the GCZMA and other participants.

He briefed the Members about the agenda of the meeting and various actions taken by the Department in compliance of the various decisions taken during the last meeting.

The agenda wise discussion and decisions taken thereafter is as under:

→Agenda item No:40.1: - Confirmation of the 39th meeting of Gujarat Coastal Zone Management Authority, held on 23-03-2018

The Authority was apprised that the 39th meeting was held on 23-03-2018 in the Committee Room, Gujarat Pollution Control Board, Gandhinagar. The draft minutes of the 39th were circulated to all the members of GCZMA on 02-04-2018. No comments/suggestion are received from the members. Therefore, the minutes were confirmed with no change

→Agenda item No:40.2

❖Compliance report with respect to the decision taken in the 39th meeting of the GCZMA, which was held on 23-03-2018.

a) Dusting and other pollution problems from coal handling at Nava

Bunder & Bedi Bandar, Jamnagar

The Authority was apprised that in the last meeting it was decided that the sub Committee to submit report signed by all members and make presentation before the Authority in the next meeting. Also based on the representation from Shri H.S.Singh, Ret. PCCF Member GCZMA, Chairman, GCZMA took serious note of the violations and directed the representative of GMB to immediately take steps to prevent and control Air Pollution at Nava Bandar and associated Ports in Jamnagar. Chairman, also directed GMB to submit their Action Plan for improving the situation. Chairman directed MS, GPCB to review the matter and issue Notice of Direction and take Bank Guarantee from GMB.

Accordingly, sub committee made a presentation on site visit report dated 16-12-2018 and apprised the authority about the findings of the report.

The main observations of the Committee were as under:

- The most of the area of the port are dumped with the coal and sulphur.
- Sulphur was dumped without any cover and safety precaution within port area.
- During Coal loading & unloading operation leakages of coal dust into coastal water was observed.
- Due to unsafe coal handling, coal dust is deposited on nearby Mangroves patches.
- Coastal water was found dark due to black color coal spillages during unsafe coal handling.
- Compound wall of Port area is also not as per the standards defined by the GPCB.

Based on the observations, followings were findings of and recommendations of the sub committee

- Cargo handling in the absence of proper safety and control mechanism at Juna & Nava Bandar may impact the surrounding Mangroves, coral and other coastal life.
- Absence of proper control mechanism coal dust is being deposited on nearby mangrove areas
- Toxic material like Sulphur is being handled without any safety precaution and being dumped open to air which may cause the serious threat on nearby resident and biota.
- Currently GMB ports are violating that EPA & CRZ & Wildlife protection act.
- Unsafe coal handling at GMB ports shall cause the pollution in the

marine water of MNP & S area

- GPCB shall monitor regularly both port areas to prevent the pollution load in the MNP & S area due to coal handling in Bedi Ports.
- Export and Import materials of coal, sulphur and bauxite should not be dumped in open area without cover to avoid pollution in Air, Water.
- Each Port in Gujarat coast should be developed environment management plan, and advance technology should be used to handle export and import materials at the port.
- The annual environment report of each port with evaluation by the professional institution such as GPCB should be placed to GCZMA for appropriate action.
- GMB shall place the modern technology for import and export of cargo in Bedi Port areas. GMB shall also use modern technology for loading & unloading of cargo material specially sulphur, bauxite and coal.
- Appropriate action shall be taken for the violation of EPA, CRZ & Wildlife Protection Act

The Authority deliberated the report of the Sub Committee, and took the report very seriously, and observed that there are violations by the GMB by way of damaging flora and fauna for not putting up the basic requirement/measures to control pollution, and directed the representative of GMB to immediately take steps to put up in place the basic requirement/measures , which are in any case statutory requirement to be complied with by GMB to prevent and control Air Pollution at Nava Bandar and associated Ports in Jamnagar. Also following decisions were taken.

Directed the Gujarat Pollution Control Board to issue Notice of Directions under Environment (Protection) Act, 1986 based on observations of the Sub Committee and ask GMB to submit action Plan within 30 days. Also directed GPCB to get Bank Guarantee of Rs. 25 Lakhs for the same. It was also decided that GPCB shall identify the Institute of National repute for preparation of annual Environment Audit Report for the GMB, and GMB has to bear the cost for the same. The Chairman, also directed GMB to submit their Action Plan for improving the situation.

b) Review the progress for preparation of Gujarat Coastal Zone

Management Plan.

The Authority was apprised that as decided in the last meeting Director(Environment) and MS, GCZMA has filed an application before the NGT, New Delhi for extension of time limit upto 31-08-2018 for completion of draft CZMP and also MOEFCC, GOI has been requested for the same. The Authority was further briefed that next hearing is scheduled on 05-07-2018.

The Authority was apprised that GEC has received draft CZMP for eight district namely, Ahmedabad, Amreli, Anand, Devbhumi Dwarka, Gir- Somnath, Junagadh, Bhavnagar, and Porbandar. The MS, GPCB apprised the Authority that a meeting with all coastal district Regional Officer of GPCB was convened and they are requested to approach concerned District Collector for finalization of date for Public Consultation. The process for public consultation is under progress.

The Authority took a note of the progress made in the matter and asked GPCB and GEC to ensure that the all process for preparation of CZMP is completed within stipulated time limit.

c) Amendment in condition of CRZ Clearance for proposed windmill project at Village: Katpar, Doliya, Khared, Gujarada and Naip, Taluka: Mahuva, Dist: Bhavnagar by M/S K.P.Energy Limited

The Authority was apprised that as per the decision taken in last meeting , file was moved to State Government for approval for sending necessary recommendations to MOEFCC, GOI. The proposal has been approved and necessary recommendations have been sent on 06-06-2018

The Authority took a note of it.

40.3 CRZ Clearance for Proposed Berthing facility and allied infrastructure for Coast Guard vessels, along the Gulf of Kutch, Vadinar , Dist: Devbhumi Dwarka

The Assistant Commandant, Bhartiya Tatrakshak Avasthan Vadinar, application dated 30-10-2017 approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the Ministry of Environment, Forests and

Climate Change, Government of India for proposed berthing facility and allied infrastructure for Coast Guard vessels, along the Gulf of Kutch, Vadinar, Dist: Devbhumi Dwarka.

The Bhartiya Tatrakshak Avastha, Vadinar has submitted Form -1, EIA report prepared by the Detox Corporation Pvt Ltd, Surat, Marine EIA report prepared by the National Institute of Oceanography, Mumbai Detailed Project Report prepared by Department of Ocean Engineering , Indian Institute of Technology, Madras and CRZ map prepared by the NIO, Goa alongwith application.

The Authority was apprised that application of Bhartiya Tatrakshak Avastha, Vadinar was scrutinized by a team of officials constituted by the Department on 03-08-2017, in its second meeting , which was held on 29-11-2017. Based on the discussion, it was decided to put up the case before GCZMA on receipt of details from coast guard like details regarding necessity for development of Back up area, transportation of material for the same and measures to be adopted to mitigate likely impact on marine environment, and details regarding action taken for obtaining NBWL permission, as the project falls within MNP/MS. The Coast Guard has submitted details vide its letter dated 08-12-2017.

The representative of Bhartiya Tatrakshak Avastha, Vadinar made a presentation before the Authority and submitted that this project is important to mitigate oil spill disaster, as it is in proximity of Biodiversity rich Marine National Park and Sanctuary (MNPS), and national coastal security as it is only 270 Nm away from Pakistan. Indian Coast Guard Station Vadinar is an Operational Station located in the southern part of Gulf of Kutch, responsible for the security of coast Gulf of Kutch along with 09 Single Point Moorings of Oil Handling Agencies meeting 70% of country fossil energy requirement, and having an average monthly oil tanker traffic comprises of 275 inbound vessels and 270 outbound vessels. This is the only Pollution Response cell in Gujarat Region is also operating under Vadinar station. The station has presently 03 Interceptor Boats and 02 Interceptor Crafts under its command berthing on dilapidated area having draft of 2.5 to 4 mtrs ; severely restricting the operational deployment of ships due to tidal restrictions. Vessels for Quick positioning of pollution response equipments in case of an oil spill are not available presently. ICG has already kept bigger Patrol Vessels and Pollution Control Vessel (PCV) with integral helicopter ready to base at Vadinar for enhancing Coastal Security and quick response to Marine Oil pollution awaiting commissioning of this coast guard jetty.

It is further submitted by the representative of INDIAN Coast Guard that total area procured from KPT is 19877.88M². The following facilities would be carried out in CRZ areas

- Jetty-175 X 13m,
- Proposed Approach Jetty-190x9 m,
- Reclamation for back up area : 2500 M²

It was submitted that the proposed jetty will be located at pathfinder inlet creek, of Gulf of Kutch at **latitude: 22° 26' 20.8 and Longitude: 69° 40'34.2"**, lies between the two islands, Kalubhar Tapu and Narara Bet, and between existing water intake jetty of ESSAR and DDPT Jetty

No dredging activity will be carried out as natural draft upto 9m to 11m is already there, and their requirement is only 6.5m. For development of back up area, reclamation is required and the material is sourced from outside. parking area will be located towards the north west of proposed jetty and it shall primarily serve as waiting bay and movement will be regulated into operational area. The reclamation area of 25 meter X 100 meter (0.25 hectars) falls within the Boundary of the marine National park. Approximately a portion of 125meter X 9 meter approach jetty falls under Eco sensitive Zone (200 meter Seward) of Marine National Park and Sanctuary and landward area of the Eco sensitive zone is under Deendayal Port Trust Conservancy.

The proposed jetty does not seem to have significant impact on the flow regime and morphology in the study area. No major change in the sediment deposition in the jetty area for all tidal conditions due to construction of jetty is expected. Erosion deposition patterns are insignificant and localized near jetty location.

There are no mangroves and coral existing in the project site in the intertidal region that has to be reclaimed and also in sub tidal zone the area for construction of piled jetty. Nearest sparse mangrove patches are about 2.2 km away from proposed jetty, thus adverse impacts are not expected. The bed area near intertidal zone of Reclamation and sub tidal zone of piled jetty construction is clay and is devoid of corals. Corals are over 1.5 km from the proposed jetty. Impacts on corals could be avoided, with due care as per the EMP.

Major fishing activities like trawling are absent in the Pathfinder Creek region. Hence, fishing activities will not be impacted. Piling being short term one-time activity, impacts if any, are minor and reversible in nature.

As per the CRZ map prepared by the NIO, Goa, the proposed activities fall within CRZ-I(A), CRZ-I(B) and CRZ-IV(B) Category and are permissible activities, as this is the defense and national security project.

The Authority deliberated the proposal of Bhartiya Tatrakshak Avashtha, Indian Coast Guard, Vadinar, and after detailed discussion, the Authority decided to recommend to the Ministry of Environment, Forests and Climate Change, Government of India to grant CRZ Clearance for proposed Berthing facility and allied infrastructure for Coast Guard vessels, along the Gulf of Kutch, Vadinar, Dist: Devbhumi Dwarka with following conditions:

- 1. All necessary permissions from different Government Departments / agencies shall be obtained by the Coast Guard including NBWL clearance under Wildlife Protection Act, before commencing the expansion activities.**
- 2. The Indian Coast Guard shall have to ensure that there shall no impact on coral and mangroves due to construction of jetty and pilling operations.**
- 3. All construction activities shall be carried out in confined area and there shall be no discharge of any effluent/sediment etc in marine water.**

40.4 CRZ Clearance for proposed modular manufacturing unit including Cargo Handling 6000 TPA using Barge Jetty at Plot No: D- 2/3/2 Survey No. 13/p, 14/p, 15/p, 16/p, 17/p, 18, 19, 20, 21, 22, 23, 24/p, 25,/p, 34/p, 35/p 671/p GIDC Industrial Estate Dahej II Village : Suva, Tal: Vagra, Dist : Bharuch M/S. Technip India Ltd.

The Technip India Ltd (TIL) vide its application dated 09.04.2018 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from SEIAA for their proposed project for cargo handling -6000 TPA using barge jetty for their proposed modular manufacturing unit, at GIDC Industrial Estate Dahej II Village : Suva, Tal: Vagra, Dist : Bharuch

The Technip India Limited has submitted application alongwith Form-1, detailed EIA report prepared by the Eco Chem Sales & Service, Surat and Marine EIA and EMP prepared by Indomer Coastal Hydraulics (P) Ltd, Chennai, CRZ map prepared by Institute of Remote Sensing,, Anna University, Chennai and various undertakings, as per guidelines of this Department.

The Authority was apprised that the proposal of TIL was scrutinized by team of Officials in its first meeting, which was held on 21-08-2017 and it was asked the project proponent to submit public hearing minutes, CRZ map alongwith superimposition of all activities proposed in CRZ areas. The Technip India Ltd its submitted letter dated 09-04-2018 alongwith details asked by the Team of Officials.

The representative of TIL made a presentation before the Authority and submitted that they have proposed to construct following facilities in CRZ areas:

- Approach Trestle-150m X10m
- Barge Jetty-48m X 24 m
- Approach channel

It was submitted by the representative of TIL that bored pile 600 mm diameter at 6 m x 8 m grid for a length of 150 m till it joins the land will be constructed. An abutment will be provided at land where the trestle will rest. The longitudinal and transverse beams with concrete deck suitably designed for the movement of trucks with load plying between the yard and the jetty. The Jetty will be almost on the lines as approach trestle except that the pile grid will be 6 m x 8 m suitably designed for vehicular load, crane load as the recommendations of the relevant code of practice.

Modeling study on Flow and Bed changes due to construction of Barge jetty was carried out by using the MIKE 21 model and from study it is concluded that there would be no significant changes in river bed level due to the proposed piled jetty construction. The jetty construction will not cause any alteration to the flow regime and the rate of transport of sediments at the riverbed near the project area. The quantity of dredge sediment will be very low to the order of $<0.5 \times 10^6 \text{ m}^3$. This sediment will be used to fill the low lying area near the bank of Narmada River or GMB designated location is also available to disposal of dredge material.

It was further submitted that there is increase in turbidity in marine water during the construction of marine facility such as Barge jetty and Approach Trestle. Temporary Barricading structure and silk curtains shall be provided during the construction phase to confine the area. The potential impact will be on the inter-tidal and sub-tidal biota due to excavation, piling and berthing etc, it will be bound to limited period and shall be of reversible nature.

The proposed project is located 15 km upstream of the Narmada River. There is no wave action inside the bay. It is in the riverine environment and there will

not be any wave induced littoral drift. Also the jetty is built over the piled trestle which will not stop the hydraulic flow and also the sediment movement. Hence there will not be any change in shoreline or on the river banks due to the proposed development. Chances of erosion/accretion due to proposed dredging are not envisaged since there will not be any shoreline changes.

As per hydrodynamic model study report, as dredge material quantity is very minor to the order of $<0.5 \times 10^6 \text{ m}^3$ it will be disposed at designated location of GMB or use for rising bank of the Narmada River. Controlled method of dredging by using appropriate bucket/cutter suction dredgers will be carried out to confined the area of impact, in order to minimize destruction on sub-tidal benthic community. Only capital dredging is required for proposed project and dredging activity will be carried out day time only.

No major impact on fishing as the area occupied by barge jetty is only 1865 m^2 and this area do not fall under fishing zone. There is no day to day fishing in this area. Most of the boats are sailing into Gulf and deeper part of the Gulf for fishing. So, there will not be any impacts on fisheries. There will be installation of proper marker lights on the jetty and marker buoys in the channel.

There is no presence of mangroves or coral reefs at the proposed project site and hence no impact on the mangroves. Strict control on cargo vessels not to release ballast/bilge water into the sea or on the land. Only deep sea disposal will be allowed. The wastewater generated from the barges/vessels will be disposed off as per MARPOL convention. Domestic sewage will be stored and treated offshore on the port along with domestic sewage of port.

No liquid cargo will be handled in proposed project. However detailed oil spill contingency plan is prepared for containment of spills. For spills control recovery vessels, oil fences, and treatment chemicals will be made available with a view to minimizing dispersal.

As per the survey on the project site and in the vicinity, no endangered species or wildlife is reported at project site. It can be predicted that there will be no adverse impact on the ecology of the area as the project is not expected to release any toxic pollutants, which are likely to have any adverse impact on the ecology.

No turtle nesting was observed along the Narmada estuary. Hence there will not be any impacts on turtles due to construction of jetty. Moreover, pile structures due to jetty construction shall also provide new habitats for ecology.

As per the CRZ map prepared by the Institute of Remote Sensing, Anna

University, Chennai, proposed activities are fall within CRZ-I(B), CRZ-III and CRZ-IV(B) category and are permissible as per provisions of CRZ Notification 2011.

The Authority deliberated the proposal of Technip India Limited , and after detailed discussion, the Authority decided to recommend to the State Level Environment Impact Assessment Authority to grant CRZ Clearance for proposed Cargo Handling 6000 TPA using Barge Jetty for their proposed project for modular manufacturing unit including at Plot No: D- 2/3/2 Survey No. 13/p, 14/p, 15/p, 16/p, 17/p , 18, 19, 20, 21, 22, 23, 24/p, 25,/p, 34/p, 35/p 671/p GIDC Industrial Estate Dahej II Village : Suva, Tal: Vagra, Dist : Bharuch M/S. Technip India Ltd, with following conditions:

- 1. The provisions of the CRZ notification of 2011 shall be strictly adhered to by the TIL. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the TIL. The proponent shall carry out only permissible activities within the CRZ areas.**
- 2. All necessary permissions from different Government Departments / agencies shall be obtained by the TIL, before commencing the expansion activities.**
- 3. The dredged material shall be disposed of in consultation with GMB and the disposal site shall be selected based on the scientific study only.**

40.5 CRZ Clearance for proposed Strengthening and Up- gradation of Existing victor port for cargo handling Capacity of 4.5 MMTPA to located at existing Victor Port ,Village Victor , Ta- Rajula Di- Amreli , M/S Om Sai Navigation Pvt Ltd

M/S Om Sai Navigation Pvt Ltd(OSNPL) vide letter dated 20-06-2017 approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the SEIAA for their proposed project for strengthening and up-gradation of existing Victor port for cargo handling capacity of 4.5 MMTPA at Victor Port, Village: Victor,, Taluka: Rajula, Dist: Amreli

The OSNPL submitted Form-1, Scrutiny fees, Various undertaking, EIA report prepared by Eco- Chem Sales & Service , Surat and CRZ map prepared by Institute of Remote Sensing, Anna University, Chennai.

Authority was apprised that the proposal of OSNPL was scrutinized by the team of official in its first meeting, which was held on 21-08-2017 wherein the project proponent made a presentation on their proposed project, EIA report, CRZ map

etc. and submitted that they have proposed strengthening and up-gradation of existing port which includes jetty of 285 m long and dredged draft of -4.0 M CD, 91 m long RO-RO berth having 25 m wide RO-RO- ramp and approach channel 6.82 km long and 70m wide. The project proponent was directed to submit various details regarding public hearing details, Capital and maintenance dredging alongwith its disposal facilities, zone of influence etc. The project proponent submitted details vide its letter dated 06-10-2017 about the question raised by the team of official.

It was also apprised that the proposal of OSPNL was discussed in the 37th meeting of GCZMA, which was held on 13-10-2017 , wherein the representative of OSPNL made a presentation before the Authority and submitted that the proposed project intends to upgrade/strengthen cargo handling facility and associated infrastructure at Victor Port to serve the purpose of handling of dry bulk, break bulk offshore support facility(3.00 MMTPA) , RO-RO cargo, , container , and other commodities(1.50 MMTPA).

It was submitted that following marine infrastructure will be developed in CRZ area:

- Berth in length of 285 m in dredged draft of -4.0 m CD
- RO-RO Berth of 91 m with 25m wide ramp structure
- Entrance Channel of approx. 6.82 km
- Backup area infrastructure.

The representative of OSNPL submitted that the change in rate of instantaneous erosion and deposition also predicted after proposed development is not significant and also it is limited to localized area only. The estimated quantity of dredged material to be disposed of is about 1.8 million m³ and is proposed to be disposed in open water at the identified disposal location(**at Latitude: 20° 53' 53" N, Longitude: 71° 33' 23" E**) from hydrodynamic study within 1 km radius in a predetermined sequential manner through direct disposal method. Dredged material will be disposed of at the identified disposal point or for elevation/filling of Chanch Village Chowpati. There are no mangroves present at the location selected for the proposed development of the Jetty, Ro-Ro Berth hence there would not be any damage to the mangroves.

During the discussion, the expert member expressed his concerned regarding Lion corridor in the proposed area. Also looking to the CRZ Map, there is existence of mangrove patches in nearby area.

The Authority deliberate the proposal of Om Sai Navigations Pvt Ltd, after

detailed discussion, since the proposed activities are adjacent to the mangrove patches, also considering the Asiatic Lion Corridor, it was therefore required to carry out the site visit by the Sub-Committee of GCZMA, considering the provisions of CRZ Notification. Therefore, it was decided to carry out site visit of the area by a Sub Committee of GCZMA consisting of following members,

1. Dr. Ashok Saxena, IFS, Member Secretary, GEC and Member, GCZMA
2. Shri H.S.Singh, IFS, Retired PCCF , Expert Member GCZMA
3. Shri H.B.Chauhan, Senior Scientist, ISRO, and Member, GCZMA
4. R. I. Shah, Member of GCZMA.
5. Representative of PCCF(WL)
6. Representative of Director(Environment) & Member Secretary, Forests and Environment Department.

The Committee was to visit the site to verify the exact location of, mangrove areas from proposed location, verify the Asiatic Lion corridor, existence of any other Ecologically Sensitive Areas considering the nearby ecology especially existing mangrove area in the vicinity. The GMB may be asked to remain present during the visit of the Sub Committee. The committee will submit its report as early as possible. It was also decided that the proposal would be discussed in the next GCZMA meeting after receiving the report from sub-committee. The Committee has visited the site on 14-11-2017 and submitted its report on 26-03-2018 alongwith its observations and recommendations.

The sub –Committee made a presentation before the Authority on the site visit report dated 14-11-2017. The main observations of the Sub- committee were as under:

- Proposed Victor Port areas are not having mangrove patches within proposed development area. However existing mangrove patches is situated about 70 mt away from the proposed development area.
- Proposed Victor Port is existing old British time port and currently not functioned.
- Proposed area do not fall under Reserved or Protected area forest areas.
- It is likely that during the construction sparse mangrove area may be impacted.
- Surrounding saltpan areas are being visited by Wetland birds specially Flamingoes and other aquatic birds.
- Approach road towards the victor port is prone for lion movement.
- Victor village and surrounding area are having lion population as

confirmed by the Forest Department in their report

Based on the above observation, the sub-committee has made following recommendations:

- As per the CRZ notification guideline 50 mt buffer area need to be left by the project proponent from existing mangrove patches, however considering probable impacts to the mangrove during the construction phase, committee recommended that OSNVL need to leave 70 mt areas from existing mangrove patches to avoid any destruction to existing mangrove patches during construction and operation phases.
- Considering potential lion movement area OSNVL have to provide adequate safety measures such as speed breaker on road, adequate underground or overpass movement facility may need to be created for lion movement, adequate sign board, watch tower and other safety measures.
- Necessary vigil and check along with regular monitoring of existing nearby mangrove and mangrove swamp areas should be ensured through proper mechanism by competent authority during development of proposed Victor Port area.
- Rescue center for Bird conservation may need to be established by the project proponent along with proper sign board for bird conservation.
- Eco-development committee may need to be established and through that Entry point activities in Victor village shall be taken up.

The Authority deliberated the proposal of Om Sai Navigation Pvt Ltd(OSNPL), and after detailed discussion, the Authority decided to recommend to the State Level Environment Impact Assessment Authority to CRZ Clearance for proposed Strengthening and Up- gradation of Existing victor port for cargo handling Capacity of 4.5 MMTPA to located at existing Victor Port ,Village Victor , Ta- Rajula Di- Amreli , M/S Om Sai Navigation Pvt Ltd with following conditions:

- 1. The provisions of the CRZ notification of 2011 shall be strictly adhered to by the OSPNL. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the OSPNL. The proponent shall carry out only permissible activities within the CRZ areas.**
- 2. All necessary permissions from different Government Departments / agencies shall be obtained by the OSPNL, before commencing the expansion activities.**

3. **The OSPNL shall provide total 6 numbers of speed breakers/ bumps at a distance of 0.04 km, 1.08 km, 1.99 km, 2.7 km 4.4 km 4.25 km on approach road from highway. All sign boards would be provided at on each speed breakers/bumps on the approach road indicating the wildlife movement.**
4. **The OSPNL shall provide at least two underpass/overpass on approach road from Highway to Port area, in consultation with the Forests Department for safe movement of Wildlife.**
5. **The ONSPL shall ensure that speed limit of the vehicles shall be restricted to 20 km/hrs on the approach road ad necessary instruction on the approach road shall be put up by the OSPNL.**
6. **The OSPNL shall provide wind shield of adequate height (i.e 7 M) near the boundary of stacking yard and tem atrial heap height shall e kept to 5 m to mitigate the fugitive emission and to avoid probable impact on surrounding.**
7. **The OSPNL shall he to comply with the guidelines issued by the GPCB from time to time to control the fugitive emission from staking and during transportation of material.**
8. **As a part of CSR activities, the OSPNL shall made necessary provisions for funds for Eco-development committee, to be established in consultation with Forest Department.**
9. **Necessary vigil and check along with regular monitoring of existing nearby mangrove and mangrove swamp areas should be ensured through proper mechanism by competent authority like GEER Foundation/Forest Department during development of proposed Victor Port area.**

40.6 CRZ Clearance for Land Acquisition (0.41 ha) At- Block No. 44 Bedi INS, Valsura, Di- Jamnagar

The Indian Naval Ship, Valsura vide letter dated 27-12-2016 approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from the MOEFCC, GOI for their proposed project for Land Acquisition (0.41 ha) At- Block No. 44 Bedi Ins. Valsura, Di- Jamnagar

The Indian Naval Ship, Valsura submitted Form-1, Scrutiny fees, Various undertaking, EIA report prepared by Eco- Chem Sales & Service , Surat and CRZ map prepared by Space Application Center(ISRO), Ahmedabad

The BISAG, Gandhinagar was requested to get the superimposition of the

proposed site on CRZ map prepared by the Space Application Centre, Ahmedabad.

The Authority was apprised that the proposal was scrutinized by the Team of Official, in its third meeting which was held on 12-04-2018, wherein representative of INS, Valsura and their consultant submitted that they are not going to carry out any activity in CRZ area. Only existing berthing facilities would be utilized for the purpose of Staff training.

It was submitted by the representative of INS, Valsura that the land is required for training programme for about 300 trainee Navel persons. They do not have enough space for training. Marine National Park (MNP) is nearby the proposed project. Due to existing coal handling facility in nearby ports, mangroves adjacent to the ports and Marine National Park are affected by dust deposition. Then Ministry of Environment and Forests (Now MoEF&CC) in-principle granted Diversion of 0.41 Ha of Section – 4 Forest land for construction of Waterman Training Centre, Indian Naval Ship, Valsura. As such no activity proposed by Indian Navy in the CRZ area

Since no activity is proposed in CRZ area, it was decided by the team of officials that there is no need to obtain CRZ Clearance at present and GCZMA may issue clarification in this regard.

The Authority deliberate the proposal of INS Valsura and recommendations of the team of Officials, it was decided to issue clarification about non applicability of CRZ Notification 2011, as no activities are proposed to be carried out in CRZ areas .

40.7 CRZ Clearance for Creation of water front facilities (Oil Jetties 8, 9, 10 & 11) and development of land 1432 acres for associated facilities for storage, at Old Kandla, Gandhidham, Kutch by Deendayal Port Trust

The Deendayal Port Trust vide its application dated 27.02.2018 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from MoEFCC, GOI for their proposed project for creation of water front facilities (Oil Jetties 8, 9, 10 & 11) and development of land 1432 acres) for associated facilities for storage, at Old Kandla, Gandhidham, Kutch

The Deendayal Port Trust has submitted application alongwith Form-1, detailed EIA report prepared by the SV Enviro Labs & Consultants, CRZ map prepared by Institute of Remote Sensing, Anna University, Chennai and various undertakings.

The Authority was apprised that the proposal was scrutinized by the team of Officials in its third meeting, which was held on 12-03-2018, wherein the representative of DDPT made a presentation on their propose project and EIA report and CRZ map. However, during the meeting, the DDPT was requested to submit comprehensive details regarding total number of tanks, materials which would be stored, no of pipelines passing through CRZ alongwith all other details of ancillary facilities, alongwith comprehensive plan. The DDPT has submitted details vide its letter dated 21-05-2018.

The Authority was apprised that since this is an integrated development project for development of Oil Jetties, transportation facilities , development of storage terminals and associated facilities in 1432 acres, and there is existence of mangroves in the vicinity, it is necessary to visit the site by the Sub-Committee of the GCZMA and based on the recommendations of sub-committee of GCZMA, further decision may be taken.

Chairman, GCZMA has also express his concerns regarding representations being received about environment related issues against DDPT, it is necessary to visit the proposed site so that adequate measures, if any required for the improving environment can be included.

The Authority deliberate the proposal of DDPT, after detailed discussion, since the proposed activities are adjacent to the mangrove patches, and also it is integrated facilities , it was therefore required to carry out the site visit by the Sub-Committee of GCZMA, therefore, it was decided to carry out site visit of the area by a Sub Committee of GCZMA consisting of following members,

1. Dr. Ashok Saxena, IFS, Member Secretary, GEC and Member, GCZMA
2. Shri H.S.Singh, IFS, Retired PCCF , Expert Member GCZMA
3. Shri H.B.Chauhan, Senior Scientist, ISRO, and Member, GCZMA
4. R. I. Shah, Member of GCZMA.
5. Representative of PCCF(WL)
6. Director(Environment) & Member Secretary, Forests and Environment Department.

The Committee has to visit the site to verify the exact location of, mangrove areas from proposed location, verify the existence of any other Ecologically Sensitive Areas , pipeline corridor, location of storage facilities considering the nearby ecology especially existing mangrove area in the vicinity etc, The Sub-Committee has to visit the site within 30 days and submit the report to GCZMA. On receipt of the report from the Sub-Committee, the proposal would be considered by GCZMA for further course of action.

40.8 Suggestion from the Gujarat Coastal Zone Management Authority in compliance with the conditions of CRZ Clearance issued on 19-12-2016 by the MOEFCC, GOI for Development of Integrated Facilities (stage 1) within the exiting Kandla Port Trust limit at District Kutch (Gujarat) by Deendayal Port Trust

The Deendayal Port Trust vide its application dated 22.11.2017 has approached this Department seeking suggestion from the Gujarat Coastal Zone Management Authority in compliance with the conditions of CRZ Clearance issued on 19-12-2016 by the MOEFCC, GOI for Development of Integrated Facilities (stage 1) within the exiting Kandla Port Trust limit at District Kutch (Gujarat) by Deendayal Port Trust.

The KPT submitted that as per the Specific condition No-viii of the Environment Clearance and CRZ Clearance granted by the MOEFCC, GOI vide letter dated 19-12-2018 i.e. “ **PP in consultation with GCZMA should prepare a Regional strategic impact assessment report with a special focus on region where the PP started construction without permission. The cost towards this study should be borne by the PP**”

The Deendayal Port Trust has engaged Gujarat Institute of Desert Ecology(GIDE) and submitted the draft TORs.

The Authority was apprised that proposed TORs submitted by the DDPT was discussed in the 3rd meeting of Team of Officials and it was decided to ask the DDPT to submit details regarding preparation of Regional Strategic EIA

The Authority deliberate the proposal of DDPT, after detailed discussion, it was decided that the committee as constituted as per Agenda 40.7 shall also go through the draft TORs submitted by the DDPT and shall give its recommendations to GCZMA for finalization of the same.

40.9 CRZ Clearance for proposed project for Bitumen Storage & handling at Deendayal Port , Gandhidam, Kutch by Aadesh Brine Private Limited

The Aadesh Brine Private Limited(ABPL) vide its application dated 19.03.2018 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from MoEFCC, GOI for their proposed project for Bitumen Storage & handling at Deendayal Port , Gandhidam, Kutch, by Aadesh Brine Private Limited

The Aadesh Brine Private Limited has submitted application alongwith Form-1, detailed EIA report prepared by Kadam Environment Consultant, Vadodara

CRZ map prepared by Institute of Remote Sensing, Anna University, Chennai and various undertakings.

The Authority was apprised that the proposal of ABPL was scrutinized by the Team of Officials in its 3rd meeting, which was held on 12-04-2018 and made a presentation before the team. It was submitted that bitumen is considered as nonhazardous material and it is permissible as per CRZ Notification 2011. They would also lay down pipeline for transportation of Bitumen from jetty to the storage terminal and it would be transported in liquid state, which require for heating system for transportation, and therefore installation of heater is necessary. Further to this, they would store coal as fuel in storage area and as per condition laid down by the GPCB ,they have to provide ETP in CRZ area.

It was decided to ask the project proponent to get certificate from the DDPT that proposed facilities are permissible in CRZ Areas. Also submit justification for storage of bitumen in CRZ area. The ABPL vide letter dated 01-06-2018 has submitted the details.

The representative of the ABPL made a presentation before the Authority and submitted project is permitted as per clause 8.III.B.iv of the CRZN 2011, that states that the following activities are permissible in CRZ III: "Storage of non-hazardous cargo such as edible oil, fertilizers, food grain in notified ports. Further to this area is within the Port limits, hence No Development Zone (NDZ) limit is not applicable for the project. The material handled (bitumen) is non-hazardous based on its chemical and physical properties considering the definition of hazardous materials mentioned in the relevant legislation, namely the Hazardous Chemicals (Management and Handling) Rules, 1989/2000

Regarding, installation of heating system with thermic fluid heater in CRZ area, It was represented by the ABPL that permission should be granted since it's not for manufacturing, but storage activity and heating of storage to keep it handlable is part and parcel of the storage activities. Most storages, whether these are LPG, LNG or Edible oil storages, are equipped with heating devices within CRZ III areas to keep the materials handled, transferable.

Regarding, installation of pipeline in CRZ-I(A) area, it was submitted that DDPT (formerly KPT) has provided permission for jetty pipeline. Pipelines are permitted in CRZ I (i) and III areas as per Clause 8 I (i) (b) which states: "Pipelines, conveying systems including transmission lines" are permitted activities. Pipeline from Ship to bitumen storage tanks will fall under CRZ I (A). But pipeline will not disturb mangroves area (CRZ IA) as it will be laid above existing jetty.

The representative of the ABPL submitted that The water is mainly used for domestic and washing purpose. Total water consumption is estimated about 5.2 KLD. Water will be sourced from Shree Chamunda Water Supply for 14 KL per day. Total wastewater generation from the proposed unit will be 5.0 KLD including domestic sewage and washing effluent. Washing will generate oily wash water. Wastewater will be treated in proposed ETP cum STP and treated water will be sent to Saurashtra Enviro Projects Private Limited (SEPPL) at Samkhiyali plant for further treatment. Waste Acceptance Certificate for the same has been received

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

The Authority deliberated the proposal of Adarsh Brine Private Limited, and after detailed discussion, the Authority decided to recommend to the Ministry of Environment, Forests and Climate Change, Government of India to CRZ Clearance for proposed project for Bitumen Storage & handling at Deendayal Port , Gandhidam, Kutch by Aadesh Brine Private Limited with following conditions:

- 1. The provisions of the CRZ notification of 2011 shall be strictly adhered to by the ABPL. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the ABPL. The proponent shall carry out only permissible activities within the CRZ areas**
- 2. All necessary permissions from different Government Departments / agencies shall be obtained by the ABPL before carrying out any enabling activities**

40.10 CRZ Clearance for the proposed Construction of cable Stayed Bridge in coastal zone of TAPI river joining Adajan and Athwalines area of the Surat city by Surat Municipal Corporation

The Surat Municipal Corporation vide its application dated 23.08.2018 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from SEIAA/MoEF for their proposed project for Construction of cable Stayed Bridge in coastal zone of TAPI river joining Adajan and Athwalines area of the Surat city by Surat Municipal Corporation

The Surat Municipal Corporation has submitted application alongwith Form-

1, detailed EIA report prepared by the En- Vision Enviro Technologies Pvt Ltd , Surat CRZ map prepared by Institute of Remote Sensing,, Anna University, Chennai and various undertakings.

The Authority was apprised that the proposal for SMC was discussed in 2nd meeting of Team of Officials on 29-11-2017. The representative of SMC made a presentation before the Team of officials and submitted that proposed project of construction of bridge in coastal area of Tapi river, joining Adajan and Athwalines of Surat city, by Surat Municipal Corporation Total length of the bridge is 918 meter in total, which includes 3000m of cable stay portion, 412 meter RCC portion and 206 meter solid approach . The width of the bridge varying from 15.3 m to 32.m.

Violations were reported against this project by Ms Roshni Patel, Surat. GPCB, RO, Surat and Collector, Surat were requested to take necessary actions against this project. Executive Engineer from Surat Municipal Corporation (SMC) informed that already construction started and piling work completed, deck and other remaining construction work is pending. After detailed discussion on the presentation made by the representative of SMC, the committee asked the SMC to submit various details like total area of the proposed construction and out of which how many sq.mt. fall under CRZ area? total no. of piles along with foot print areas falling under CRZ area and in water body ? probable impact on marine environment as well as on terrestrial ecology , and mitigation measures thereof, List existence of all marine species, probable impact of proposed project on it, if any , and mitigation measures thereof.

The representative of the SMC made a presentation before the Authority and submitted that Surat is the economic capital of Gujarat and 4th fastest growing city of the world. Due to the tremendous development of the city, Surat Municipal Corporation tries to improve road infrastructure of the city. At present, there is only one bridge connecting athwalines and adajan area. Vehicle handling capacity of existing bridge is very low compares to the current traffic scenario. Looking at the huge traffic level, growing industrialization and increasing population in the city, the Surat Municipal Corporation has proposed to construct first cable stayed bridge (918 m) over Tapi river to facilitate the smooth passage between Adajan to Parle point near Athwalines. At present only cable stayed portion of the bridge is remaining to be constructed.

It was further submitted that total area of the proposed bridge construction is 19681.63 sq.mt, out of which 18794.5 sq.m area falls within CRZ area. The EIA

Report is prepared by the en-vision Enviro Technology Pvt Ltd, Surat. The CRZ map is prepared by the Anna University, Chennai and as per CRZ-IB(232m length), CRZ-III(200m length) and CRZ-IV(B) (230m length) category. The total nos. of piles in CRZ is 197 and foot print area falling under CRZ is 3031.1 sq.mt. the foot print area falling in water body is 1340 sq.mt.

It was further submitted that The excavation of bed for casting the pillars enhanced suspended solids (SS) in Estuarine water only in the limited area. Dispersion of particulate matter in the water column might have depleted DO and enhanced BOD of water though locally and temporarily. The excavation of bed might have enhanced nutrients level which would be temporary. Since, these activities were temporary, the negative effects on the water quality were short-termed and the original conditions will be attained. The sediment of estuary will have a slight enhancement in the concentration of heavy metals due to bed excavation. This impact would be localized and temporary.

The construction of bridge will have some potential negative impacts on flora and fauna till the construction activities are continued. The major groups which are expected to be affected due to excavation are Polychaetes and Insects larve. However, these losses are temporary and the macrobenthic fauna will recolonize after sometime (around one year).

Since, construction activities of proposed bridge will be carried out by adopting the standard methods and the bridge will be on pillar and cable stayed, the obstruction for natural flow is not expected significant. It was further submitted that there is no ecologically sensitive areas like mangroves, reserved forests etc in this project.

Reduction in construction period would be preferred to minimize the impact in terms of destroying the macrobenthic organisms. Fabrication jobs would be undertaken on land and transfer of materials to the site would be through a pre decided corridor avoiding hindrance to intertidal area. The bed would be restored to its original shape after completion of construction phase so that the benthic organisms would reproduce. After the completion of construction, the back-filling will be carried out to restore the original flow of river water to facilitate the production of marine organisms.

The Authority deliberate the proposal of SMC and observed that construction has been started without obtaining prior CRZ clearance from the competent authority and thus it is violation of CRZ Notification, however, as per CRZ Notification 2011, this is permissible activities and considering the CRZ Amendment Notification dated 06-03-2018, it is

decided to recommend to Ministry of Environment, Forests and Climate Change, Government of India to grant CRZ Clearance for Construction of cable Stayed Bridge in coastal zone of TAPI river joining Adajan and Athwalines area of the Surat city by Surat Municipal Corporation

40.11 Proposals seeking recommendations from the GCZMA for obtaining necessary CRZ Clearance under CRZ-II Category from Somnath-Veraval Nagarpalikas

The Authority was also apprised about other 3 applications received from Somnath- Veraval Nagarpalika areas seeking recommendations from the Gujarat Coastal Zone Management Authority for obtaining CRZ Clearance from concerned Nagarpalika under CRZ-II category as per **Annexure-I**

The Authority deliberated other proposals and decided to recommend to the Concerned Nagarpalikas to issues CRZ clearance for the proposal received as per Annexure-I with following specific condition:

- Under Swatch Bharat Abhiyan, each project proponent has to obtain connection with pipeline for their generated sewage treatment and final disposal of sewage with the STP of Local Nagarpalika

40.12 Renewal contract for website maintenance & hosting of the GCZMA's Website & FMS service.

The Authority was apprised that as per the decision taken in the 27th meeting of GCZMA, which was held on 15-09-2017 renewal order for the maintenance and hosting of the GCZMA's website has been issued vide this office letter No: ENV-10-2015-251-E dated 03.10.2015 for a period of two years with a condition that the contract can be extended as per mutual agreement. The Contract was expired on 23.07.2017.

Now we have received a proposal for renewal of website maintenance, hosting vide its letter dated 08-08-2017 for reveal of these services for next two years from two years with following rates; with terms and conditions mentioned therein.

Sr. no	Particulars	Recurring Rates per year (in Rs)
1	Web Hosting space on Linux platform 500 MB	16080

2	Maintenance for Department website	1,71,120 /-
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The Authority discussed the proposal and decided that the GIPL be assigned the job for next two years for Maintenance and Hosting of the Gujarat Coastal Zone Management Authority's (GCZMA) Website.

Further to this, the Authority has also authorized the Director(Environment) and Member Secretary, GCZMA to decide about routine expenditure upto 2, 00,000(Two Lakh) as and when required for GCZMA by following the prevailing regulations of the State Government. The decision of the Director(Environment) and Member Secretary, GCZMA may be put up for GCZMA's information in very next meeting of the decision.

40.13 Appointment of office attendant and data entry operator through outsourced.

The Authority was apprised that as decided in the 29th meeting of GCZMA, which was held on 24.05.2016, the Member Secretary, Gujarat Ecology Commission was requested on 13-06-2016 to depute two suitable persons viz. office attendants and one Facility Service Management person from the GEC with monthly consolidation amount of Rs. 12059/Month (Including GST) and Rs. 18756/Month (including GST) respectively, to work for the Gujarat Coastal Zone Management Authority, for 11 months. The GEC has deputed two office attended as requested. The contract period is expired

The Authority was also apprised that there is a need of the office attendants, and one person for facility management and other work related to GCZMA, It is proposed to request the GMB/GEC to provide services of two office attendants, for 11 months.

After deliberation, the Authority decided to request GEC to depute two suitable persons as office attendants and one Facility Management Service person on a contractual basis for a further period of 11 months after the expiry of their terms The consolidated emoluments of the said staff(as per earlier contract) to be paid from the CRZ Management Authority Accounts being managed by the Gujarat Maritime Board.

40.14 CRZ Clearance for Solar park/ Solar Project and Wind Farms

activates in CRZ area to DHOLERA SIR M/s. Dholera Special Investment Regional Development Authority(Table Agenda) .

The Dholera Special Investment Regional Development Authority(DSIRDA) vide its application dated 26-03-2018 has approached this Department seeking recommendations from the Gujarat Coastal Zone Management Authority to obtain CRZ Clearance from the Ministry of Environment, Forests and Climate Change, Government of India for their proposed project for development of Solar Park/ Solar project and Windfarm activities in CRZ areas of Dholera Special Investment Region at Dholera, Dist: Ahmedabad.

The DSIRDA has submitted application alongwith Form-1, detailed EIA report prepared by AECOM India Private Limited, Gurgaon, Delhi CRZ map prepared by Institute of Remote Sensing, Anna University, Chennai and various undertakings.

The Authority was apprised that the proposal of DSIRDA was scrutinized by the Team of Official, in its third meeting which was held on 12-04-2018, wherein representative of DSIRDA were requested to submit various details. The DSIRDA has now submitted the details.

The representative of DSIRDA made a presentation before the Authority and submitted that Dholera Special Investment Regional Development Authority (DSIRDA) in association with Gujarat Power Corporation Limited (GPCL) has proposed solar project of capacity 5000 MW in the CRZ area in Dholera SIR. The entire park is being proposed in the CRZ area with a land of about 110 sq km i.e., 11,000 hectares principally falling under CRZ 1B category. There are 11 Nos of Solar Parks in this 11,000-hectare land which are sub-divided into 27 solar plots. Additionally, GPCL has also embarked on a detailed study on the proposed Solar Power Project in the area for which they along with Gujarat Urja Vikas Nigam Limited /Solar Energy Corporation of India intend to call global tender in two or more phases. DSIRDA and GPCL intends to develop the solar park in phase wise manner and based on the demand of power the initial phase shall be planned. Further, the initial phase of development has been envisaged to have access from the existing road passing within DSIR.

It was submitted that Ministry of New & Renewable Energy, MNRE, Govt of India, has given in principle approval vide letter No: 320/11/2018-NSM; dated: 04-05-2018 for development of 5000 MW solar park in

Dholera Special Investment Region (DSIR), Dholera, Ahmedabad District, Gujarat subject to CRZ clearance by the State Government

The Entire area proposed for Solar power generation is divided into a total of 11 Solar parks (which comprises of 27 Plots) with a developable area of about 8252 Hectare. The total solar power generation possible from this area is about 4400 MW. The solar park has the following infrastructure facilities proposed in CRZ 1B Area

The representative of DSIRDA further submitted that specialised Module Mounting structure is proposed to suit the site conditions in the Solar Park/Plots. The internal road length in the solar park/ plots is about 380 km. The other infrastructure facilities like Master Control Room of about 27 Nos., Switch Yard of about 27 Nos. and Local Control Room of about 442 Nos are estimated and proposed to set up inside the solar park/ plots.

External Roads would be constructed in CRZ area in 3 or more phases having a total length of about 54 Km and underground water supply services below road in 3 or more phases having a total length of about 35 Km. would be constructed. Bund works (for flood mitigation) having a total length of about 90 Km and Hume pipes will be laid wherever required. Further to this, Power Transmission Line would be put up in CRZ 1B and CRZ III area having a total length of about 46 km and having about 135 number of towers. Cable corridor from solar park/ plots to Sub-station having a total length of about 49 Km would also be a part of the project. There would be fencing for solar park/ plots having a total length of about 200 Km.

The representative of DSIRDA further submitted that the module shall be engineered with high fatigue performance so that it remains in position notwithstanding any permanent distortion. The cable structures will be both underground and overhead. The underground cable structure connected to PV modules, inverters, transformers etc. shall be armoured cable with extra protection of conduit. The type of cables used shall be of marine cable type to prevent damage during its design life due to site submergence. Proper drainage system with hume pipes shall be provided so that there is no standing water that will make the underground cable structure unsafe. The foundation structure of overhead transmission lines and Module Mounting Structures shall be engineered with high factor of safety and shall be tested to withstand the

wind of about 180 km/h.

There will be construction of Energy efficient buildings within the solar power park with low heat absorption materials and increased plinth height keeping into consideration future water level rise. It will be ensure that there will be minimization of footprints to the extent possible. Minimisation of road network within the site which is falling under CRZ 1B. Roads to be constructed shall have underneath hume pipes for easy passage of inter-tidal water especially during any high precipitation events and storm surge occasions. Storm-water network design at site shall ensure that there is no stagnation of water at site.

They will adopt t proper construction techniques including the foundation structures based on soil characteristics and bearing capacity. The PV panel arrays layout shall be such that a minimum spacing of not less than 5 m is maintained to optimise the shading effect from the PV panels and reduce significant alteration in albedo from ground surface.

The representative of DSIRDA assured that the mud-flats and mangroves shall be left untouched; a buffer zone of 50 m would be kept around all such land classification Units and solar park plots would be planned up to the buffer zone limits of these land class units. The connecting inter-tidal streams would be kept unaltered and there would be no land acquisition in this area for the project.

A wildlife corridor is proposed along the sea end from the southern to the northern limits of the site of about 30 m wide with natural vegetation of local species to provide proper access of wild life into the salt marshes, mud-flats and mangroves. During construction period, there would be speed restriction of vehicles of up to 10 kmph to reduce road kills of animals.

Clearing of vegetation during construction shall be minimum and shall be restricted to the respective locations of construction structures only. The construction materials shall be kept at a designated place and completely transported out of site soon after completion of construction. Construction would be taken up zone wise in each sub-plots and site quickly restored following completion at the specific zone before moving into another site. Disturbance of the entire area demarcated under any phase would be restricted based on a proper planning.

Plantation of mangroves along the coastal stretches of Dholera coast and

major inter-tidal channels shall be taken up in consultation with State Forest Department, GEER Foundation and other competent agencies.

The concrete batching Plant shall be put outside the CRZ zone. Pre-mixed concrete would be brought to the site for casting in-situ. As soon as the construction is over, the excavated soil would be used for backfilling of foundation and utility line trenches and the surface properly compacted. Any excess soil would be transported to nearest site for road embankment or bund construction. Sewage generated from the proposed project in each phase shall be treated in package STPs. The total envisaged STP capacity would be 0.05 MLD at each substation. The treated wastewater would be discharged to DSIRDA common drain.

The Authority deliberated the proposal of M/S Dholera Special Investment Regional Development Authority(DSIRDA), and after detailed discussion, the Authority decided to recommend to the Ministry of Environment, Forests and Climate Change, Government of India to CRZ Clearance for proposed project for development of Solar Parks/ Solar Project activates at Dholera, Dist: Ahmedabad by Dholera Special Investment Regional Development Authority with following conditions:

- 1. The provisions of the CRZ notification of 2011 shall be strictly adhered to by the DSIRDA. No activity in contradiction to the provisions of the CRZ Notification shall be carried out by the DSIRDA. The proponent shall carry out only permissible activities within the CRZ areas**
- 2. All necessary permissions from different Government Departments / agencies shall be obtained by the DSIRDA before carrying out any enabling activities.**
- 3. The DSIRDA shall ensure that there shall be no damage/impact on the mangroves or any other ecologically sensitive areas in nearby areas.**
- 4. The DSIRDA shall ensure that there shall be no blockage of any creek due proposed activities in CRZ areas.**

Besides routine agenda, the Authority was apprised that one Scorpio having registration no-GJ-18, G-5152 has been allotted by the Gujarat Ecology Commission to Director(Environment) and Additional Secretary, being Additional Project Director, ICZMP-Phase- I and as part of strengthening of GCZMA. A Driver and fuel was being provided by the GEC. Now the vehicle is not being used regularly in absence of fuel and

other technical problem , which requires repairing. The Authority was also apprised that ICZMP-Phase-I has been extended upto 31-12-2018, and therefore the same mechanism shall be continued.

After discussion, ACS,FED and Chairman, GCZMA asked GEC to provide all necessary repairing charge and to continue to provide fuel/Diesel for the Scorpio having registration No-GJ-18, G-5152.

The meeting ended with a vote of thanks to the Chair.

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