

**Minutes of the 177th Meeting of Maharashtra Coastal Zone Management
Authority held on 23rd August, 2024**

The 177th meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Principal Secretary (Environment and Climate Change), through Videoconferencing technology on Cisco WebEx platform on 23rd August, 2024. List of members present in the meeting is attached as Annexure-I.

Confirmation of minutes of 176th meeting of MCZMA:

The Authority decided to confirm the minutes of 176th meeting of the MCZMA held on 05th August, 2024 without any change.

Item No.1: Proposed construction of Versova- Bhayander DP Road by the Municipal Corporation of Greater Mumbai (MCGM)

Introduction:

The Consultant and Officials from MCGM presented the proposal before the Authority. The MCGM has proposed the construction of Versova- Bhayander DP Road. The proposed alignment runs through Western Mumbai. The project commences at Versova and terminates at Bhayandar.

The length of the proposed Versova—Bhaynder DP road is 22.84 km. One leg of this proposed road has a span of 4.46 km that connects the DP road with the upcoming Goregoan Mulund Link Road. The VersovaBhayander DP road is of key importance since it is one of the few major transport infrastructures that connects two major cities namely, Mumbai and Mira Bhayander of the Mumbai Metropolitan Region.

The proposed route is unique since it traverse through a variety of urban features. This road winds through mangroves, creek, salt pans, marshy land, and the city centre. The road is divided into various segments which include a double elevated road, an elevated road, a stilt road, a road at grade, and underground tunnel road. A basket bridge and a cable stay bridge are being suggested for the location where the road alignment crosses the waterways. In order to prevent the biodiversity of the watercourse from being impacted, these bridges are designed to ensure a larger span.

The proposed road consists of roads on stilts and tunnels, with no land reclamation involved. All arterial roads are connected to the proposed roads, including Linking Road, S.V. Road and the Western Express Highway. There will



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be provisions for dedicated public Transportation to serve the working class. Special provisions for disaster management and emergency services will be included, with designated bays on the stilt roads.

The tunnels will have designated passage for emergency and evacuation purposes. The project includes 10 interchanges along a road length of 32 kilometres.

The up coming BandraVersova Sea link presents a significant opportunity to improve connectivity within Mumbai. However, to fully realize its potential, the complementary development of the VersovaBhayander DP road is crucial. Without the VersovaBhayander DP road acting as a bypass, traffic exiting BandraVersova Link Road would be directed onto the already congested Western Express Highway and local trains. The influx of additional vehicles would exacerbate existing gridlock on the Western Express Highway, particularly.

The proposed Versova-Bhayandar DP Road offers a strategic solution to address critical traffic bottlenecks. By establishing a new North-South coastal corridor, the project aims to alleviate congestion by redistributing traffic away from overloaded routes like the Western and Eastern Express Highways. It will enhance connectivity between northern and southern suburbs, as well as provide improved access to all major existing and planned DP roads. Arterial roads are connected to the proposed roads, includes Linking Road, S.V. Road, and the Western Express Highway.

The proposed DP road is partly passing through mangrove area of different villages like Juhu, Versova, Oshiwara, Pahadi, Malad, Malwani, Charkop, Borivali, Eksar, Dahisar, Penpada and Bhayander. Approximately 102 Ha mangrove land required to be diverted for the proposed project.

| CRZ classification | Total Length (meters) |
|---------------------|-----------------------|
| CRZ IA | 9780 |
| CRZ IB | 5815 |
| CRZ II | 100 |
| CRZ III(B) (NDZ) | 290 |



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| | |
|----------------|--------|
| CRZ III (B) | 1555 |
| CRZ IV(B) | 2450 |
| Total CRZ area | 19,990 |
| Non CRZ area | 3060 |

- The proposed road is situated outside any ecologically protected areas or their eco sensitive zones. Further, proposed alignment is not affected by any archaeological and heritage site.

The casting yard for the precast segments is to be set up at the Bhayander (19° 17'11.63"N 72°51'18.12"E, which is outside CRZ area.

MCGM has submitted the CRZ map in 1:4000 scale superimposing the alignment of DP road prepared by the National Institute of Oceanography, Goa. As per the said report, the major part of proposed road falls in CRZ (IA & IB), CRZ II, CRZ III(IIIA & IIIB), CRZ (IV&IVB) and No Development Zone. The minor portion of the proposed road also passing through the outside boundary of CRZ area.

The MCGM has submitted the comprehensive EIA report for the project stating in detail the anticipated impacts of the project along with mitigation measures and Environment Management Plan. Furthermore, the report includes details about the compensation to the affected fishermen (if any) due to the construction of the project as per the guiding government resolution. The report has a detailed chapter on carbon neutrality in the proposed project along with a detailed plan for compensatory and mangrove plantation, including responsibilities, and budgetary allocation.

Deliberation:

The MCGM officials presented that the proposed project is already a development plan road, hence, MCGM while preparing the DP had already undertaken the due process of public consultation. As per the EIA report, the construction technology/ methodology of the proposed DP road seeks to achieve a balance between environmental responsibility, efficiency and structural integrity.

The Authority noted the observations of the EIA report. Certain mitigation measures suggested in the EIA report which is as follows:


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- While the impact on air quality is expected to be temporary, it's a crucial to implement effective dust suppression measures to minimize the health risks for nearby communities and construction works
- Regularly sprinkling water on exposed area at the construction site and casting yard will suppress dust and prevent it from becoming airborne. This is particularly effective during dry and windy conditions
- Utilizing pre-cast concrete elements wherever possible minimizes on site activities like mixing concrete, which can be significant source of dust emission. This approach reduces the overall dust generation at the construction site
- The BMC needs to submit the compliance of the EMP implementation periodically every six month to MCZMA.
- Strategically locating casting yards away from residential areas helps minimize dust disturbances for residents.
- The project plans to install noise barriers around the construction site perimeter. The project will prioritize planting fast growing trees with dense foliage alongside the noise barriers. This creates a dual noise and dust barrier system that becomes more effective over time as the tree matures
- Limiting heavy construction activities and material transport to daytime hours, when background noise levels are typically higher, helps minimize noise disturbance for nearby residents. During the night time hours, only quieter tasks that don't exceed noise limits should be undertaken
- During operation phase, planting trees with dense foliage around the project site periphery is a long term strategy to mitigate noise pollution from traffic. Establishing green buffers with trees and other vegetation helps minimize the overall noise level in the area The project will adhere to CPCB guidelines for greenbelt parameters.
- A program at labour camps and construction sites to separate recyclable materials like paper, plastic, metal and glass from organic waste and general trash will be implemented. Options for recycling or repurposing some construction debris, such as crushing concrete for use as road base material will be explored.
- The project acknowledges the importance of ecological sensitivity during construction. The project will adopt a precautionary approach, implementing best practice for construction activities to minimize potential ecological disruptions. The potential ecological impacts of the project on the creek ecosystem, particularly the mudflats in the Mindspace area.



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- Construction vessels will operate at slow speeds to minimize disruption to fish and other aquatic life. Stringent measures will be taken to prevent water pollution. This includes prohibiting waste dumping and reclamation activities near the mudflats. All waste generated during construction will be disposed of responsibly at approved sites. Pollution prevention plans will be developed and submitted to the relevant Authorities. This plans will outline strategies to minimize or prevent pollution at its source, protecting the overall health of the creek ecosystem.
- Construction techniques will be carefully chosen to minimize disturbance to the mudflats, pre-cast units will be used whenever possible to reduce in-situ construction activities and their potential impact. A mangrove restoration plan will be initiated to compensate for any unavoidable loss of mangrove vegetation. This plan will promote the long term health and sustainability of mudflats ecosystem.
- Throughout the construction process, measures will be taken to minimize damage to aquatic plant and animals.
- Utilizing bioengineering techniques can help to stabilize slopes and shoreline. This would involve planning native vegetation, using natural materials like coir logs, or installing biodegradable erosion control fabrics.
- A well designed drainage system will be implemented which would effectively manage run off water, reduce its velocity and disperse it in a way that minimizes erosion potential.
- Using sustainable construction practices like minimizing soil compaction and promoting rainwater harvesting will help to reduce the overall impact on the coastal environment.
- Regular monitoring of the coastline after construction is essential to identify any potential erosion problems early on. Prompt maintenance will address these issues before they escape into major problems.
- Dredging will be minimized by exploring alternatives ramp design that require less modification of the natural shoreline. Dredged material will be utilized for beneficial purposes like beach nourishment projects in other areas

At the outset, Expert members deliberated at length pertaining to impact on mangrove vegetation due the proposed DP road. Certain stretch of the DP road is passing through creeks at Versova, Malad & Gorai. The said stretch has rich ecosystem of intertidal areas & mangroves. It is noted that scale of mangrove affected is considerably high.


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MCGM officials presented that analysis of alternatives were studied based on different considerations such as safety, mobility, multimodal, value of time, value of operating costs, environmental impacts, livability, socio-economic development etc. By evaluating these factors, MCGM has made well informed decision of the most suitable route of proposed DP road balancing technical feasibility, environmental sustainability and community impact. Consultant presented that Proposal has been submitted for forest permission for diversion of land area around 102 Ha, however, mangrove vegetation which required to be cut is less. Around 60,000 trees of mangroves would be influenced, out of which 10 Ha. area covering 9,000 mangroves trees would be cut for the proposed road. It was discussed that the commencement of the mangrove densification plan in collaboration with the Mangrove cell should take place before the project begins. It is recommended that by the time the project is commissioned, the newly planted mangroves should have grown substantially. Additionally, BMC should allocate suitable land near the project site and provide the necessary funds to the Mangrove Cell as part of the Environmental Management Plan (EMP). The mangrove densification plan should include a timeline and budget to proactively address carbon reduction through mangrove plantation. This initiative will have a positive impact, representing a pioneering effort by BMC to address environmental concerns proactively before project initiation.

The MCGM official assured that all the environmental precautions / measures will be undertaken to minimize the impact of proposed DP road on mangroves and intertidal / water area of creek with an objective to preserve/ protect the coastal environment. Mangrove re-plantation plan will be undertaken in consultation with the Mangrove Cell of the Forest Department. MCGM further assured that all required statutory permissions from Mangrove Cell, Forest Department, MPCB etc. would be obtained including Prior High Court permission Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, before commencement of project. All the mitigation measures along with Environment Management Plan as stipulated in the EIA report should be followed strictly. All measures outlined in the Environmental Management Plan have been reviewed and accepted by the MCZMA. This approval ensures that the project complies with environmental regulations and standards, reflecting a commitment to sustainable development and responsible environmental management. The Authority deliberated the various anticipated Environment Impact and mitigation measures are reported in the EIA report.


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Expert Member further observed that Bridge proportion of the proposed DP road passing through creek may have impact on erosion of the shoreline of the creeks. Sustainable construction practices & exploration of other alternatives needs to be explored by the MCGM to maintain the stability & integrity of the shorelines of the creeks. Dredging works in the creek should be carefully monitored. As suggested in the EIA report, MCGM shall carry out regular monitoring of the coastline after construction is essential to identify any potential erosion problems early on. Prompt maintenance will address these issues before they escape into major problems

Expert Member suggested that MCGM shall plan Marine Biodiversity conservation plan by engaging the expert institute and shall implement the plan in letter and spirit.

Expert Member suggested that MCGM shall explore the possibility of connecting Gorai & Manori, Juhu, Versova, Charkop, Vazira, Eksar & Kandarpada as a wholistic approval.

Expert Member suggested that MCGM should explore the possibility of white topping instead of black topping to reduce impact of climate change & temperature rise.

It was further noted that casting yard is also proposed in the project. MCGM shall strictly ensure that casting yard for the construction of precast segments of the DP road should be located beyond CRZ area. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.

The Authority noted from the EIA report that depending on the geological conditions, blasting might be necessary to remove hard rock formation during road construction. The Authority suggested that MCGM to explore environment friendly rock blasting techniques/ methodologies shall be employed with a view to mitigate the vibration effects of blasting.

The Authority noted that as per Socio Economic Impact in the EIA report, the villages in the vicinity of VersovaBhayander DP road are Juhu, Versova, Charkop, Vazira, Eksar and Kandarpada. None of the above villages are getting affected. However, as the alignment is passing through the creek



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area, hence it might affect the fishing activity carried out by the fishermen of the above villages.

As per the EIA report, construction of the DP road project can have the following positive and negative impacts on the fishing communities in several ways.

- Proposed bridge will connect northern western suburbs from Versova to Bhayander. Most of the fishing communities are located nearby the alignment. They use their traditional harbours and jetties for loading and unloading of fish catch. Most of the fish catch is transported to Sasson Dock in south Mumbai. Proposed bridge will reduce travel time of vehicles carrying fish catch to the local markets.
- To compensate the impact project proponent will provide basic civil amenities wherever required for the benefit of fishermen, such as community toilets, boat parking, net sewing area, fish drying area etc.
- Construction activities may temporarily damage breeding grounds of fish by disturbing the seabed and introducing pollutants. This can disrupt fish spawning and lead to a decline in fish population during construction phase
- Construction can stir up sediments, making the water cloudy and reducing sunlight penetration. This can harm underwater plants and plankton, which are the base of the food chain for many fish species.
- During construction phase, pile driving, dredging and other construction activities can create loud underwater noise that can disrupt fish communication and behaviour, making it harder for them to find food and mates.
- Construction may block access to traditional fishing grounds, forcing fishers to travel further to find fish. This can increase cost and decrease efficiency
- Construction activities can damage or destroy fishing gear, such as nets and traps
- A decline in fish catch can lead to a significant decrease in income for fishes and their families.

The Authority noted that MCGM take into consideration concerns of fishermen communities. NoC from the Commissioner, Fisheries shall be obtained. MCGM to ensure fair compensation and support for fishermen impacted by project implementation in view of the Policy/ guidelines of GoM.

The Authority further noted the Environment Management & Monitoring Plan (EMP) suggested in the EIA report with its budgetary allocation.



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The Authority in the end observed that the project is in the interest of large public. Construction of DP road would have significant benefits for commuters, including reduced travel time, fewer accidents, improved travel speed and potentially lower traffic congestion leading reduced pollution. However, it may have varied impact on the various environmental parameters like water quality and hydrology, air quality, noise levels, ecology, public health and socio-economic structure of the surrounding area. It is the responsibility of the MCGM to implement Environment Mitigation Measures and Management & Monitoring plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. The project should be implemented with proactive sustainable practices with an objective to minimize its impact on the coastal environment. Capacity building of the contractors/ construction labours with awareness programme should be conducted so that all adequate measures will be undertaken by the contractors/ labours during construction phase, so that there would be less impact on coastal environment and achieve the sustainability.

As per para 5.1.1 of the CRZ Notification, 2019, construction of roads and road on stilts in CRZ I area as a public utility shall be permitted.

"Construction of roads and roads on stilts, by way of reclamation in CRZ-I areas, shall be permitted only in exceptional cases for defence, strategic purposes and public utilities, subject to a detailed marine or terrestrial or both environment impact assessment, to be recommended by the Coastal Zone Management Authority and approved by the Ministry of Environment, Forest and Climate Change; and in case construction of such roads passes through mangrove areas or is likely to damage the mangroves, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves"

As per para 7(iii) of the original CRZ Notification, 2019:

"For all other permissible and regulated 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"


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Decision:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to MoEF&CC, New Delhi subject to compliance of following conditions:

1. The proposed road should be carried out strictly as per the provisions of CRZ Notification, 2019 as amended from time to time and with a commitment of protection and conservation of coastal environment.
2. MCGM to strictly ensure that Proposed DP road shall not involve any land reclamation
3. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.
4. NoC from the Mangrove Cell should be obtained by the PP. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell. Appropriate budgetary provision for compensatory afforestation and mangrove plantation before commissioning of proposed DP Road should be allocated.
5. Basic research on stress resistant/ tolerant mangroves should be promoted in order to protect and conserve the mangrove (CRZ I) vegetation
6. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
7. MCGM to ensure that activities of local fishermen/ fishing should not be hampered due to proposed activities. The local fishermen will be allowed free and non-discontinuity access to operate their fishing boats. NoC from the office of Commissioner, Fisheries should be obtained by the PP.
8. MCGM to ensure that adequate fishermen compensation for affected fishermen, as per the Govt policy shall be implemented
9. MCGM shall plan Marine Biodiversity conservation plan by engaging the expert institute and shall implement the plan in letter and spirit.
10. MCGM to strictly ensure that during construction phase, all possible measures should be implemented to lessen the footprint of the bridge on the intertidal areas of creek and mangrove area. Free flow of the creek water should not be obstructed due to bridge in the creek area.
11. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
12. Casting yard for the construction of precast segments of the DP road should be located beyond CRZ area.


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13. Using sustainable construction practices like minimizing soil compaction and promoting rainwater harvesting will help to reduce the overall impact on the coastal environment.
14. In the project of Coastal road (South side), the MCZMA had prescribed MCGM to set up full-fledged inhouse Environment Management Cell for effective implementation of the Environment Management Plan including monitoring, Marine Biodiversity conservation plan and recommendations of the Socio-economic study. The said Environment Cell shall also monitor the real time change in shoreline, erosion/ accretion of the coastline by engaging the competent agencies like NIO, IIT-B, CWPRS etc. This project of proposed DP road shall also be monitored as by the above said inhouse Environment Management Cell of MCGM likewise. Regular monitoring of the coastline after construction is essential to identify any potential erosion problems early on. Prompt maintenance will address these issues before they escape into major problems.
15. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
16. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
17. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
18. MCGM to ensure that there is a plan for safe and efficient transportation of water materials to designated disposal or recycling facilities. Trucks should be covered to minimize the dust generation and potential spillage during transportation.
19. MCGM to ensure planting trees with dense foliage around the project site periphery to mitigate noise pollution from traffic. Development of green belt with trees and other vegetation helps minimize the overall noise level in the area. CPCB guidelines for greenbelt parameters should be followed for effective mitigation of air and noise pollution. Regular maintenance of green belt should be ensured.
20. The number and area of mangroves to be planted should be determined based on the carbon sequestration potential of the entire ecosystem. Monitoring of the mangroves should be carried out using aerial reality models created every three months by third-party institutions, such as


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- IIT Bombay. Additionally, independent and reputable institutes should conduct periodic environmental audits of the project to ensure continuous compliance and assess the effectiveness of the implemented measures.
21. It was discussed that a comprehensive carbon footprint assessment for the project should be meticulously documented. It is the responsibility of the Project Management Consultant (PMC) to analyze and record all activities undertaken by contractors, ensuring that their carbon footprint is thoroughly documented. All feasible measures and techniques should be implemented to minimize the carbon footprint of the project.
 22. The health, safety, and environmental compliance measures should be thoroughly documented. Additionally, periodic training must be provided at all levels, including to BMC officials. This training should also be meticulously documented to ensure effective implementation and adherence to standards.
 23. The design criteria and engineering of the project should incorporate considerations for climate change factors. This ensures that the project is resilient and adaptable to the potential impacts of climate change.
 24. MCGM to ensure noise barriers are erected at appropriate locations.
 25. MCGM to carry out studies on habitat restoration, geostacial plan of Mumbai Shore Line.
 26. MCGM should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
 27. No labour camp are allowed in CRZ area & it should also be ensured that the waste water from these entities should not be released into sea. Mobile toilets with mobile STPs to be provided in work front area.
 28. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
 29. MCGM to implement muck disposal plan and reuse generated muck for filling of abandoned quarries in the area
 30. MCGM to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
 31. MCGM shall explore the possibility of connecting Gorai & Manori, Juhu, Versova, Charkop, Vazira, Eksar & Kandarpada as a wholistic approval.
 32. MCGM should explore the possibility of white topping instead of black topping to reduce impact of climate change & temperature rise.
 33. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body


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Item No. 2: Proposed repairing of dilapidated, partially collapsed nalla retaining wall of Kannamwar Nagar Nalla from E.E.H. to Thane Creek Vikhroli (E), of C.A. 307, in S ward, Z-VI of Eastern Suburban, Mumbai by MCGM

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for repairing dilapidated, partially collapsed nalla retaining wall of Kannamwar Nagar Nalla from E.E.H. to Thane Creek Vikhroli (E), of C.A. 307, in S ward, Z-VI of Eastern Suburban, Mumbai.

The Authority noted that earlier the proposal was considered in 165th & 172nd meeting of MCZMA held on 08.03.2023 & 04.02.2024. The Authority noted that, the MCGM has proposed reconstruction of partially collapsed existing UCR nalla retaining wall in RCC of west side of kannamwar Nagar from gangai garage to Paramarth Niketan Kannamwar nagar vikroli (E) which is part of BRIMSTOWARD project.

Due to collapsed exiting wall may causes obstruction for flowing storm water flow in nalla and it is also affected to nearby residence. With respect to flooding condition it is necessary to reconstruct damaged of existing wall. Repairs of the existing compound wall of the Nalla is required as it is support to adjoining buildings.

The MCGM has submitted the approved CZMP showing the alignment as per which, the site partly falls within 50 m mangrove buffer zone (CRZ IA) and partly outside CRZ area.

The MCZMA vide letter dated 27.02.2024 recommended the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019 subject to certain conditions.

Deliberation:

Consultant presented that, the MoEF&CC, New Delhi has suggested MoEF&CC has issued amendment Notification dated 24.11.2022 and delegates power to the concerned Coastal Zone Management Authority to be dealt projects in CRZ-I and CRZ-IV area for stand alone jetties, salt works, slipways, Temporary structures and erosion control measures (Like Bund, Seawall, Gryones,



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Breakwater, Submerged reef, sand nourishment, etc) Hence the project is returned.

Officials of MCGM presented that, this is existing nalla of west side of kannamwar nagar nalla on retaining wall, currently in the dilapidating condition due old construction. The Repair of the existing Compound wall of the Nalla is require as it is the support to adjoining MHADA Buildings in the kannmavar Nagar and Slums. The immediate repair of the wall is required as it faces the erosion of the foundation soil of the existing building along the nalla. The erosion of the foundation of may jeopardize the buildings along the nalla. The width of Wall is 1 Meter and 1260 Meter Long. The Total Length of wall Reconstruction of the Wall along the Nalla is 1260 meter. The part 361 Meter of the wall fall in the ESZ of Thane Creek Flamingo Sanctuary. Officials of MCGM requested for CRZ Clearance for the project.

The Authority noted that PP has submitted CRZ map in 1:4000 scale prepared by IRS, Chennai as per approved CZMP 2019. As per IRS Report, Length of Proposed Constructions in various CRZ

| Description | CRZ - Classification | Length in Meters | Total Length in Meters |
|------------------------|---------------------------------|------------------|------------------------|
| Proposed Northern Wall | CRZ - IA (50m Mangroves Buffer) | 245.69 | 831.67 |
| | CRZ - IB | 98.07 | |
| | CRZ - II | 13.78 | |
| | Outside CRZ | 474.13 | |
| Proposed Southern Wall | CRZ - II | 10.55 | 209.51 |
| | Outside CRZ | 198.96 | |

The Authority noted that PP has submitted Environmental Impact Assessment Report prepared by Centre for Envotech & Management Consultancy Pvt Ltd (NABET Accredited). The Proposed Method of the construction of the Wall along the existing Nalah requires no felling or cutting of any tree or mangroves in the Project.



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The Consultant presented that, the construction of wall along the major nalla will act as erosion control measure to the nearby property and will lead to controlled storm water discharge to outfall.

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

*(i) Land reclamation, bunding, etc. shall be permitted only for activities such as,-
(f) measures to prevent sand bars, installation of tidal regulators, laying of storm water drains or for structure for prevention of salinity ingress and freshwater recharge.*

(ii) Activities related to waterfront or directly needing foreshore facilities such as ports and harbours, jetties, quays, wharves, erosion control measures, breakwaters, pipelines, lighthouses, navigational safety facilities, coastal police stations, Indian coast guard stations and the like."

The Authority noted that as per para 5.2 of CRZ Notification, 2019:

"(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable."

The Authority noted that as per para 7 of CRZ Notification, 2019 (amended as on 24.11.2022):


CRZ clearance for permissible and regulated activities- Delegation:

"(ii) All development activities or projects in CRZ-I and CRZ-IV areas, which are regulated or permissible as per this notification, shall be dealt with by the Central Government for Coastal Regulation Zone clearance, based on the recommendation of the concerned Coastal Zone Management Authority with the following exceptions, namely: — Stand-alone jetties, Salt works, Slipways, Temporary structures and Erosion Control Measures (like Bunds, Seawall, Groynes, Breakwaters, Submerged reef, Sand nourishment, etc.) which shall be dealt by concerned Coastal Zone Management Authority."

The Authority noted that proposed wall is permissible activity as per CRZ Notification, 2019 with prior permission from Hon'ble High Court as per order dated 17th September, 2018 in PIL 87/2006, since part of proposed work is situated within 50 m mangrove buffer zone area.



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Decision:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to Concern Planning Authority subject to compliance of following conditions:

1. The MCGM shall ensure that the proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MCGM should strictly ensure that there is no reduction in the carrying capacity of nalla due to construction of wall.
3. PP to ensure that free flow of tidal influence water should not be hampered.
4. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006, if proposed work is situated within 50 m mangrove buffer zone area.
5. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
6. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
7. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
8. Safe disposal of the wastewater should be ensured.
9. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body



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Item No. 3: Proposed partial rerouting of Existing IOCL JNPT-Vashi Pipeline (JVPL) from Jawaharlal Nehru Port Trust (JNPT) Terminal to Vashi Terminal by Indian Oil Corporation Ltd

Introduction:

The project proponent along with Consultant presented the proposal before the Authority. The proposal is for partial rerouting of Existing IOCL JNPT-Vashi Pipeline (JVPL) from Jawaharlal Nehru Port Trust (JNPT) Terminal to Vashi Terminal

PP presented that Indian Oil has existing JNPT-Vashi Product Pipeline viz. JVPL. The project was commissioned in 2004 for transportation of HSD from IOCL JNPT Terminal to IOCL Vashi Terminal in Navi Mumbai, Maharashtra by taking necessary way leave & statutory permissions. Recent urban developments in JNPT and CIDCO areas viz. multiple flyovers by NHAI and DFCC corridor has caused multiple defects in the abovesaid pipeline and needs rerouting for around 7.65 Kms

The proposed project is for partial rerouting of existing IOCL JNPT-Vashi Pipeline (JVPL), with no change in existing pipeline pumping facilities at IOCL JNPT Terminal and pipeline receipt facility at IOCL Vashi Terminal. Also, utilizing JVPL as multiproduct petroleum pipeline from JNPT terminal to Vashi Terminal. Rerouting has been envisaged due to:

- a) Eliminate multiple defects by NHAI & DFCC
- b) To avoid further defects observed during ILI inspection
- c) To maintain and operate in safest possible way

| S. No. | Sections to be Rerouted in Existing Pipeline (Km) | Reason of Rerouting the Pipeline | Proposed Rerouted Section Length (Km) |
|--------|---------------------------------------------------|-----------------------------------------------------------------------------------|---------------------------------------|
| 1 | 1.39 Km - 1.55 Km | As Road and Flyover have been Constructed over this section of Existing Pipeline. | 0.20 |
| 2 | 2.07 Km - 2.75 Km | As Road and Flyover have been Constructed over this section of Existing Pipeline. | 0.68 |
| 3 | 3.45 Km - 3.56 Km | DFCCIL Construction activities have been | 0.12 |


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| | | | |
|-------------------------------------|---------------------|----------------------------------------------------------------------------------------|------|
| | | started over this section of Existing Pipeline. | |
| 4 | 7.22 Km - 7.60 Km | Some Construction activities have been started over this section of Existing Pipeline. | 0.37 |
| 5 | 8.40 Km - 8.60 Km | As Road has been Constructed over this section of existing Pipeline. | 0.23 |
| 6 | 9.75 Km - 11.60 Km | As Road has been Constructed over this section of existing Pipeline. | 2.00 |
| 7 | 12.20 Km - 15.75 Km | As Road has been constructed & due to high anomalies intensity in this section | 3.55 |
| 8 | 17.3 Km - 17.8 Km | As Road has been Constructed over this section of existing Pipeline. | 0.50 |
| Total Proposed Rerouted Length (Km) | | | 7.65 |

PP further presented that, pipeline will be laid underground at minimum 1.2 m below the ground level as per OISD-STD-141. Water bodies shall be crossed through HDD so as not to disturb the environment and ecological system. Pipeline route is passing through:-IOCL's own land, Government land (JNPT, NHAI, CIDCO, PWD & MIDC), Does not involve any forest land, Away from Human dwellings

This project is about partial re-routing of JVPL with no change in existing facilities at IOCL JNPT Terminal and IOCL Vashi Terminal. Also, utilizing JVPL as multiproduct pipeline for transporting fuel like HSD/MS/SKO/ATF to existing IOCL Vashi Terminal. Details of the facilities to be established and operated are as follows:

- a) Length of the pipeline: 23.5 Km
- b) Pipeline Size: 10.75" OD x 0.25" WT
- c) Pipeline grade: (API-5L) X46 & X60
- d) Capacity: 1.36 MMTPA
- e) Type of Pipeline: Underground

Deliberations:

The Authority noted the PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP 2019. As per IRS report, The proposed Laying of 10.75" OD 23.5 Km long underground Multiproduct Pipeline falls in CRZ-IA, CRZ-IA (50m Mangrove Buffer Zone), CRZ-IB, CRZ-II, CRZ-


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IVB and outside CRZ area as per approved CZMP (Map Nos: MH 73, 74, 76 & 77) vide CRZ notification 2019 of MoEF & CC. The detailed CRZ status is depicted in Table:-

| CRZ CLASSIFICATION | CRZ LENGTH IN METERS |
|-------------------------------------|----------------------|
| CRZ-IA | 420.33 |
| CRZ-IA (50m Mangrove Buffer Zone) | 709.62 |
| CRZ-IB | 966.43 |
| CRZ-II | 573.04 |
| CRZ-IVB | 362.93 |
| TOTAL LENGTH WITHIN CRZ AREA | 3032.35 |
| LENGTH OUTSIDE CRZ | 20457.65 |
| TOTAL LENGTH | 23490.00 |

The Authority noted that PP has submitted Environmental Impact Assessment (EIA) & Environment Management Plan (EMP) prepared by Aseries Envirotek India Pvt. Ltd (NABET Accredited).

The proposed rerouted pipeline passes through the NHAI & CIDCO Corridor, the entire rerouted portion of the pipeline passes through the development Zones under CIDCO Navi Mumbai Developmental Plan, none of the ecologically sensitive area/Mangrove forest come in between the rerouted pipeline route. The pipeline route will cross one Recourse River (Ulwe River), however the pipeline will be laid by HDD Technology maintaining adequate depth below the river bed.

| Environment | Impact | Mitigation Measures |
|------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Soil Environment | Loosening of top soil during pipeline Construction | Top soil shall be preserved and will be used for backfilling without any disturbance to original top soil. |
| Air Environment | Fugitive Dust and Gas emission during laying of pipeline | <ul style="list-style-type: none"> By wetting the surface to the extent possible, drilling and processing should be adopted, whenever possible |


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| | | |
|----------------------------|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <ul style="list-style-type: none"> • Emissions from on-road and off-road vehicles should comply with national norms (Pollution Under Control); • Regardless of the size or type of vehicle, the manufacturer recommended engine maintenance programs should be implemented • Replacing older vehicles with newer, more fuel-efficient alternatives • Converting high use vehicles to cleaner fuels, where feasible. |
| Noise Environment | Noise Generated during Construction phase | It is one time activity, "Low" impact envisaged as the settlements are located at more than 200m distance from the route |
| Water Environment | Water from Pipeline hydrotest Impact on aquatic flora and fauna | It is one time activity, clear tested water will be generated which will be reused. Nil impact envisaged as pipeline will be lay through HDD method |
| Biological Environmental | There is no loss of plants/ impact on animals outside construction area | No impacts on rare/endangered species due to normal operations. |
| Socio-Economic Environment | Generation of temporary employment to the tune of 15-25 Nos. during Construction Phase | |

The Authority noted that as per para 5.1.1 of CRZ Notification, 2019:

"These areas are ecologically most sensitive and generally no activities shall be permitted to be carried out in the CRZ-I A area, with following exceptions:-

(ii) In the mangrove buffer, only such activities shall be permitted like laying of pipelines, transmission lines, conveyance systems or mechanisms and construction of road on stilts, etc. that are required for public utilities.



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(iii) Construction of roads and roads on stilts, by way of reclamation in CRZ-I areas, shall be permitted only in exceptional cases for defence, strategic purposes and public utilities, subject to a detailed marine or terrestrial or both environment impact assessment, to be recommended by the Coastal Zone Management Authority and approved by the Ministry of Environment, Forest and Climate Change; and in case construction of such roads passes through mangrove areas or is likely to damage the mangroves, a minimum three times the mangrove area affected or destroyed or cut during the construction process shall be taken up for compensatory plantation of mangroves."

The Authority noted that as per para 5.1.2 of CRZ Notification, 2019:

"Activities shall be regulated or permissible in the CRZ-I B areas as under:-

(xv) Pipelines, conveying systems including transmission lines."

The Authority noted that as per para 5.2 of CRZ Notification, 2019:

"(i) Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable."

The Authority noted that as per para 7 of CRZ Notification, 2019:

"CRZ clearance for permissible and regulated activities- Delegation:

(iii) For all other permissible and regulated 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. "

The Authority observed that, as per CRZ map the proposed water tunnel superimposed on CRZ-IA (Mangrove & 50 m buffer zone), CRZ-IB, CRZ-II, CRZ-IVB (Waterbody) & Non CRZ. However, proposed rerouting of existing pipeline will be laid by HDD Technology maintaining adequate depth below the river bed. However, PP to ensure that no construction is allowed in Mangroves & its 50 m buffer zone. PP to ensure that there will not be any violation of High Court Order dated 17th Sep, 2018 in PIL 87/2006.

The Authority noted the rerouting of Existing IOCL JNPT-Vashi Pipeline (JVPL) can be allowed with prior CRZ clearance from MoEF&CC, New Delhi.



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Decision:

After deliberation, the Authority decided to recommend the proposal from CRZ point of view under CRZ Notification, 2019 to MoEF&CC New Delhi subject to compliance of following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. PP to ensure that there will not be any violation of High Court Order dated 17th Sep, 2018 in PIL 87/2006.
3. PP to ensure that proposed rerouting of existing pipeline will be laid by HDD Technology maintaining adequate depth below the river bed and will have no impact on CRZ areas.
4. PP to obtain the NoC from the mangrove cell.
5. Project proponent should implement Mitigation measures and Environment Management plan as stipulated in the EIA report, effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
6. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place, as per MSW Rules, 2016.
7. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of to the approved site for land filling after recovering recyclable materials.
8. Safe disposal of the wastewater should be ensured.
9. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.



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Item No. 4: Proposed drilling of Four (04) exploratory wells in offshore block MB-OSHP-2018/2 in Western Offshore basin Mumbai by ONGC

Introduction:

The project proponent absent for the meeting. The authority noted that the proposal was already considered in 168th meeting of MCZMA held on 10.08.2023 and recommended to SEIAA subject to certain conditions. The Authority also noted that the proposal was considered by SEIAA in its 267th meeting and SEIAA vide letter dated 19.12.2023 granted the CRZ Clearance to the project.

Decision:

In the light of above, the Authority decided to delist the proposal from MCZMA records.



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Item No. 5: Proposed Pipeline passing through Desai Creek (Ulhas River) South side of bridge near Katai Naka, Dist. Thane by Mahanagar Gas Ltd

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Pipeline passing through Desai Creek (Ulhas River) South side of bridge near Katai Naka, Dist. Thane.

M/s Mahanagar Gas Ltd has proposed to set up Natural Gas Distribution pipeline (Dombivali - Taloja Looping) from Manpada junction in Dombivali MIDC along Kalyan Shilphata road passing through Desai Creek (Ulhas River) South side of the bridge near Katai Naka by using Horizontal Directional Drilling (HDD). Length of pipeline is 350 meter across the creek. Total pipeline length is 350 meter having 9.52 mm and 6.4 mm thickness.

A temporary passage will be made from accessing the site from the nearby road, for the movement of men and machinery. Two pits shall be made at either banks of the creek to facilitate pipe launching and receiving and one for storage of Bentonite. These pits shall be backfilled after the completion of the jobs. The HDD shall be carried out in strict compliance with MGL guidelines for HDD works and other applicable statutory guidelines such as PNGRB guidelines. The pipeline shall be laid at a depth more than 2.5 meter from the water bed and designed to transmit Natural Gas. As a result it will not harm the rich flora and fauna present in the creek bed and no contamination of water occurs.

The Proposal was considered in 173rd meeting of MCZMA held on 20.03.2024 and MCZMA vide letter dated 24.05.2024 recommended the proposal to MoEF&CC, New Delhi under CRZ Notification, 2019

Deliberation:

Consultant presented that, the MoEF&CC, New Delhi has noted that the CRZ map & report submitted by PP is as per CRZ Notification, 2011 whereas MCZMA recommendation letter dated 24.05.2024 is as per CRZ Notification, 2019. The MCZMA advised to recheck the documents and proposal is returned.

The Consultant presented that, to meet the increasing demand of gas for Industrial, Commercial and Domestic Customers in Khidkali, Shilphata, Mumbra



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& Kausa area. PP is proposing to lay a Pipeline passing through Desai Creek (Ulhas River) South Side of the Bridge near Katai Naka.

The Authority noted that, M/s Mahanagar Gas Ltd has submitted the EIA report prepared by Eco Chem Sales and services (Nabet accredited consultant). The report states that natural course of creek water and tidal regime will not be hampered due to laying of proposed pipeline as it will be laying under 2.5 meter below the water bed without disturbing the aquatic system. There will not be chances of any contamination of creek water. Although air, water, noise and land environment area likely to be effected by the pipeline laying activities. But the impacts will be marginal and for short term only.

The Authority noted that PP has submitted the CRZ map in 1:4000 scale & report prepared by IRS, Chennai as per approved CZMP under CRZ Notification, 2011, as per which,

| No. | CRZ Zone | Length of CRZ (in meter) |
|-----|---------------------|--------------------------|
| 1 | CRZ IB | 59.5 meter |
| 2 | CRZ II | 117.3 meter |
| 3 | Outside CRZ area | 173.2 meter |
| | Total Length | 350 meter |

The Authority observed that, PP need to submit CRZ map in 1:4000 scale & report prepared by MoEF&CC authorised agency as per approved CZMP under CRZ Notification, 2019.

Decision:

After deliberation, the Authority decided to defer the proposal for want of above information.


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Item No. 6: Proposed Porta Cabin / Old Buses / used Containers facility at 173 Fish Landing Centers in Mumbai City, Mumbai Suburban, Thane, Palghar, Raigad, Ratnagiri & Sindhudurg Districts by Maharashtra Fisheries development Corporation Ltd.

Introduction:

The project proponent presented the proposal before the Authority. The proposal is for Porta Cabin / Old Buses / used Containers facility at 173 Fish Landing Centers in Mumbai City, Mumbai Suburban, Thane, Palghar, Raigad, Ratnagiri & Sindhudurg Districts.

Deliberation:

The Authority observed that, PP has not submitted CRZ map in 1:4000 scale indicating project sites & report prepared by MoEF&CC authorised agency as per approved CZMP under CRZ Notification, 2019.

The Authority noted that, the MoEF&CC, New Delhi issued Office Memorandum dated 29.11.2022 prescribing the procedure for clearance of permissible activities as per CRZ Notification, 2019 on PARIVESH 2.0 Portal.

Therefore, Project Proponent shall apply on PARIVESH 2.0 Portal <https://parivesh.nic.in/> with all mandatory documents for seeking prior CRZ Clearance for areas falling in Coastal Regulation Zone as per approved CZMPs under CRZ Notification, 2019.

Decision:

The Authority decided to delist the matter from records of the MCZMA.



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Item No. 7: Proposed Civic Amenities (Walking Tracks, Cycling Tracks and other facilities) by constructing a bridge along the main road leading to Vengurla Port, Dist Sindhudurg by PWD

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Civic Amenities (Walking Tracks, Cycling Tracks and other facilities) by constructing a bridge along the main road leading to Vengurla Port, Dist Sindhudurg.

Deliberation:

The Authority observed that, PP has not submitted CRZ map in 1:4000 scale indicating project sites & report prepared by MoEF&CC authorised agency as per approved CZMP under CRZ Notification, 2019 and Environmental Impact Assessment Report prepared by NABET Accredited consultant.

The Authority noted that, the MoEF&CC, New Delhi issued Office Memorandum dated 29.11.2022 prescribing the procedure for clearance of permissible activities as per CRZ Notification, 2019 on PARIVESH 2.0 Portal.

Therefore, Project Proponent shall apply on PARIVESH 2.0 Portal <https://parivesh.nic.in/> with all mandatory documents for seeking prior CRZ Clearance for areas falling in Coastal Regulation Zone as per approved CZMPs under CRZ Notification, 2019.

Decision:

The Authority decided to delist the matter from records of the MCZMA.



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Item No. 8: Amendment in the CRZ clearance for Proposed Slum Rehabilitation scheme on slum plot bearing CTS no. D/1101 A (pt), D/1101 B1 and D/1105 (pt) of village Danda, Bandra (W), Mumbai for M/s Khar Hanuman Nagar Sea Face CHSL by M/s Unites Estates (India) Pvt Ltd.

Introduction:

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Amendment in the CRZ clearance for Proposed Slum Rehabilitation scheme on slum plot bearing CTS no. D/1101 A (pt), D/1101 B1 and D/1105 (pt) of village Danda, Bandra (W), Mumbai for M/s Khar Hanuman Nagar Sea Face CHSL by M/s Unites Estates (India) Pvt Ltd.

Consultant presented that, the proposal Proposed Slum Rehabilitation scheme on slum plot bearing CTS no. D/1101 A (pt), D/1101 B1 and D/1105 (pt) of village Danda, Bandra (W), Mumbai for M/s Khar Hanuman Nagar Sea Face CHSL was considered in 168th meeting of MCZMA held on 10.08.2023. The MCZMA vide letter dated 26.09.2023 recommended the proposal from CRZ point of view to concerned Planning Authority / SEIAA under CRZ Notification, 2019.

The Authority noted that PP requested for correction in the configuration of Sale Building mentioned in the CRZ recommendation dated 26.09.2023 issued by MCZMA.

Deliberation:

The consultant presented that proposed correction in CRZ recommendation is as follows-

| Sr. No. | As per CRZ NOC vide No. CRZ 2022/CR 228/TC4 dated 26.09.2023, Serial No. 2, the sale building configuration has been mentioned as- | As per representation by the project proponent, the detailed configuration of the sale building should be as - |
|---------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 2) Sale Building : Four Level Basement + Ground Floor + 1st to 19th Upper. | 2) Sale Building: Wing A- Four Basement + Ground Floor + 1st to 19th Upper Floors Wing B - Four Basement + Ground Floor + 1st to 19th Upper Floors Wing C - Four Basement + Ground Floor + 1st to 7th Upper Floors |


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The Authority noted the layout approval letter dated 07.12.2023 along with layout plan submitted by PP which shows the Sale Building comprises of Wing A- Four Basement + Ground Floor + 1st to 19th Upper Floors, Wing B - Four Basement + Ground Floor + 1st to 19th Upper Floors & Wing C - Four Basement + Ground Floor + 1st to 7th Upper Floors.

The Authority noted that FSI, Non FSI & BUA will remain same in the proposal.

Decision:

After deliberation, the Authority decided to replace the configuration of Sale Building in the CRZ recommendation dated 26.09.2023. Therefore, configuration of Sale building shall be read as :-

- Wing A- Four Basement + Ground Floor + 1st to 19th Upper Floors
- Wing B - Four Basement + Ground Floor + 1st to 19th Upper Floors
- Wing C - Four Basement + Ground Floor + 1st to 7th Upper Floors

All other terms and conditions in CRZ recommendation letter dated 26.09.2023 shall remain unchanged.



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Annexure I

List of members/officials present in the online meeting:

1. CCF, Mangrove Cell APCCF, Mangrove Cell, Mumbai, Member, MCZMA
2. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
3. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZMA
4. Mr. A. K. Choubey, Expert Member, MCZMA
5. Mr. M. K. Mirashe, representative of Industries, Expert Member
6. Mr. Rahul Khot, representative of BNHS, Expert Member, MCZM
7. Mr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA