

**Minutes of the 193<sup>rd</sup> Meeting of Maharashtra Coastal Zone Management  
Authority held on 19<sup>th</sup> January 2026**

The 193<sup>rd</sup> meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Secretary (Environment and Climate Change), through Videoconferencing technology on Cisco WebEx platform on 19<sup>th</sup> January, 2026. List of members present in the meeting is attached as Annexure-I.

**Confirmation of Minutes of 192<sup>nd</sup> meeting of MCZMA:**

The Authority decided to confirm the Minutes of 192<sup>nd</sup> meeting of MCZMA held on 20<sup>th</sup> & 26<sup>th</sup> December, 2025 without any change.

**Item No.1:** Proposed development of Integrated Infrastructure facilities road (1st Stage) and its associated utilities like S.W. drainage system, water supply distribution and sewerage network for PMAY housing scheme in sector 39, at Kamothe, Navi Mumbai by CIDCO

**INTRODUCTION**

The CIDCO officials along with consultant presented the proposal before the Authority. The CIDCO has proposed development of Integrated Infrastructure facilities like roads (1st Stage), S.W. drainage system, water supply distribution and sewerage network for PMAY housing scheme in sector 39, at Kamothe, Navi Mumbai.

Kamothe Node is a major, planned residential and commercial area in the southern part of Navi Mumbai, developed by CIDCO. It is known for its grid-like sectors, strategic location on the Sion-Panvel Highway, growing infrastructure, and good connectivity to Navi Mumbai and Mumbai. It's a key part of Navi Mumbai's southern development, featuring multi-story buildings, urban amenities for the increasing population, including connectivity projects.

The CIDCO has proposed widening of the existing road near Mansarovar station which is crucial for connecting the nodal side to Pradhan Mantri Aawas Yojna (PMAY) housing Scheme. The length of the proposed road is around 200m and the existing 20-meter-wide road will be widened to 30 meters. CIDCO officials informed that associated utilities which is part of road involves storm water drainage systems, water supply distribution, and sewerage networks, are proposed.



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The consultant presented that as per the approved CZMP, 2019, the proposed site is situated in CRZ-II area and proposed widening of the road is permissible as per provisions of the CRZ Notification, 2019.

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

CRZ classification	CRZ Area in sqm
CRZ II	5420.96
Total CRZ area	5420.96
Outside of CRZ	439.39

The PP has submitted the EIA report prepared by the M/s Terracon (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

As per para 5.2(i) of the CRZ Notification, 2019- Activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable. As per para 5.1.2(i)(c), construction of road is permissible in CRZ IB area.

The Authority further noted as per para 7(iii) of the 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"*

The Authority noted that the proposed project is public interest project and essential for enhancing road infrastructure to improve connectivity, ensuring smoother traffic flow, and contributing to the accelerated economic development of the 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 concerned Planning Authority subject to compliance of following conditions:

1. The proposed project 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. Adequate measures should be implemented in order to mitigation fugitive dust emission during construction phase. Periodic monitoring of air quality will be carried out and prompt remedial action should be undertaken in case deviations from NAAQS are recorded.
3. 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.
4. If the project involves cutting of mangroves or passing through 50 m mangrove buffer area, Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006.
5. PP to implement C & D waste management plan strictly as per Construction and Demolition Waste Management Rules, 2016.
6. 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.
7. 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.
8. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
9. All Hazardous material should be disposed of scientifically as per Hazardous material management Rules.
10. All other required permissions from the concerned statutory authorities should be obtained prior to commencement of the work.

  
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**Item No.2:** Proposed development of integrated infrastructure works of Roads (Stage-I), S.W. drain, Footpath, water supply and sewerage network in Sector 31, near K.K Cinema, in Kamothe, Navi Mumbai by CIDCO

The CIDCO officials during the meeting informed that the CIDCO wish to withdraw the proposal, as there is revision in the proposal. Accordingly, the Authority decided to delist the proposal from the records of MCZMA.



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**Item No.3:** Proposed development of integrated infrastructure works of Roads (Stage-I), S.W. drain, Footpath, water supply and sewerage network at Plot No.01 in Sector 52 and Plot no. 02 in Sector 50, near Khandeshwar Railway Station (Creek side), Navi Mumbai by CIDCO.

**INTRODUCTION**

The CIDCO officials along with consultant presented the proposal before the Authority. The CIDCO has proposed development of integrated infrastructure works of Roads (Stage-I), S.W. drain, Footpath, water supply and sewerage network at Plot No.01 in Sector 52 and Plot no. 02 in Sector 50, near Khandeshwar Railway Station (Creek side), Navi Mumbai

The existing road is of length 820m and of width 9m. The proposed widening is for 30m, and the development of a new service road near PMAY will be 380m in length and 20m in width.

CIDCO officials presented that, project is crucial to connect the Khandeshwar railway station to PMAY housing and to connect the eastern and western sides via the existing underpass. The proposed project is essential for enhancing road infrastructure to improve connectivity, ensuring smoother traffic flow, and contributing to the accelerated economic development of the area.

The Consultant presented that, the proposed site falls in CRZ IA-50m Mangrove Buffer Zone, CRZ IB, CRZ-II area and Non CRZ area. Proposed activities are permissible as per provisions of the CRZ Notification, 2019.

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

CRZ categorization	Area in Sqm
CRZ IA-50 m Mangrove Buffer Zone	4450.67
CRZ IB	3.58
CRZ II	1122.57
NON CRZ	26589.37
Total	32166.19

  
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The PP has submitted the EIA report prepared by the M/s Terracon Ecotech Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

Expert Members observed that the site is near to mangroves and part of the site is in 50 m mangrove buffer zone area. It was opined that the report of the Mangrove Cell needs to be submitted by the CIDCO in order to understand impact on the mangroves.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of the mangrove cell report in the matter.



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**Item No.4: Proposed development of Crude Oil Storage Terminal by  
Public Sector Oil Companies at Jawahar Dweep within  
Mumbai Port Limits-Phase 1 by MbPA**

The Mumbai Port Authority (MbPA) along with consultant presented the proposal before the Authority. The MbPA has proposed development of Crude Oil Storage Terminal by Public Sector Oil Companies at Jawahar Dweep within Mumbai Port Limits-Phase 1

The Mumbai Port Authority has an exclusive facility for the Marine Oil terminal at Jawahar Dweep (JD). The project area is located on Jawahar Dweep Island. It is under the jurisdiction of the Mumbai Port Authority (MbPA). Jawahar Dweep, commonly referred to as Butcher Island, is situated off the coast of Mumbai, India. The facility was set up in 1955 to serve the two refineries. The Crude oil and POL products are handled at Marine Oil Terminal at Jawahar dweep by the Port through their 5 berths. The crude oil is directly transferred to the Oil refineries at Mahul through the dedicated Pipelines which also includes 4.1 km of Subsea pipeline.

The output of the oil cargo is about 5000 T/ Hour on an average, even though the handling capacity at berth 12,000 T / Hour. Due to the restriction and safety consideration of the subsea pipelines, the pumping rate is less. It is in this regard, the setting up of the Crude oil tankages at Jawahardweep was thought off.

Accordingly, as per requirement, the project area of 4.14 Ha will be reclaimed in the adjoining shallow portion of Jawahar Dweep Island by utilising tunnel muck from Mumbai area. The area thus created will be leased to Oil Companies for constructing Tank Farms for storing crude oil or POL products.

MbPA officials presented that, it is necessary that the tankages should have a capacity of atleast equivalent to 420 TMT. Initially, 13 Ha have been reclaimed after the approval by the MoEF&CC vide its clearance dated 16<sup>th</sup> November 2018. However, considering Latest PESO and OISD guidelines, only 280 TMT is possible at the reclaimed area. It is therefore proposed to reclaim an area of about 4.1 Ha for accommodating 140 TMT which is extension of the area. Once the tankages are setup, the time for unloading a Full loaded Suez Max vessel will reduce from 28 hours to 16 hours. This will result in huge saving to the shipping cost and National Exchequer in Foreign currency. After reclamation, the



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land will be handed over to the Oil companies who will then carry out detailed engineering and submit for MCZMA and MoEF&CC for CRZ clearance.

Thus, the present proposal involves only the reclamation of 4.14 hectares (Phase 1). Seabed is outcrop of rock at 0 to -2m CD. The height of reclamation is 6m to 8m. Environment-friendly and novel scheme of disposal use of material. Source of the material for the reclamation is from the tunnel and deep excavation of Mumbai's infrastructure projects, specifically the Eastern Freeway to Marine Drive Tunnel Road project and future metro project (Metro 11) from Wadala to Prince Wales Museum, MCGM Coastal road- Multilevel car parking at Haji Ali.

Consultant presented that the project site (Phase-I) falls in CRZ IV-A area as per approved CZMP, 2019 and proposed activity is permissible as per para 5.4 CRZ IV (ii) of the CRZ Notification, 2019

The MbPA official presented the benefit of the project will substantially increase in capacity for storage and distribution of crude oil and POL products. This will make provision of strategic storage equivalent to Ten days, ensuring energy security and supply reliability. This will reduce the pumping time from 28 hours to 16 hours, resulting in significant cost savings for the national exchequer. This will result in additional revenue generation for the state exchequer and increased foreign exchange savings through faster operations. Augmented capacity will strengthen domestic supply and support increased exports of petroleum products.

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai, as per which, the total project area (Phase-I) for the reclamation is 41397.94 Sqm which falls in CRZ IV-A area, as per approved CZMP, 2019.

The PP has submitted the EIA report prepared by the M/s Terracon Ecotech Pvt Ltd (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

The project entails the reclamation of 4.14 hectares at Jawahar Dweep Island (Phase 1), necessitating approximately 300,000 cubic meters of fill material. This material will be primarily sourced from existing infrastructure



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endeavors, specifically the Mumbai Metro and the Eastern Freeway to Marine Drive Tunnel Road project. The methodology comprises transporting and depositing soil and rock via barges, employing sophisticated dumping technology to guarantee accurate placement and ensure stability. This strategy will yield a robust reclaimed area, ideally suited for future development and engineered for sustained durability.

The proposed project is for the reclamation of 4.14 Hectares at Jawahardweep island, Mumbai (Phase 1). This area will be reclaimed to establish crude oil tankages (Phase 3). The Phase 1 is to be developed by Mumbai Port Authority. This reclamation material is primarily sourced from ongoing infrastructure projects specifically the Eastern Freeway to Marine Drive Tunnel Road project and future metro project (Metro 11) from Wadala to Museum. The process involves transporting and depositing soil and rock via barges, utilizing advanced dumping technology to ensure precise placement and stability. This approach creates a resilient reclaimed area, optimized for future development and long-term durability.

The Authority noted certain anticipated impacts & mitigation measures which is as follows-

- Raw materials for the proposed project will be transported through waterways, accidental spillage, and also, loading and unloading may disperse the fine-grained raw materials like cement, sand, etc., in water which may thereby increase the turbidity of the marine water
- Potential for oil or fuel spillage from machinery used in reclamation, increasing the risk of marine water contamination. Alteration of existing marine hydrodynamics, which could disrupt sediment transport and marine habitats.
- Skilled labors will be deployed for construction activity to avoid chances of spillage in water.
- Use silt curtains to contain sediment spread and turbidity during reclamation activities.
- Ensure regular maintenance and proper handling of machinery to prevent oil or fuel spills
- The project proponent, through their contractors will ensure that there is no misuse of the marine water and coastal area by workforce employed during construction phase
- Temporary storage areas will be provided near the reclamation site with proper containment to avoid runoff or spillage.



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- Existing sanitation facilities at Jawahardweep island will be used at the site, which will be maintained through whole cycle of project.
- Implement long-term hydrodynamic modeling to predict and mitigate adverse changes in sedimentation or tidal patterns.
- Infrastructure (Landscape) will be developed along reclaimed areas to stabilize sediments and enhance ecological value.
- Storm water management plan will be followed for proper handling and disposal of wastewater
- Ensure the muck is transported in covered barges to prevent material spillage into marine environments.
- Reclamation will be carried out during low tide to reduce sediment disturbance.
- Dispose of any excess or unsuitable muck at authorized disposal sites to avoid marine contamination
- Minimize the footprint of construction staging areas to reduce habitat disturbance.
- Regularly sprinkle water to suppress dust and prevent it from settling on vegetation.
- Use low-noise equipment and maintain machinery to minimize noise pollution.
- Schedule heavy construction activities during daylight hours to minimize disturbance to nocturnal fauna.
- Use downward-facing, low-intensity lighting to reduce light pollution and its impact on wildlife.
- Conduct post-reclamation sediment monitoring to ensure stability and minimal ecological disruption.
- Use edge protection measures, such as riprap, tetrapod or revetments, to reduce erosion at the reclamation boundary.
- Limit the reclamation activities to non-monsoon periods to avoid disrupting breeding cycles of marine species.
- Monitor water quality and aquatic life to detect and address any adverse effects in real time.
- Use low-noise equipment and maintain machinery to minimize noise pollution.
- All equipment shall be of standard make and equipped with silencer. The construction equipment should be good working conditions, properly lubricated and maintained to keep noise/vibration within permissible limits.



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- There is absence of active fishing zones near the project site. In any case the project affects local fishing activities, engage with local fishermen to address their concerns and implement suitable alternative arrangements or compensation measures, if required.
- Planned landscaping development during the operation phase can improve the ecological value of the reclaimed and adjacent island area

The Authority noted the mathematical model for tidal hydrodynamics and siltation studies carried out by the Central Water and Power Research Station (CWPRS), Pune.

The reclamation proposed by the MbPA at Jawahar Dweep (18 Ha) will not have adverse impact on the flow field at existing waterfront facilities of MbPA at Jawahar Dweep (JD-1 to JD-5) as well as at Pir-Pau (Chemical terminals). However, the flow field observed near the proposed reclamation shows the separation of flow due to sharp corners creating the eddy/ wake zones. The size of eddies during flood (850 m) has found to be increased than that observed for existing condition (400 m during flood & 200 m during ebb). Those zones may lead to deposition / settlement of sediments near the reclamation which may further result in further shallowing.

The Authority observed that Project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem. Reckless reclamation would causes adverse impact on sea bed & coastal environment. Necessary training / awareness should be imparted to contractors & workers so that adequate environmental safeguards could be implemented on site, during execution of the project activities. All mitigation measures & Environment Management Plan as suggested in the EIA report should be followed in letter and spirit.

The Authority noted that the proposed reclamation will serve as Crude Oil Storage Terminal. The Annexure I of the CRZ Notification, 2019 stipulates the list of petroleum & Chemical products permitted for storage in CRZ area except CRZ IA. MbPA to ensure that such those Petroleum & Chemical products as listed in Annexure I will be permitted for storage.

The Authority noted the permissibility of the project as per provisions of the CRZ Notification, 2019-



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Proposed activity	CRZ categorization	Permissibility clause as per CRZ Notification, 2019
Reclamation for the oil tank farm facilities	CRZ IV-A	5.4(ii)(a) and Annexure I of the CRZ Notification, 2019

The Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022, the proposal requires final CRZ clearance from the MoEF&CC, New Delhi. The said provision is reproduced as follows:

*"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"*

**DECISION:**

In the light of above, the Authority after detailed discussion and deliberation decided to recommend the proposal from CRZ point of view to MoEF&CC, New Delhi, under CRZ Notification, 2019 subject to compliance of the following conditions:

1. The proposed project 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 from time to time.
2. MbPA to ensure that eco concrete should be used for the structure facing the sea water/ marine environment.
3. MbPA to ensure that such those Petroleum & Chemical products as listed in Annexure I of the CRZ Notification, 2019 will be permitted for storage.
4. MbPA to implement the international best green practices for proposed reclamation adhering to the principle of sustainability.
5. MbPA to ensure that fishing activities in the area, if any shall not be disturbed.
6. MbPA shall set up a full-fledged separate dedicated inhouse environment cell with adequate expert staff with required experience for the project with will ensure compliance of various studies carried out for the project and will carry out environment monitoring.

  
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7. MbPA should ensure that excavated material should be disposed of scientifically as per recommendations of the competent Authority.
8. If the project involves cutting of mangroves or in 50 m mangrove buffer area, Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006.
9. MbPA and its contractors shall implement best practices to minimize the impact on coastal environment during construction and operation phase
10. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
11. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
12. 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.
13. No labour camps are allowed in CRZ area and it should be ensured that the wastewater from these entities should not be released into the sea.
14. There shall not be any kind of discharge/ disposal in the marine water/ CRZ area.
15. All other required permissions from different statutory authorities should be obtained prior to commencement of work



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**Item No.5:** Proposed construction of Fish Landing Centre at Trombay;  
Dist:Mumbai Suburban; State: Maharashtra by  
Maharashtra Fisheries Development Corporation Ltd

**INTRODUCTION**

The officials of the MFDC along with consultant presented the proposal. The MFDC has proposed the proposed construction of Fish Landing Centre at Trombay; Dist: Mumbai Suburban; State: Maharashtra

Maharashtra Fisheries Development Corporation Ltd. has proposed the development of fish landing centre at Trombay as existing facilities are inadequate for carrying out day to day fishing activities. Fishing is a traditional activity for the fishermen in the village for decades. During low tide, it becomes extremely difficult to travel back to the shore as sea water recedes. MFDCL has proposed multiple facilities including piled jetty, net mending platforms, auction halls etc.

During low tide, around Proposed Jetty: 300m X 7m 300 m of mud is formed and the fishermen have to drag their boat in order to reach the shore. Hence, a piled jetty of 300m length has been proposed.

- Piled Jetty: 300m X 7m
- Differential landing: 105m X 7.5m
- Net Mending Shed: 20m X 10m
- Rubble Bund: 65m X 30m
- Other facilities like toilet, electrical system etc

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

  
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Description	CRZ - Classification	Area in Sq.m	Total Area in Sq.m
Project Site Boundary	CRZ - IA	2558.53	2558.53
Proposed Facilities	CRZ - IA	1391.88	1391.88
Description	CRZ - Classification	Length in Metres	Total Length in Metres
Proposed Rubble Bund	CRZ - IA	107.50	107.50
Proposed Differential Landing	CRZ - IVB	64.80	64.80
Proposed Approach Jetty	CRZ - IA	172.45	300.00
	CRZ - IVB	127.55	

The PP has submitted the EIA report prepared by the M/s Ghatpande Associates (Nabet Accredited Consultant). The Authority noted the observations, anticipated impacts and mitigation measures proposed in the EIA report.

As per the EIA report, Trombay is a fisheries area in Mumbai Suburban. Trombay is located 20 km from Navi Mumbai Trombay is well connected to with rail & road network. Trombay fish landing facility is located in Thane creek on northern side of the creek. Thus, protected from the sea wave action Trombay is on the west coast of India. The existing fish landing facility is located in Thane creek. Trombay is located at latitude and longitude of 19° 1' 33.56" N and 72°57' 23.05" E respectively

The existing fish landing centre is located in Thane Creek. Trombay Fishing Jetty is located on North-East bank of Thane Creek, near the Vashi Bridge. Trombay Fishing Jetty is protected from the sea wave action. At present, a jetty of 150m length and 5m width is providing landing facility for the fishing boats. The sea-ward end of the jetty is at +2.5m depth and land-ward end is connected to approach road of 1000m length. Approach Road is provided with Solar Lights at every 10m interval. Jetty and Approach Road are constructed on a rubble bund.

The existing Fish Landing Jetty and the approach bund are located in a shallow region of Thane Creek on the North-Westside of the creek. The bed level at tip of the jetty is at about +2.50m contour with respect to CD. Whereas, the distance between the Mean Low Water and the jetty tip is about 400m. Thus, the whole area is exposed when the tidal water levels are below the Mean Sea Level (+2.50m).

The EIA report states that, construction phase do not envisage any removal of vegetation. Construction activities and vehicular movement will



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generate noise and particulate matter that disturb flora and fauna temporarily thus insignificant impacts on flora and fauna are envisaged. Any damage to mangroves due to construction activity will be strictly avoided. Entire construction activity in intertidal and subtidal areas (including dredging activity) will be carried out in non-monsoon season during low tide period.

During the meeting, consultant presented that the project does not involve cutting of mangroves. However, it will be affected by 50 m mangrove buffer zone area.

The Authority observed that the project is having multiple activities and not a standalone jetty. Permissibility of the project as per provisions of the CRZ Notification, 2019 is noted as below-

<b>Proposed activity</b>	<b>CRZ categorization</b>	<b>Permissibility clause as per CRZ Notification, 2019</b>
Proposed Jetty	CRZ IVB	5.4(ii)(a)
	CRZ IA	5.1.1(iii)
Proposed rubble bund	CRZ IA	5.1.1(iii)
Proposed differential landing	CRZ IVB	5.4(ii)(a)

The Authority further noted as per para 7(iii) of the CRZ Notification, 2019 & OM dated 29<sup>th</sup> November, 2022, the proposal requires final CRZ clearance from the MoEF&CC, New Delhi. The said provision is reproduced as follows:

*"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, the project aims to provide vital infrastructure facilities for local fishermen and it is of the utmost importance as livelihood of the fishermen community in Trombay village depends on fishing.

  
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**DECISION:**

In the light of above, the Authority after detailed discussion and deliberation decided to recommend the proposal from CRZ point of view to MoEF&CC, New Delhi, under CRZ Notification, 2019 subject to compliance of the following conditions:

1. The proposed project 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 from time to time.
2. Prior High Court permission should be obtained as per High Court order dated Sep, 2018 in PIL 87/2006, since the project falls within 50 m mangrove buffer zone area.
3. Proposed activities should be with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.
4. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
5. Debris generated during the construction activity should not be dumped in CRZ area. It should be ensured that debris is processed in a scientific manner at a designated site, as per MSW Rules, 2016.
6. 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.
7. Site preparation and site restoration in CRZ area should be undertaken without damaging the coastal-geomorphologic features.
8. Solid / liquid waste management plan should be in place during construction and operation phase of the project.
9. All other required permissions from different statutory authorities should be obtained prior to commencement of work.



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**Item No. 6:** Proposed C.N.G. Station Site Bearing C.S. Nos. Part of F.P. No. 17 & Part of F.P. No. 18 [C. S. No. 114 (Pt) as per the MCGM DP Remarks 2034], Princess Dock Division, South of Kalyan Street, Elphinstone Estate, Mumbai Port Authority, Mumbai, Maharashtra by M/s. Mahanagar Gas Limited.

**INTRODUCTION**

The consultant presented the proposal before the Authority. The proposal is for construction of CNG Station Site Bearing C.S. Nos. Part of F.P. No. 17 & Part of F.P. No. 18 [C. S. No. 114 (Pt) as per the MCGM DP Remarks 2034], Princess Dock Division, South of Kalyan Street, Elphinstone Estate, Mumbai Port Authority, Mumbai, Maharashtra as per the Sanctioned DP 1991, by M/s. Mahanagar Gas Limited.

The MbPT is the Special Planning Authority (SPA) as per the Urban Development Department (UDD), Government of Maharashtra Notification dated 23.04.2018. The subject site is having the plot area 2628.28 Sqm.

Consultant presented that the project site falls in CRZ II area and situated on landward side of existing road. As per para 5.1.2 CRZ-I B of the CRZ Notification, 2019, the project activity is permissible.

Also, as per para 5.2. CRZ II and annexure II of the CRZ Notification, 2019, in other than CRZ IA area, storage of Compressed Natural Gas (C.N.G.) the permissible in CRZ area along with essential safety related activities. The total area of the plot is 2628.28 Sq. m. and completely under CRZ II as per approved CZMP 2019.

Accordingly, the proposed C.N.G. station located at landward side of the existing road (P D'Mello Road and Mansion Road as per DP Remarks 1991 falls within the regulatory framework of CRZ-II and meets the positional requirement given in the CRZ Notification 2019. No mangroves are present in the vicinity of the proposed project site and the development.



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**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, the project site is in CRZ II area. The site is located on landward side of existing road.

The project activity is covered under CRZ Notification, 2019 as per para 5.1.2 CRZ-I B

*"(v) Facilities for receipt and storage of petroleum products and liquefied natural gas as specified in Annexure-II to this notification, subject to implementation of safety regulations including guidelines issued by the Oil Industry Safety Directorate in the Ministry of Petroleum and Natural Gas and guidelines issued by the Ministry of Environment, Forest and Climate Change, provided that such facilities are for receipt and storage of fertilizers and raw materials required for fertilizers, like ammonia, phosphoric acid, sulphur, sulphuric acid, nitric acid, etc."*

As per para 5.2(i) of the CRZ Notification, 2019, activities as permitted in CRZ-I B, shall also be permissible in CRZ-II, in so far as applicable.

**DECISION:**

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

1. The concerned Planning Authority 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. The concerned Planning Authority should strictly ensure that proposed development is subject to local town and country planning regulations as applicable from time to time and it is within the limit of permissible FSI as per Town and Country planning regulations existed as on 18<sup>th</sup> January, 2019 before issuing commencement certificate to the project.
3. 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.
4. 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.

  
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5. Safe disposal of the wastewater should be ensured.
6. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by concerned Planning Authority.



Member Secretary

  
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**Item No.7:** Regarding residential building on plot no. 7, sector 58A, Nerul, Navi Mumbai - 400706 By Amar CHSL.

**INTRODUCTION**

The Chairman, Amar CHS Mr. Vijay Kamble along with consultant presented the proposal before the Authority. It was presented that the project of residential building on plot no. 7, sector 58A, Nerul, Navi Mumbai received the Commencement Certificate dated 29.01.2008 and revised Commencement Certificate dated 11.02.2008.

Accordingly, construction of residential building comprises of Ground + 13<sup>th</sup> floor having BUA of 8355.30 sqm is completed on site. However, Navi Mumbai Municipal Corporation (NMMC) asked PP to submit clarification / clearance from MCZMA to grant Occupation Certificate.

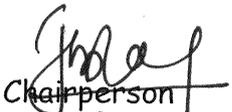
It was further presented that, application is submitted to MCZMA seeking the clearance from MCZMA in view of the 14<sup>th</sup> March, 2022 of the MoEF&CC, New Delhi.

The MoEF&CC, New Delhi vide letter dated 14<sup>th</sup> March, 2022 issued SOP regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.

The Municipal Commissioner, NMMC vide letter dated 18.12.2025 forwarded the matter in SOP prescribed format, which mentions the details of the matter and mentions about the application of

Sr. No.	Project details	Date of Commencement certificate issued by Planning Authority	CRZ status as per approved CZMP, as per CRZ Notification, 1991	CRZ status as per approved CZMP under CRZ Notification, 2011	Whether site is situated within 50 m mangrove buffer zone area

  
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1	Plot No. 7, Sector 58A, Nerul, Navi Mumbai	29.01.2008 & 11.02.2008 amended	<p>i) As per record available with this office, the land bearing Plot No. 7, Sector 58A, Nerul, Navi Mumbai was affected by CZMP 1991</p> <p>ii) As per IRS report &amp; map dated 31.12.2024, Plot No. 7, Sector 58A, Nerul, Navi Mumbai is not affected by approved CZMP of 1991.</p>	The land affected as per approved CZMP prepared as per CRZ Notification 2011	Residential Building affected within 50 mtr Mangrove Buffer Zone.
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**Deliberations:**

The Authority noted the applicant has submitted the application, as per the clarification letter dated 14<sup>th</sup> March, 2022 issued by the MoEF&CC, New Delhi.

The clarification letter of MoEF&CC, New Delhi reads as follows:

*"This has reference to your letter no. MCZMA-2020/CR-26/TC-4 dated 18<sup>th</sup> November, 2020 and meetings held with the Ministry on 13<sup>th</sup> January, 2021 and 26<sup>th</sup> November, 2021 respectively along with City Industrial Development Corporation (CIDCO) and Navi Mumbai Builders Development Association (NMBDA) regarding issues related to ongoing projects which were not in Coastal Regulation Zone (CRZ) as per old approved Coastal Zone Management Plan (CZMP) under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011.*



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2. As you are aware, the Ministry issued the CRZ Notification, 2011 vide S.O. No. 19(E), dated 6<sup>th</sup> January, 2011 in supersession of the CRZ Notification, 1991. As per the said notification, all the State Government and UT Coastal Zone Management Authority (CZMP) are required to prepare the CZMPs as per provisions of the CRZ Notification, 2011 and get approved by the MoEFCC. Further, as per the Notification vide S.O. 621(E) dated 31<sup>st</sup> July, 2017, the validity of CZMPs approved under the CRZ Notification, 1991 was extended till 31<sup>st</sup> July, 2018 for consideration of the proposal for CRZ clearance under the CRZ Notification, 2011
3. In view of the above, it is to clarify that the CZMPs approved under the CRZ Notification, 1991 shall be considered valid till 31<sup>st</sup> July, 2018 and the same shall be taken into cognizance for approval of the projects. Thereafter, the projects shall be considered for CRZ clearance as per the CZMP prepared and approved in accordance with the CRZ Notification, 2011 or 2019, as the case may be.
4. It is to further clarify that for the projects not falling in the CRZ area as per the CZMPs approved under the CRZ Notification, 1991 but covered under CZMP prepared under the CRZ Notification, 2011 following procedure may be adopted:-
- i. The MCZMA shall certify that the proposal for which Commencement Certificate (CC) were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991, is as per the CZMPs approved under the said notification and shall forward its recommendation to the concerned authority for Occupation Certificate (OC), as applicable.
  - ii. The CIDCO/ concerned regulatory authority shall certify that the proposals for which Commencement Certificate were issued before the cut-off date of validity of CZMPs approved under the CRZ Notification, 1991 as mentioned in Para 3 above, was as per extant building development norms in place, at that time for sanction for such projects.
  - iii. For all other projects, CZMPs approved in accordance with the CRZ Notification, 2011 or CRZ Notification 2019, as the case may be, shall be applicable.
  - iv. All the infrastructure projects shall be considered by the MCZMA as per the extant norms.

  
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Consultant during the meeting presented the CRZ map in 1:4000 scale & report dated May, 2025 prepared by the IRS, Chennai for the Amar CHS. As per the said IRS report, the project site and existing building inside project site falls fully outside CRZ as per approved CZMP prepared under the CRZ Notification 1991.

And as per the approved CZMP, 2019, out of total plot area is 3749.28 Sqm, the plot area falling in CRZ II area is 212.23 Sqm and part of the plot falling in 50 m mangrove buffer zone is 1465.05 Sqm and part of the plot which is situated outside is 2072 Sqm.

The Authority noted that MoEF&CC, New Delhi vide letter dated 14<sup>th</sup> March, 2022 sent a clarification to MCZMA, regarding ongoing projects which were not in CRZ as per old approved CZMP under the CRZ Notification, 1991 and now falling within the CRZ areas as per the approved CZMP under the CRZ Notification, 2011

Expert Member asked applicant whether the STP is installed in the building for treatment of the sewage. Applicant informed that presently there is no STP at the site. Expert Member observed that applicant need to install the modular STP at the site and then Authority may discuss the matter for grant of OC. It was further decided that, henceforth, all concerned planning Authorities to ensure that STP is installed in such SOP matters as per prevailing rules.

**Decision:**

In the light of above, the Authority after deliberation decided to defer the proposal for installation of the modular STP at the site as stated above.



Member Secretary



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**Item No.8:** CRZ status of the plot at Old S.no. 604 (New Survey No. 163) Hissa No. 3 & 10 village Bhayandar Thane by Rajesh Purshottam Patel

**INTRODUCTION**

The project proponent presented the proposal before the Authority. The PP is seeking the CRZ status of the plot at Old S.no. 604 (New Survey No. 163) Hissa No. 3 & 10 village Bhayandar Thane

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the NCSCM, Chennai. The NCSCM has provided the status in CRZ map in 1:4000 scale as per approved CZMP, 2019 and also provided the field survey.

The Authority noted that the status of the site as per approved CZMP, 2019, as per which, Old Survey numbers within the proposed project site such as 604/7 and 604/10 partially falls CRZ Landward of HTL (CRZ II) category. The Old Survey numbers 604/6, 604/8, 604/9, 604/11, 604/5A and 604/53 falls Intertidal Zone (CRZ 1B) and CRZ Landward of HTL (CRZ II) categories as per approved CZMP of Maharashtra prepared as per CRZ Notification, 2019. Whereas, Survey numbers such as 604/1, 604/2, 604/3, 604/4, and 604/12 falls on outside of CRZ categories such as CRZ I, CRZ II, CRZ III and CRZ IV.

**DECISION:**

In the light of above, the Authority after deliberation decided to confirm the CRZ status of the site as approved CZMP, 2019 as stated in the NCSCM, Chennai report.

  
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**Item No. 9:** Proposed construction of Holiday Resort at survey no. 8/10B village - Kashid, Taluka -Murud, District-Raigad, Maharashtra by Mr. Ratnakar Rai.

**INTRODUCTION**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of Holiday Resort at survey no. 8/10B village - Kashid, Taluka -Murud, District-Raigad, Maharashtra

The project comprises 6 tourists accommodation bungalows, 1 lodge along with other structures for supporting amenities like Concierge, gym, Kitchen and dinning area, swimming pool, changing rooms and a parking facility.

Consultant during the meeting presented that total 10 structures not exceeding height of 9 meter is proposed.

- Total plot area is 10600 Sqm,
- Deduction - 68.30 Sqm
- Net plot area - 10531.7
- Permissible FSI - 0.33
- proposed FSI - 0.29
- Total built up area - 3554.54 Sqm

The proposed project is deemed to be a beautiful destination offering a conducive environment for tourist rejuvenation, while contributing to the promotion and development of tourism and hospitality in the region.

Consultant presented that, the total plot area of the proposed project is 10600 Sqm. As per the CRZ Maps and report received from IRS, Chennai, the site under reference partly in CRZ III area (between 200 m to 500 m i.e. beyond NDZ area) and partly in Non CRZ area. All the proposed construction activities is beyond NDZ area of the CRZ III area. The proposed activity is permissible as per the para 5.3 - (iii-a) of the CRZ Notification, 2019.

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which,

  
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CRZ category	Area in Sqm
CRZ III ( between 200 to 500 m)	10549.55
Outside CRZ	50.45
Total	10600

The PP has submitted the EIA report prepared by the M/s MITCON consultancy Pvt Ltd (Nabet Acrdited consultancy). The Authority noted the observations of the EIA report along with anticipated impacts and mitigation measures.

Expert Members asked about the provisions of the treatment of the sewage. Consultant presented that the STP of 25 KLD capacity is proposed to be installed to treat the domestic sewage generated. For the solid waste management, there is provision for the Organic waste convertor.

The Authority noted that as per para 5.3 CRZ-III of the CRZ Notification, 2019, (iii) *Regulation of activities for CRZ-III areas beyond NDZ:*

(a) *Development of vacant plots in designated areas for construction of beach resorts or hotels or tourism development projects subject to the conditions or guidelines at Annexure-III to this notification.."*

As per Annexure-III of the CRZ Notification, 2019:

*"Construction of beach resorts and hotels in designated areas of CRZ- III for occupation of tourists or visitors shall be subject to the certain conditions"*

The Authority noted that the permissibility clause as per CRZ Notification, 2019:-

<b>Proposed Activity</b>	<b>CRZ Classification</b>	<b>Permissibility clause</b>
Holiday Resort	CRZ-III (Beyond NDZ)	5.3(iii) & Annexure-III

The Authority noted the concerned planning Authority should ensure that proposed construction of Holiday Resort should be in accordance with Annexure III of the CRZ Notification, 2019. Concern Planning Authority should ensure that, overall height of construction up to the highest ridge of the roof, shall not exceed 9 metres and the construction shall not be more than two floors (ground floor plus one upper floor). The total covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.

  
Member Secretary

  
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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 concerned Planning Authority 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. PP to strictly ensure the compliance of guidelines stipulated in Annexure-III of the CRZ Notification, 2019.
3. The concerned Planning Authority should strictly ensure that proposed construction in resort buildings are allowed between 200 m to 500 m from the HTL of seafront (beyond NDZ) as per CRZ Notification, 2019
4. The total covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.
5. overall height of construction up to the highest ridge of the roof, shall not exceed 9 metres and the construction shall not be more than two floors (ground floor plus one upper floor)
6. PP to implement environment measures such as rainwater harvesting, solar lighting, STP, OWC etc.
7. 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.
8. 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.
9. Safe disposal of the wastewater should be ensured.
10. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by District Collector

  
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**Item No. 10:** Proposed Construction of Residential and commercial building on S. No. 184, New S. No. 42, H. No. 10B, village Khari, Tal. & Dist Thane by Dhruvkumar Deepak Patil

**INTRODUCTION**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Construction of Residential and commercial building on S. No. 184, New S. No. 42, H. No. 10B, village Khari, Tal. & Dist Thane.

Total Plot Area is 350.00 sqm, FSI area is 570.76 sqm, Non FSI area is 141.98 sqm and Total construction area is 712.74 Sqm

Consultant presented that the as per the approved CZMP, 2019, the subject plot is partly in CRZ II area and partly outside CRZ area. The PP has proposed the building outside CRZ area.

**DELIBERATION**

The Authority noted that the PP has submitted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, plot partly falls in CRZ II area and partly outside CRZ area.

The Authority observed that the proposed building in the plot under reference is situated outside CRZ area.

**DECISION:**

In the light of above, the Authority after deliberation decided that proposed construction which is situated outside CRZ area as per approved CZMP, 2019, is outside the ambit of the CRZ Notification, 2019.



Member Secretary



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**Item No. 11:** Proposed construction of Residential and Commercial development at pocket D & E, sector 60, Nerul, Navi Mumbai by Mistry Construction Co. Pvt. Ltd

**INTRODUCTION**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of Residential and Commercial development at pocket D & E, sector 60, Nerul, Navi Mumbai.

Consultant presented that, the residential & commercial development at Pocket D & E, Sector 60, Nerul, Navi Mumbai was accorded the Environmental Clearance on 4th December, 2019 for the total built up area of 1,04,679.77 sq.mt (including FSI area: 39,833.22 sq.mt., Non-FSI area: 64,846.55 sq.mt.) comprising of the towers, Type 'A' Tower A1, A2, A3, A4 ; Type 'B' Tower B1, B2 ; Type 'C' Tower C1, C2, C3. The project has received the Consent to Establish on 13th March, 2020.

The part of the project comprising of 2 towers (Tower A1 & tower C3) & clubhouse fall partially within the CRZ area as per the approved CZMP, 2019. However, the said area was out of CRZ as per approved CZMP, 1991 during grant of environment clearance. The project proponent obtained CRZ clearance for Pocket A & B in January, 2018 (valid till January, 2029), wherein pocket D & E (this project) was out of CRZ.

Consultant further presented that, as per the CRZ Notification amendment vide S.O. 1422(E) dated 1.5.2020 states as 'in case there exists a bund or a sluice gate constructed in the past, prior to the date of notification issued vide S.O. 114(E) dated 19th February, 1991, the HTL shall be restricted up to the line long along the bund or the sluice gate'. - amendment of CZMP prepared under CRZ notification 2019 is in process

Consultant further presented that, the tower A1 falls partly in CRZ IB & CRZ II whereas tower C3 & clubhouse falls partly in CRZ II. Hence the CRZ clearance is sought for the said development as per CRZ notification, 2019.

Plot area is 27,000 sqm and Total Construction Built up Area is 32,868.1 sqm

**DELIBERATION**

  
Member Secretary

  
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The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

CRZ category	Area in Sqm
CRZ IB	933.34
CRZ II	5595.28
Outside CRZ	20494.9 Sqm

The Authority noted that as per para 5.2 (ii) & (iii) CRZ-II of the CRZ Notification, 2019-

*"(ii) Construction of buildings for residential purposes, schools, hospitals, institutions, offices, public places, etc. shall be permitted only on the landward side of the existing road, or on the landward side of existing authorised fixed structures: Provided that no permission for construction of buildings shall be given on landward side of any new roads which are constructed on the seaward side of an existing road.*

Expert Members asked the PP whether the project site is situated on landward side of exiting road or existing Authorized structure. Consultant agreed to submit the said information along with necessary details like status of Court cases in the matter.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of above said information in the matter

  
Member Secretary

  
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**Item No. 12:** Proposed Tourist Home on Gat. No. 182. At -Village Tekali, Tal- Alibag, Dist- Raigad. For, Mr. Youhaan Amol Kapadiya & Mr. Amol Jagadish Kapadiya

**INTRODUCTION**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for Tourist Home on Gat. No. 182. At -Village Tekali, Tal- Alibag, Dist- Raigad.

Proposed construction involves - Ground floor having Deck (3)+Bedroom (3) +Dining Area + Kitchen + Family lounge +Living Room and First floor having Deck(3)+Bedroom(5)+Study room +Games room. Plot area is 2380 Sqm.

The building construction will not be more than G+1 structure i.e. it will not exceed height of 9.0 meter. The plot has access from 6 meter wide Existing Road.

Consultant presented that, the plot under reference fall partly in CRZ III (No development Zone) and partly in CRZ IIIB (200 to 500 m from HTL zone). Construction is proposed beyond NDZ of the CRZ III area.

**DELIBERATION**

The Authority noted the CRZ map in 1:4000 scale prepared by the IRS, Chennai, as per which, as per which, the CRZ category of the project activities are as follows-

<b>CRZ category</b>	<b>Area in Sqm</b>
CRZ III (NDZ)	287.87
CRZ III (200 m to 500 m from the HTL)	2092.72
Total	2380

Construction presented that plot area is 2380 Sqm and total construction area is 706.66 Sqm. The Authority noted that the application submitted by the project proponent mentions the proposed FSI is 0.99. However, as per the sub para CRZ III (vii) of the Annexure III of the CRZ Notification, 2019, the total

  
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covered area on all floors shall not exceed 33 per cent of the plot size i.e., the Floor Space Index shall not exceed 0.33 and the open area shall be suitably landscaped with appropriate vegetal cover.

The Authority sought the clarification with respect to proposed FSI & total construction area in the project. Consultant agreed to submit the same in consultation with the architect.

**DECISION:**

In the light of above, the Authority after deliberation decided to defer the matter for submission of above said information in the matter

  
Member Secretary

  
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**Item No. 13:** Proposed construction of 8 lane access controlled Highway for connectivity to proposed Vadhvan Port at Vadhvan, District Palghar by JNPA

**INTRODUCTION**

The Authority noted that the Ministry of Environment, Forest and Climate Change, New Delhi vide letter dated 16<sup>th</sup> February, 2024 granted the CRZ & EC for the project of the development of Wadhvan Port, Palghar, District Palghar, Maharashtra.

Earlier, the MCZMA vide letter dated 6<sup>th</sup> February, 2024 recommended the project from CRZ point of view under CRZ Notification, 2019 to MoEF&CC subject to certain conditions.

Now, the MCZMA is in receipt of the communication dated 26<sup>th</sup> December, 2205 from the JNPA along with Mangrove Cell letter dated 23.12.2025.

**DELIBERATION:**

The JNPA in its communication presented that, the matter is submitted to the MCZMA for appraisal regarding the subsequent growth of the mangroves measuring 9.2498 Ha and involving 208 mangrove trees for consideration. Since these mangroves were not existing in 2019 at the time of preparation of CZMP, the same may kindly be considered and necessary additions made to the recommendations issued in February, 2024.

**DECISION:**

In the light of above, the Authority after deliberation decided that the matter is recommended to MoEF&CC, New Delhi for substitution of specific condition no. ix of above said CRZ recommendation 6<sup>th</sup> February, 2024 of the MCZMA. The said specific condition No. ix shall be read as-

*"Prior High Court permission as per Hon'ble High Court order dated 17<sup>th</sup> Sep, 2018 in PIL 87/2006, shall be obtained, since the project involves cutting of mangroves. Compensatory replantation of Mangrove to be carried out in consultation with Mangrove Cell"*

  
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**Item No. 14:** Request for revision in Coastal Zone Management Plan of Mumbai (Sheet No. E43 16/SE, MH 76 and Sheet no. E43 G13/NE, MH 73) by BPCL

**INTRODUCTION:**

The project proponent along with consultant presented the proposal before the Authority. The proposal is for revision in Coastal Zone Management Plan of Mumbai (Sheet No. E43 16/SE, MH 76 and Sheet no. E43 G13/NE, MH 73) by Bharat Petroleum Corporation Limited (BPCL).

**DELIBERATION:**

Officials of BPCL presented that, as per earlier CZMP (1991), only a small portion of the Refinery landarea (<5%) was falling in CRZ-II area. As per CZMP of 2011 & 2019, nearly 45 % of the Refinery area falls under CRZ which makes any upgradation projects of Mumbai Refinery very challenging due to paucity of space

Officials of BPCL further presented that similar mudflats and mangrove growth, Thane creek area near Sewri and Mahul are demarcated as open seashore i.e. CRZ IV-A. The coastal morphological features such as mudflats and mangrove beds of Sewri and Mahul area are similar to that of Thane creek in upstream region up to Airoli Bridge. This part of Thane creek is demarcated as CRZ IV-B. Hence, BPCL requested to consider revision in CZMP Sheet No. E 43 A 16 / SE and CZMP sheet E 43 G 13/ NE) as CRZ IV-B and demarcate Thane creek near Sewri mudflat area as CRZ IV-B.

The Authority in its 180<sup>th</sup> meeting of MCZMA held on 10.12.2024 noted that, the MoEF& CC, New Delhi vide letter dated 28.10.2024 forwarded the matter for examination as per provisions of CRZ Notification, 2019.

The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019 provides for the revision of the CZMP, as per which, matter where of revision in CZMP shall be referred to NCSCM who shall the examine the matter. It was observed that the matter may be referred to NCSCM for examination of the matter through MoEF&CC, New Delhi. Accordingly MCZMA

  
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vide letter dated 03.01.2025 referred the matter to NCSCM for examination through MoEF&CC, New Delhi.

The NCSCM vide email dated 03.11.2025 has submitted the revised / rectified draft CZMP MH 72, MH 73, MH 75, MH 76 for draft report for consideration of recommendation / approval of MCZMA.

Accordingly, the matter was considered in 180<sup>th</sup> meeting of MCZMA held on 07.11.2025 and asked NCSCM to submit report with case specific scientific justification/ reasoning & provision of CRZ Notification, 2019.

The NCSCM vide email dated 31.12.2025 has submitted the revised / rectified draft CZMP MH 72, MH 73, MH 75, MH 76 for draft report for consideration of recommendation / approval of MCZMA.

As per NCSCM report,

1. M/s Bharat Petroleum Corporation Limited (BPCL) was requested revision of the CZMP Sheet No. E 43 G 13/NE (Map No. MH 73) and Sheet No. E43 A16/SE (Map No. MH 76) for reclassification of the Thane Creek area near Sewri and Mahul from CRZ IV A to CRZ IVB.
2. This study area has been selected based on the creek/river indicated on the toposheet, the NHO Chart, and the approved CZMP as per the CRZ Notification of 1991. Consequently, a reclassification and revision are necessary for four CZMP Maps (MH- 72, 73, 75, and 76).
3. Field investigations were carried out at the site on 20/06/2025 by NCSCM scientists, and the HTL, LTL, ESAs was revised/modified in the CZMP map based on the latest satellite imagery and ground truthing.
4. The revision of CZMP is limited to the study area and is defined by latitude and longitude points A, B, C, and D. The study area falls on Map Nos. 72, 73, 75 and 76 (Sheet Nos. E 43 G 13/NW, E 43 G 13/NE, E 43 A 16/SE and E 43 A 16/SW respectively).
5. The presence of dense mangroves is observed along the Mahul Creekside. In addition to the field investigation, the toposheets, satellite image, NHO Charts, and approved CZMP maps prepared as per CRZ Notification, 1991 were used for the re-classification of CRZ IV A and CRZ IV B of the draft CZMP Map Nos. MH 72, 73, 75 and 76. The area of confluence of Mahul Creek, Thane Creek, Panvel Creek, and Nhava Creek and debouches is considered as CRZ IV B.
6. The revised Draft CZMP Maps and the corresponding revised Draft Land Use map are submitted to the MCZMA for consideration of recommendation/approval in the next MCZMA meeting.

  
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The Authority noted that the as para 7 of the Annexure IV of the CRZ Notification, 2019,

**"7. Revision of Coastal Zone Management Plans:**

(i) Whenever there is a doubt, the concerned State or Union territory Coastal Zone Management Authority shall refer the matter to the National Centre for Sustainable Coastal Management who shall verify the CZMP based on latest satellite imagery and ground truthing.

(ii) If required, the rectified map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration."

The Authority observed that as para 7 of the Annexure IV of the CRZ Notification, 2019 the revised/rectified draft CZMP Map Nos. MH 72, 73, 75 and 76 and draft revised Land Use map shall be submitted to Ministry of Environment, Forest and Climate Change for consideration as suggested by NCSCM Chennai.

**Decision:**

In the light of above, the Authority after detailed discussion and deliberation, considering the report of the NCSCM, the Authority decided to recommend the matter for the revision of the CZMP Map Nos. MH 72, 73, 75 and 76 to MoEF&CC, New Delhi for consideration, in accordance with provision of the CRZ Notification, 2019.



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**Item No. 15:** Preparation of Environmental Management Plan (EMP) for Ecologically Sensitive Areas (ESA) and Integrated Management Plan (IMP) for Achra -Ratnagiri and Malvan CVCA along the coast of Maharashtra as per CRZ Notification, 2019

The Authority noted that as per the para 2.1.1(b) of the CRZ Notification, 2019, the State shall formulate the Environment Management Plan for such ecologically sensitive areas in respective territories, as mapped out by the National Centre for Sustainable Coastal Management (NCSCM), Chennai based on guidelines as contained in Annexure-I to this notification and integrated with the CZMP.

Accordingly, willingness was requested from the Central Govt Authorized agencies. The Institute of Remote Sensing, Chennai and National Centre for Sustainable Coastal Management (NCSCM), Chennai expressed their willingness and sent their proposal.

Both the agencies, IRS and NCSCM made their presentation before the Authority. It was noted that the approved CZMP, 2019 has demarcated the ecologically sensitive area (ESA) as CRZ IA area and also showed the CVCA areas. The Management Plan shall be prepared as per the guidelines contained in the Annexure I of the CRZ Notification, 2019.

The Authority noted that NCSCM is the autonomous institution established by MoEF&CC, New Delhi to support the protection, conservation, rehabilitation, management, and policy advice of the coast and it has Conservation of Coastal and Marine Resources Division (CMR). Considering their experience in the field of coastal zone management, it was decided to recommend that work of the preparation of the EMP for the ESA areas and IMP for the CVCA areas to be allotted to NCSCM, Chennai.



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**Additional Item No. 1:** Proposed development of All-weather Multi Cargo Greenfield Deepwater port at Murbe, District Palghar, Maharashtra by M/s. JSW Murbe Port Private Limited

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The development of All-weather Multi Cargo Greenfield Deepwater port at Murbe, District Palghar, Maharashtra. The proposal was earlier deliberated in 192<sup>nd</sup> meeting of MCZMA held on 20.12.2025, wherein the Authority noted the details of the project.

JSW Infrastructure Limited (JSWIL), a subsidiary company of JSW Group has received a Letter of Intent (LOI) from Maharashtra Maritime Board (MMB) for development of an All-Weather, Greenfield, Multi-cargo, Deepwater Port at Murbe, Palghar Dist, Maharashtra on the West Coast of India.

The proposed project involves development of an All-Weather, Greenfield, Multi-cargo, Deepwater Port at Murbe, Palghar Dist, Maharashtra by JSW Murbe Port Pvt. Ltd. The proposed port is envisaged to handle captive cargo of JSW group and also handle opportunity cargo from hinterland industries. The proposed port will serve the needs of the hinterland comprising of Maharashtra Industrial Development Corporation Area (MIDC), Tarapur Industrial Area (TIA), Vapi & Valsad Industrial Area (VIA) and other industrial & business hubs in the proximity.

The port shall be designed to handle about 134.07 MTPA various solid and liquid cargos, viz. Bulk, Break Bulk, Container, Automobile, Project cargo and Liquid Cargos, etc. The proposed cargo will be handled in 16 berths (2 bulk berths, 2 multipurpose berths, 9 container berths, 3 liquid cargo berths) and 2 berth for port crafts/tugs. The proposed port will be protected by 2 breakwaters (10 km south breakwater and 1.3 km offshore north breakwater). The approach to the south breakwater on the intertidal area of about 200-250m from shore will be on stilts to allow free flow of tidal water.

Approach channel of the port will be 9 km long with a width of 270 m. There will be provision of two turning circles with diameter of 650 m and 700 m respectively. The approach channel, turning circle and berth pockets will be

  
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dredged to -17.5 m & -19.8 m CD respectively to accommodate Capesize vessels at the port. The total capital dredging quantity estimated as 37 million cum.

For the proposed port, approximately 1065 acres land will be developed through reclamation for foreshore facilities for cargo handling along with auxiliary facilities. Apart from this, 280 acres of land will be required for bulk cargo storage outside the port premises, and 190 acres land for the connectivity corridor of road, rail and pipeline, etc. The proposed port will be connected to the DFC at control station near south of Umroli station through this dedicated connectivity corridor with a distance of about 13 km. This connectivity corridor will also pass through the cargo storage area, proposed at a distance of about 6.5 km from the port for seamless cargo evacuation.

The Port infrastructure will also include quay walls, warehouses, etc. It also has foreshore facilities for cargo handling including conveyors, handling equipment, liquid tank farms, bunkering facilities, silos, roads, railway connection with rail merry-go-round. Additional facilities include greenbelt, port buildings (administrative, operational, electrical, and maintenance units), gate complex, fire-fighting system, utility services, and other related structures.

The port will require a daily water supply of 670 KLD (for dust suppression, greenbelt/gardening, domestic water consumption, fire-fighting system, etc.). The power requirement for the port will be 45 MVA which will be sourced from Maharashtra State Electricity Board (MSEB). The project is expected to generate around 2600 jobs (2000 jobs during construction and 600 during operation phase). Further indirect employment opportunities are expected due to the anticipated increase after the port development.

Consultant presented that The project is located in CRZ IA, CRZ IB, CRZ IIIA, CRZ IVA and CRZ IVB area as per approved CZMP 2019 and construction of port and allied activities are permissible as per provisions of CRZ Notification, 2019.

**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, project activities falling in various categories of CRZ area is as follows-

  
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Sl. No.	Proposed Project Activities	Area in m <sup>2</sup>						
		CRZ IA (Mangroves)	CRZ IA (50m Mangrove Buffer Zone)	CRZ IB (Intertidal Zone)	No Development Zone	CRZ IIIA (50m to 500m from HTL)	CRZ IVA (Upto 12 NM)	CRZ IVB (River/ Creek)
1	Approach Channel	-	-	-	-	-	1911808	-
2	Approach Trestle	-	-	-	-	-	19926.09	-
3	Belt Conveyor	831.94	1201	47900.36	19061.33	1674.98	33648.48	221.89
4	Buildings	-	-	-	-	-	62428.83	-
5	Bulk Yard (Manual)	-	-	17718.29	28156.17	-	-	-
6	Bulk Yard (Mechanized)	-	-	159058.58	52771.43	-	-	-
7	Cargo Berths	-	-	-	-	-	130680.6	-
8	Container Yard	-	-	-	-	-	717655.2	-
9	Fore Shore Facility for Cargo Handling	-	-	-	-	-	475192.2	-
10	Green Belt	203.68	1645.08	308254.96	110280.8	-	577940	-
11	Liquid Berth	-	-	-	-	-	9698.91	-
12	LNG Berth	-	-	-	-	-	4008.32	-
13	LNG Facility	-	-	-	-	-	210086.5	-
14	LNG Pipeline	-	-	-	-	-	57588.55	-
15	LPG Berth	-	-	-	-	-	48027.91	-
16	LPG Pipeline	-	-	-	-	-	42432.6	-
17	LPG Tank Farm	-	-	-	-	-	79725.36	-
18	Multipurpose Berths	-	-	-	-	-	39836.74	-
19	North Breakwater (1300m)	-	-	-	-	-	104214	-
20	POI Pipeline	849.09	3668.81	12870.73	2797.77	4839.13	71061.85	634.29
21	Port Craft Berth	-	-	-	-	-	53153.59	-
22	Road	1011.19	12351.64	38005.7	8395.01	14287.77	304461.9	1886
23	South Breakwater (10000m)	607.98	12532.78	71409.35	4226.19	5965.61	926305.1	-
24	Tank Farm	-	-	18814.32	15591.99	-	-	-
25	Truck Parking	-	-	-	-	-	51285.95	-
26	Turning Circle 650 DIA	-	-	-	-	-	324832.7	-
27	Turning Circle 700 DIA	-	-	-	-	-	376711.6	-
28	Cold Water Out Fall	-	-	-	-	-	9111.20	-

Sl. No.	Proposed Project Activities	Length in m						
		CRZ IA (Mangroves)	CRZ IA (50m Mangrove Buffer Zone)	CRZ IB (Intertidal Zone)	No Development Zone	CRZ IIIA (50m to 500m from HTL)	CRZ IVA (Upto 12 NM)	CRZ IVB (River/ Creek)
1	Rail Corridor	611.44	852.92	2568.69	311.74	965.88	19408.92	127.15

  
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The PP has submitted the EIA report for the project, prepared by the M/s Building Environment India Pvt Ltd (Nabet accredited). Certain observations of the EIA report is stated as below-

1. Alternative analysis

The EIA report mentions that primary consideration in selecting a harbour location is to capitalize on conditions that provide adequate water depths nearshore, accessibility for evacuation by road and rail and favourable navigational conditions. All the potential sites exhibit a 10-meter contour at around 4-5 kilometers and a 20-meter contour at approximately 10 to 12 kilometers and are evaluated based on three main criteria: habitation, connectivity, and environmental concerns. In order to evaluate further to determine optimal location, analysis using Multi-Criteria Matrix Analysis (MCM) has been carried out. This MCM prepared covering various parameters ranging from access, water area, depth, coastal morphology, environmental impact, capital, and maintenance costs etc which have been evaluated.

One of the most critical factor of maintenance dredging is minimal at Alewadi and Murbe, while Virar Creek requires maximum dredging, which would not only increase operational costs but also lead to higher ecological disturbance over time. Additionally, harbour tranquility, essential for safe docking and efficient cargo operations, is high at both Alewadi and Murbe, but poor at Virar Creek, indicating exposure to wave action or tidal variations. From an environmental impact perspective, Murbe scores more. It is rated as having low environmental sensitivity, making it the most suitable location in terms of minimizing ecological disruption. Alewadi carries a moderate environmental sensitivity, while Virar Creek is identified as a highly sensitive zone likely due to its proximity to mangroves, estuarine ecosystems, or urban pressure, which would complicate clearances and create long-term sustainability concerns.

2. Impact of project on surrounding coastal biodiversity-

Consultant presented that EIA report has covered that aspect as per which, Proposed project is located in coastal area at Murbe near the mouth of Banganga river in Palghar district. Coastal area of the region is lined up with sandy beaches, estuarine creeks. Mangrove habitation can be seen in Murbe Khadi, Banganga Estuary, Tarapur creek. There are cultivations of Areca nut and Coconut. Agriculture is practiced in the surrounding areas

  
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mostly during the monsoon period. The predominant crop is paddy. The hill slopes are vegetated with forest areas, mostly of the mixed deciduous types. In monsoon, the seasonal herbs and grasses grow at all conceivable places. The slopes of all hillocks and hills as well as open plains and plateaus are abundant with growth of annual herbs, grasses and ground cover of algae/bryophytes, which last only during the four monsoon months and dry up after that. Study location EB1 is about 180 m from the proposed road for the project towards south and almost 5 km from the proposed port area. The location is covered with vegetation with species like *Vallechia nilotica*, *Terminalia* sp., *Neem* sp., *Cactii* and other coastal shrubs. This vegetation is located on landward side with many agricultural fields in the surrounding. Birds like Brahminy kite, Red-whiskered bulbul, House sparrow, Common crow, Sunbird were observed at this location. Coastal forest vegetation play a crucial role in maintaining the health and stability of coastal ecology. This vegetation act as natural barriers against wind and water erosion. Their roots help to stabilize the soil and sand, preventing it from being washed away by waves and currents. During storms and cyclones, the vegetation absorb and dissipate the energy of strong winds and waves, reducing the impact on inland areas. This protection is vital for preventing loss of life and property damage in coastal communities. The study location EB2 is near proposed project site. It consists of a sandy beach near mouth of Banganga estuary. The beach stretch has a compound wall along the beach which appears stable but signs of erosion were visible towards the northern side stretch with anti-erosion bund stones scattered on the beach. The study location is characterized by loose, sandy substrates and are influenced by tidal movements and waves. This location is devoid of vegetation except for some shrubs, herbs cover and creepers observed in some patches on the beach but planted coconut and other trees behind the compound wall were observed closed to the beach, the vegetation mostly consisted of *Ipomoea pes-caprae*, *calotropis* sp. Bird species such as common sandpiper, pond heron was observed on site.

Study location EB3 is near aquaculture ponds near project corridor. This area is characterized by dense, low-growing vegetation adapted to coastal conditions, including. Vegetation like herbs dominated by *Malachra capitata*, *clerodendron*, grass and shrubs with creepers are observed in some patches. Bird species such as water hen, common sandpiper, pond heron was observed on site. The area has many aquaculture ponds. There

  
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are Coconut plantations near settlements in this site vicinity. Fish farming is carried out by local fishermen community in vicinity

Study location EB4 is near creek channel near Umroli-Dapoli road. These areas with tidal creeks, are characterized by waterlogged soils, high salinity and unique plant and animal communities adapted to these conditions. Grasses and reeds mainly belonging to *Cyperus* spp., *Fimbristylis* spp., *Ischaemum* sp., mostly along the banks mangroves like *Avicennia* sp, *Sonneratia* spp., *Rhizophora* sp. and *Acanthus ilicifolius* were observed in the waterlogged areas. Birds such as Red-wattled lapwing, Egret, Pond heron, Ashy prinia were observed in this location.

3. Impact on mangroves

Consultant presented that Project involves construction of 90 m wide connectivity corridor from port up to the dedicated freight corridor. The mangrove trees within corridor include *Avicennia marina*, *Acanthus ilicifolius*, *Bruguiera cylindrica*, *Sonneratia apetala*, *Kandelia candel*, *Sonneratia alba* and *Rhizophora mucronata*. The compensatory plantation shall be carried out in coordination with Mangrove cell of Maharashtra.

4. Land acquisition

The PP presented that, Land acquisition shall be carried out by the government as per existing guidelines of the state Government. Loss of land shall be compensated with appropriate monetary compensation as per applicable guidelines/framework for R&R. Land acquisition and compensation will be as per the Land Acquisition Act (LARR Act 2013) and Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015.

5. Impact on fisheries/ Fishermen-

The fish diversity data for the project was based on the information collected visiting the fish markets and information from the secondary sources including Dept. Of Fisheries, CMFRI and published research articles. Murbe is a fishing village opposite to Satpati which is the large

fishing village in west coast of Maharashtra. It is known as important pomfret landing centre. Mechanized sector, a major contributor to the fishery by mechanized gill-netters and dol netters, however, the study area does not include these sectors.

  
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Consultant and PP presented that, CMFRI has been engaged for the detailed studies with respect impact on fisheries and fishermen.

**6. Public hearing**

Consultant presented that, Terms of Reference (ToR) have been granted by the EAC (Infra 1), MoEFCC vide file no. 10/16/2025-IA.III on 11.6.2025. The project requires to undergo public consultation and addressal of suggestions and objections of public if any. Accordingly a 30 days' advance public notice was published by Sub Regional Officer, Tarapur-2, Maharashtra Pollution Control Board. Public hearing was conducted on 6.10.2025. Minutes of the Public hearing are submitted by MPCB on dated 31.10.2025.

**7. Importance of project**

The EIA report states that, the proposed Greenfield deep-water port at Murbe in Palghar district, Maharashtra, is of strategic importance for strengthening India's maritime infrastructure, particularly on the west coast. With India handling 95% of its trade volume through ports and aiming to reach a cargo traffic target of 2,500 MTPA by 2024-25, there is an urgent need to expand port capacity. Maharashtra, despite its 720 km coastline, has only two major ports Mumbai Port and Jawaharlal Nehru Port (JNPT) with no major full-fledged port for over 230 km northward from Mumbai. This lack of infrastructure severely limits EXIM trade potential for the region's thriving industrial hubs, including MIDC, Tarapore, and Vapi. The Murbe port will fill this gap, enhancing regional logistics efficiency, reducing transportation costs, generating GST revenue for the state, and supporting the industrial and economic development of surrounding areas.

Additionally, this project aligns with the national vision of the Sagarmala Programme, which promotes port-led development through industrial clusters and improved cargo handling capacity. It will also support decongestion at existing major ports such as JNPA and MPA, while offering a much-needed alternative for cargo evacuation. The Murbe port's proximity to the Dedicated Freight Corridor and strong connectivity to central and northern India gives it the potential to evolve into a major container hub. This is particularly critical given the high utilization and limited expansion scope at JNPT, which currently handles around



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7 million TEUs. By addressing the demand-supply imbalance in Maharashtra's port infrastructure, the Murbe port will serve as a vital link in unlocking economic growth, facilitating smoother trade flows, and ensuring balanced regional development

Earlier, the proposal was considered in 192<sup>nd</sup> meeting of MCZMA held on 20.12.2025. During the meeting, Expert Members asked about the study relating to near shore wave conditions. Consultant presented that, Mathematical study on near shore waves at the breakwater, channel, port basin area for offshore waves of 1 in 100 year return period has been conducted. Sedimentation study conducted to assess the possible siltation at the channel, manoeuvring and berthing areas. The study also indicated the annual erosion/ settlement quantum along the shore to provide mitigation measures for shore protection. Dumping site for the disposal of dredged material has been identified through model studies.

Expert Member asked about the disposal plan of dredged material. PP & Consultant presented that, dredged material is proposed to be used for reclamation purpose and a small amount of dredge spoil shall be disposed at an offshore location

Expert Member further deliberated on the impact on the project on mangroves and observed that PP need to submit the mangrove cell report in order to understand determine the impact on the mangroves by ground survey.

Expert Members observed that Murbe being the fishing village as stated in the EIA report, CMFRI report with respect to fisheries & fishermen needs to be submitted.

Expert Members further observed that marine Biodiversity report has been prepared by the college, instead of reputed expert institute. The PP presented that, MoU has been done with the National Institute of Oceanography (NIO) for the same, however, response of NIO is slow. The Authority suggested that PP could have engaged other reputed institute for preparation of marine biodiversity report.

Considering the EIA report and deliberations during the 192<sup>nd</sup> meeting of MCZMA, expert Members observed that the PP needs to submit the followings:

- 1) Report of the mangrove Cell with respect to impact on the mangroves by ground survey.



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- 2) Report / summary of CMFRI pertaining to impact on fisheries/ fishermen
- 3) Whether the private land belongs to proposed port. Status of acquisition of private land
- 4) Marine Biodiversity report from the reputed competent Institute

Accordingly, PP has submitted the compliance for the proposal.

S. No.	MCZMA Observations	JSW Murbe Port Submissions
01	Report of the Mangrove Cell with respect to impact on the mangroves by ground survey.	As per the mangrove cell report dated 06.01.2026 based on ground survey, about 4859 mangroves will be removed due to the proposed port development which are laying sparsely over a land area of 62.8799 ha and are mostly intertidal.  Accordingly, the revised EIA report with the incorporation of Mangrove Cell, Mumbai report is submitted.
02	Report/ Summary of CMFRI pertaining to impact on fisheries/ fisherman	Summary report of the CMFRI study on marine biodiversity of the proposed port area with an emphasis on the impact assessment of marine fishery resources and fishermen is submitted.
03	Status of acquisition of private land.	Land aggregator letter certifying the acquisition of private lands which are being acquired is submitted
04	Marine biodiversity report from the reputed competent institute.	As part of the EIA study, the baseline data on marine environment (sea water and marine sediment) was conducted through Thakur College of Science and Commerce which is an UGC recognized and NAAC Accredited Institute, affiliated to the University of Mumbai, Mumbai. The college is also having an MoU

  
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		<p>with the National Institute of Oceanography (NIO), Goa for collaborative research with special focus on Ocean science.</p> <p>Baseline study of the marine water and sediment quality and their parameter of analysis are as follows:</p> <p><b>Marine water quality parameters</b> Temperature, Colour, Odour, pH, salinity, Electrical Conductivity, total Suspended Solids (TSS), turbidity, Dissolved Oxygen (DO), Biochemical Oxygen Demand (BOD), Nitrate (NO<sub>3</sub>), Nitrite (NO<sub>2</sub>), Ammonia (NH<sub>4</sub>), Dissolved phosphate, Sodium, Magnesium as Mg, Calcium as Ca, Mn, Petroleum Hydrocarbons (PHc), Phenols, etc. and dissolved trace metals.</p> <p><b>Marine sediment quality parameters</b> Particle Size distribution (Sand, Silt, Clay), Texture, pH, Electrical Conductivity (1:2 Soil: Water Extract), Sodium as Na, Nitrite as NO<sub>2</sub><sup>-</sup>, Nitrate as NO<sub>3</sub><sup>-</sup>, Phosphate as PO<sub>4</sub><sup>3-</sup>, Total, Organic Matter, Texture, Organic Carbon (Corg), Petroleum Hydrocarbon (PHc). Total Viable counts (TVC), Total coliforms (TC), Faecal coliforms (FC), etc. Heavy metals Aluminium (Al), Chromium (Cr), Manganese (Mn), Iron (Fe), Cobalt (Co), Nickel (Ni), Copper (Cu), Zinc (Zn), Cadmium (Cd), Lead (Pb) and Mercury (Hg), etc.</p>
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		<p><b>Biological parameters</b> Microbiology, Benthos, Phytoplankton, and Zooplankton.</p> <p>Based on the marine environment baseline data collected by Thakur College, the EIA consultant M/s BEIPL has prepared the impact assessment and environmental management plan. The report is submitted.</p> <p>Central Marine Fishery Research Institute (CMFRI), Mumbai Regional Station, a dedicated research institute known for sustainable management of marine resources along the Maharashtra coast is conducting a study on the impact on marine fishery resources and fishermen for this proposed port project. As part of this study, CMFRI has also conducted the marine biodiversity study of the proposed port area. The report is submitted.</p>
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The Authority noted the CRZ map at 1:4000 scale prepared by IRS, Chennai and the EIA report prepared by M/s Building Environment India Pvt. Ltd. (NABET accredited).

The Authority took note of:

- Alternative site analysis carried out through Multi-Criteria Matrix analysis.
- Nearshore wave modelling, sedimentation and shoreline change studies.
- Use of dredged material for reclamation and limited offshore disposal.
- Mangrove areas within the project and connectivity corridor.
- Impact on fisheries and fishermen.

  
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- Public hearing conducted on 06.10.2025 and submission of public hearing minutes by MPCB.
- Strategic importance of the project in strengthening port infrastructure on the west coast and alignment with Sagarmala Programme.

PP submitted the permissibility of project as per provision of the CRZ Notification, 2019:-

Project	CRZ Classification	Permissibility Clause as per CRZ Notification 2019.
All-weather Multi Cargo Greenfield Deepwater port	CRZ-IA	5.1.1(ii) & 5.1.1(iii)
	CRZ-IB	5.1.2(i)(a), 5.1.2(i)(c) & 5.1.2(ii) & Annexure II
	CRZ-III	5.3(i) & 5.3(iii)(d) & Annexure II
	CRZ-IV	5.4(ii)(a), 5.4(ii)(d), 5.4(iii), 5.4(vi), 5.4(xii), 5.4(xiii) & Annexure II

As per para 7(ii) of CRZ Notification, 2019:

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 Ministry of Environment, Forest and Climate Change for CRZ clearance, based on the recommendation of the concerned Coastal Zone Management Authority.

**DECISION**

In the light of above, the Authority after detailed discussion and deliberation decided to recommend the proposal to MoEF&CC, New Delhi from CRZ point of view subject to following conditions:

1. The proposed Murbe Port project shall be carried out strictly in accordance with the provisions of the CRZ Notification, 2019, as amended from time to time, with due commitment towards protection and conservation of the coastal and marine environment.
2. Prior permission of the Hon'ble High Court shall be obtained, as per the Hon'ble High Court Order dated 17 September 2018 in PIL No. 87/2006, since the certain project activities involves removal of mangroves.

  
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- Compensatory replantation of Mangrove to be carried out in consultation with Mangrove Cell.
3. The PP shall establish a full-fledged, dedicated in-house Environmental Cell with qualified and experienced expert staff. The Environmental Cell shall be responsible for ensuring compliance with all environmental and CRZ conditions and for continuous environmental monitoring.
  4. The Environmental Cell shall engage a reputed and competent organization in the field of coastal engineering for monitoring the coastline up to 10 km on either side of the project site during construction and for at least 15 years post-construction, to assess shoreline changes, erosion/accretion patterns and effectiveness of mitigation measures. Adequate funds shall be earmarked for the same, and provision for third-party monitoring/audit shall be made.
  5. The Environmental Cell, in consultation with competent institutions, shall monitor the long-term impacts of dredging operations on marine ecology, sediment transport and water quality. A dedicated budget shall be allocated for such long-term monitoring as recommended in the relevant studies.
  6. The Project Proponent (PP) shall duly consider climatic conditions and climate change-induced coastal hazards such as storms, storm surges, sea level rise, flooding and extreme weather events during planning, design, construction and operation of the project. A comprehensive Disaster Management Plan, Emergency Response Plan and Oil Spill Contingency Plan shall be prepared and implemented in letter and spirit.
  7. The PP shall strictly comply with all recommendations of the CMFRI report pertaining to mitigation of impacts on fisheries and capacity building of fishermen, under the guidance of the Commissioner of Fisheries, Government of Maharashtra.
  8. The PP shall implement a proactive programme for capacity building of the local fishing community, including provision of modern fishing equipment, fish drying facilities, cold storage and allied infrastructure, in consultation with CMFRI. Necessary compensation, rehabilitation and resettlement (R&R) shall be ensured for affected fishermen and coastal communities as per prevailing Government policies.
  9. The PP shall ensure that dredged material, wherever feasible, is utilized for reclamation and/or beach nourishment, strictly as per approved studies and recommendations of competent agencies such as NCSCM, and subject to approval of the competent authority



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10. Storage and handling of chemicals, fuels and fertilizer products, if any, shall be restricted only to those permissible under CRZ Notification, 2019, with all necessary safety and pollution control measures.
11. The PP shall proactively adopt best international practices and green port initiatives with an objective to achieve high standards of environmental performance and sustainability.
12. The PP and its contractors shall strictly adhere to all mitigation measures suggested in the approved EIA/EMP. Best available practices shall be adopted during dredging, reclamation and construction activities to minimize impacts on marine and terrestrial environments.
13. All recommendations of EIA CMFRI, Marine Biodiversity Management Plans prepared by reputed institutions, Social Impact Assessment reports, and other expert agencies shall be complied with in letter and spirit. The livelihood activities of fishermen shall not be hampered, and free and uninterrupted access for fishing vessels shall be ensured.
14. The PP shall constitute a Technical Monitoring Committee headed by the PP, comprising experts in marine ecology, coastal engineering, representatives from CMFRI, MPCB, NIO, reputed Government institutions (IIT/IISc or equivalent), and other experts as deemed appropriate. The Committee shall review effectiveness of mitigation measures and shall meet at least once every six months.
15. All mitigation measures to reduce marine pollution and deterioration of coastal water quality shall be implemented and monitored regularly. The PP shall establish or engage a state-of-the-art environmental laboratory with qualified personnel for monitoring seawater quality.
16. Labour camps shall not be permitted within CRZ areas. Wastewater from labour camps or construction facilities shall not be discharged into the sea or CRZ areas. Mobile toilets with mobile STPs shall be provided at work fronts.
17. The PP shall provide adequate capacity Sewage Treatment Plants (STPs) during construction and operation phases and ensure treated effluent meets standards prescribed by MPCB.
18. Prior consent/approval of Maharashtra Pollution Control Board (MPCB) shall be obtained for all applicable activities.
19. There shall be no discharge or disposal of any waste, effluent or debris into the marine waters or CRZ areas.
20. Construction and demolition debris shall not be dumped in CRZ areas and shall be disposed of scientifically at designated facilities as per C&D Waste Management Rules, 2016.



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21. The PP shall implement the action plan submitted for issues raised during the public hearing, with clearly defined timelines and budgetary provisions.
22. The PP shall create a dedicated project website/web-link and upload all approved studies, compliance reports and monitoring results related to the project.
23. All other statutory permissions/clearances from concerned authorities shall be obtained prior to commencement of any project activity.



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**Additional Item no.2:** Proposed temporary RMC Batching plant at CTS no. 3/3, Dahisar, Mumbai for Mumbai Coastal Road Project by Mr. Pranay Singh.

**INTRODUCTION**

The Project proponent along with consultant presented the proposal before the Authority. The proposal is for construction of temporary RMC Batching plant at CTS no. 3/3, Dahisar, Mumbai for Mumbai Coastal Road Project.

Consultant and PP presented that, the site partly falls in CRZ area and partly outside CRZ area and construction is proposed in Non CRZ area and beyond 50 m mangrove buffer zone.

**DELIBERATION:**

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,

Sr. No.	CTS No.	CRZ Classification	Area in sqm	Total Area in sqm
1	03/01	CRZ-IA (50 m Mangrove Buffer Zone)	6341.21	10091.00
		CRZ-II	1217.84	
		Outside CRZ	2531.95	
2	03/02	CRZ-IA (50 m Mangrove Buffer Zone)	578.02	705.20
		CRZ-III (NDZ within CRZ-II- Greater Mumbai)	78.52	
		Outside CRZ	48.66	
3	03/03	CRZ-IA (50 m Mangrove Buffer Zone)	1584.56	5999.50
		CRZ-III (NDZ within CRZ-II- Greater Mumbai)	702.76	
		Outside CRZ	3712.18	
		Grand Total	16795.70	16795.70

  
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The PP presented that the construction of temporary RMC Batching plant is proposed in Non CRZ area and beyond 50 m mangrove buffer zone.

The proposal was earlier considered in 192<sup>nd</sup> meeting of MCZMA held on 20.12.2025 wherein the APCC Mangrove Cell observed that the project site is in the vicinity of the mangroves, hence, report from the mangrove cell needs will be required. In the light of above, the Authority after deliberation decided to defer the matter for submission of mangrove cell report by the PP

Accordingly, PP has submitted mangrove cell report dated 06.01.2026 as per which, the proposed RMC batching plant of M/s Apco Infratech Pvt. Ltd. is located at a distance of 51.00 meters from the mangrove area.

Consultant presented that, proposed RMC batching plant in non CRZ area as per approved CZMP, 2019

The Authority noted that activities proposed beyond CRZ areas as per approved CZMP, 2019 are outside the ambit of CRZ Notification, 2019.

**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 concerned Planning Authority shall ensure that the proposed construction should be carried out strictly in non CRZ area as per the approved CZMP under CRZ Notification, 2019.
2. The concerned Planning Authority should strictly ensure that no construction is proposed in CRZ area as per the approved CZMP under CRZ Notification, 2019.
3. PP to ensure that no construction is proposed in 50 m mangroves buffer zone as proposed and committed by PP. There shall be no violation of Hon'ble High Court order dated 18.09.2018 in PIL 87/2006.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. Solid waste generated should be properly collected and segregated. Dry/ inert solid waste should be disposed of as per Solid waste Rules of 2016 to the approved site for land filling after recovering recyclable materials.
6. Safe disposal of the wastewater should be ensured.

  
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7. All other required permission from different statutory authorities should be obtained before starting construction at the site shall be ensured by Urban Local Body.

**Annexure I**

List of members/officials present in the online meeting:

1. Shri. Pravin Pardeshi, BNHS, Member MCZMA
2. DCF, Mangrove Cell, Member MCZMA
3. Dr. L. R. Ranganath, CWPRS, Expert Member, MCZMA
4. Dr. Amit Bansawal, NEERI, Expert Member, MCZMA
5. Dr. Abhay Pimparkar, Director, Environment & CC and Member Secretary, MCZMA

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Member Secretary

  
Chairperson