

Minutes of the 161st Meeting of Maharashtra Coastal Zone Management Authority (MCZMA) held on 10th November, 2022

MINUTES OF THE 161st MEETING OF MAHARASHTRA COASTAL ZONE MANAGEMENT AUTHORITY (MCZMA) HELD ON 10th NOVEMBER, 2022


The 161st meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Secretary (Environment and Climate Change). In view of present pandemic situation of COVID-19, it was decided to appraise the proposals by using information technology facilities. Hence, the proposals were appraised through Videoconferencing technology on Cisco WebEx platform on 10th November, 2022. List of members present in the meeting is at **Annexure-I**.

Item No.1: Proposed infrastructural Post Harvesting facilities to fishermen at Fish Landing Centre, Dhakti Dahanu, Rajpuri, Dighi and Veldur in Maharashtra by Commissioner of Fisheries.

The officials from the office of Commissioner of Fisheries presented the proposal before the Authority. The proposal is for development of infrastructural post harvesting facilities such as construction of jetty, boat yards with ramp, cleaning of navigational channel, fish drying platforms, approach road etc for local fisherman at fish landing centres at Dhakti Dahanu, Rajpuri, Dighi and Veldur. Site specific details of the proposed activities are as follows:

Sr. No.	Location	Proposed activities	CRZ Status as per approved CZMP, 2011
1	Dhakti Dahanu, Tal. Dahanu Dist. Palghar	1) Construction of jetty connected to boat yard I (35m X 05m) 2) Construction of boat yard I (150m X 20m) 3) Construction of boat yard II (75 m X 20m) 4) Ramp connected to boat yard II (70 m X 07m)	CRZ-IB (Intertidal area) & CRZIVB (Dahanu Creek)


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		5) Construction of approach road (90m X 05m)	
2	Rajpuri, Tal. Murud, Dist. Raigad	<ol style="list-style-type: none"> 1) Construction of boat yard I with rubble protection (160m X 15m) 2) Construction of ramp connected to boat yard I (120 m X 7m) 3) Construction of box culvert underneath boat yard I (45m X 03m) 4) Construction of boat yard II with rubble protection (100m X 15m) 5) Construction of ramp connected to boat yard II (30m X 10m) 	CRZ-IB (Intertidal area), CRZ III (Rural area) & CRZ IVB (Vashishti Estuary)
3	Dighi, Tal. Shrivardhan, Dist. Raigad	<ol style="list-style-type: none"> 1) Construction of boat yard (230 m X 20 m) 2) Ramp attached to boat yard (40 m X 10m) 3) Construction of jetty (50 m X 5 m) 4) Jetty head "T" (30 m X 10 m) 5) Surfacing of approach road (400 m X 5 m) 	CRZ-IB (Intertidal area) & CRZ IVB (Rajapuri Creek)
4	Veldur, Tal. Guhagar, Dist. Ratnagiri	<ol style="list-style-type: none"> 1) Construction of Pile Jetty (100 m X 05 m) 2) Construction of fish drying platform with rubble protection (50 m X 30 m) 3) Surfacing / hard paving area (50 m X 30m) 4) Clearing of berthing area (200 m X 50 m X 3m) 	CRZ-IB (Intertidal area), CRZ III (Rural area) & CRZ IVB (Vashishti Estuary)


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The proposal was earlier deliberated in 146th meeting of MCZMA held on 04.09.2020, wherein the Authority noted the project details along with Rapid EIA report. After deliberation the Authority suggested PP that the recommendation / report of the Central water Power Research Station (CWPRS) needs to be sought on impact of the solid jetty and other structures on the hydrodynamics of the coastal water body at four (4) sites i.e. Dhakti Dahanu, Rajpuri, Dighi and Veldur.

Accordingly, the Commissioner of Fisheries have submitted CWPRS report dated 22.06.2021 which mentions that CWPRS has given recommendation for the proposed structures.

As per the CWPRS report dated 22.06.2021, total 4 coastal sites have been proposed to provide infrastructural facility viz. Dhakti-Dahanu (Dist. Palghar), Rajpuri, Dighi (Dist. Raigad) & Veldur (Dist. Ratnagiri). Since the project is of small magnitude & require need bases solutions for the local fishermen community the comments are offered based on the experience gained from the other fish landing sites and prevailing site conditions. In this regard, the opinion of CWPRS is as follows:

1) Dhakti Dahanu :

There is a proposal to develop two boat yard and road connecting the same to the nearby approach. All these facilities are land based and are not interfering with the flow of water. One jetty abutting to the boat yard II and a ramp to approach the boat yard I is being proposed. Since the jetty is going to be pile mounted, its interference with the water will be minimum. Ramping of 70m long is going to be in the water and will partially interfere with the water flow it may also result in the sedimentation on the east side of the ramp. In order to avoid the siltation, two tiers of hume pipes of about one meter diameter should be used to create free flow condition and to avoid siltation. Regular cleaning of the hume pipes should also be made mandatory. Based on the experience gained from the other sites and prevailing site conditions. CWPRS is of the view/opinion for the proposed layout & may be implemented by adopting aforesaid precautions.

2) Rajpuri:


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The proposed development includes development of two boat yards, one box culvert and two ramps (one small 30m and the other one 120m long). Almost all the development are on the land side without affecting the flow condition in the water area. Two ramps which are being proposed will alter the flow in the nearby area/zone. It is seen that there is a large amount of siltation in the west side of the proposed development. In view of this, it is suggested to change position of 12 m long ramp with adequate opening to facilitate free flow of water. This ramp should be planned alongside of the boat yard II align approx to North-East direction to have minimum interference with the water flow. This project being small in size hydrodynamic studies are not required and resulting siltation should be regularly removed.

3) Dighi:

There is a proposal to develop one boat yard and three ramps to this boat yard and one jetty of 80 m length. Facilities being created in the land portion are not going to have any significant impact on the water flow conditions, therefore flow regime will be maintained. Proposed developments have got adequate protection from the waves since the presence of head lands on either side. Proposed jetty is pile mounted and will have little impact on the flow conditions care should be taken to design the ramp in such a way, so that adequate passage for the water flow is created and blocking of flow is minimum. Hume pipes (approx. 1m diameter) provided below the ramps should be regularly cleaned to maintain free flow condition for water. Jetty head should be properly oriented to have flow lines alongside/parallel to it.

4) Veldur:

Development in Veldur area proposed are rubble protection to the coastline resurfacing of the existing platform and construction of jetty of 100 m length. From the attached drawing and google map imageries, it is observed that rubble protection and re-surfacing of the platform will be implemented on the ground area and will not affect the flow condition. The proposed jetty is protruding in the sea/estuary and is exposed to waves. As such, some protection or reorientation is required to take the maximum benefit of the proposed jetty.

The Authority noted the followings:

- As per para 4(i)(f) of CRZ, 2011, following is permissible:


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Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities

- As per para 8.III. CRZ III of CRZ Notification, 2011, following is permissible in CRZ III area:
(I) facilities required for local fishing communities such as fish drying yards, auction halls, net mending yards, traditional boat building yards, ice plant, ice crushing units, fish curing facilities and the like;
- As per amended CRZ Notification dated 28th November, 2014 published by MoEF,
For the projects specified under 4(i) (except with respect to item (d) thereof relating to building projects with less than 20,000 sqm of built up area) and for the projects not attracting EIA Notification, 2006, clearance from SEIAA is required based on the recommendation from MCZMA.

The Authority suggested PP that during construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem. Construction of jetty should be constructed on piles with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.

The Authority noted that project aims to provide basic infrastructures of post-harvesting facilities to meet demands of fishing community from different fish landing centres. By this project, local fishermen will boost their fish Catch/landing/transporting, eventually helping to enhance state's fish production.

In the light of above, the Authority after deliberation decided to recommend the proposals from CRZ point of view to SEIAA subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/ clarifications given by MoEF from time to time.
2. Proposed construction should be as per the recommendations of the CWPRS report.
3. Construction of jetty should be constructed on piles with minimum interference with tidal water flow, so that free flow of tidal water is not obstructed.


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4. In order to mitigate the siltation problem due to ramp construction, suggestions of the CWPRS should be implemented in letter and spirit
5. PP to ensure that during construction and operation phase, ecologically sensitive features like mangroves if any, should not be cut/ damaged for the project. If the proposed activities are in 50 m mangrove buffer zone, prior High Court permission should be obtained, as per order dated 17th September, 2018 in PIL 87/2006.
6. Natural course of creek/river water should not be hampered due to proposed activities.
7. During construction phase, the project implementing agency should proactively implement all possible appropriate environmental measures to achieve minimum disturbance to coastal ecosystem.
8. The construction debris and dredged material should not be disposed off in the mangrove area & creek water to avoid any adverse impact on marine water quality.
9. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment
10. 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.
11. The Project proponent should be effectively implement the mitigation measure and Environment Management Plan during construction and operation phase of the project.
12. All other required permission from different statutory authorities should be obtained

Item No.2:

Proposed construction of Municipal Dispensary, Health Post Maternity Home, Govt Rest House, shopping Centre & DP Roads on land bearing plot no. 194B of village Ghatkoper (E), N ward, Kurla, Mumbai by PWD & Rare Township

The Authority decided to defer the matter for want of more information.

Item No.14:

Proposed construction of 4 lane Bridge Connecting Nariman Point to Colaba/Cuffe Parade by MMRDA


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The MMRDA officials presented the proposal before the Authority. MMRDA has proposed construction of 4 Lane Bridge connecting Nariman Point to Colaba/Cuffe Parade. The length of the proposed bridge is about 1.8 km with 19 m wide viaduct accommodating 2+2 lanes.

The project involves the connectivity of the two major points of Mumbai city, Nariman point and Colaba. The proposed alignment option starts with up ramp from captain prakash pethe rmarg to give access to traffic travelling from Navy Nagar to Nariman side. Down ramp of approx. 360 m. length is provided for traffic travelling from Nariman side to Mantralaya. There are two proposed down ramps on captain prakash peth marg and wodehouse road to give access to traffic travelling from Nariman side to Navy Nagar and Colaba causeway respectively.

The PP has carried out the CRZ survey (1:4000 scale) through IRS, Chennai (MoEF&CC authorized agency). As per the said CRZ map, the site falls in CRZ IB, CRZ II, CRZ IVA and outside CRZ area.

Sr. no.	CRZ Classification	Area in sqm
1	CRZ IB	671.59
2	CRZ II	2442.58
3	CRZ IVA	18257.27
4	Outside CRZ	1186.25
Total		22557.69

The PP has submitted the EIA / EMP report prepared by M/s Ultra Tech (MoEF accredited). As per the EIA report, the main purpose of this new construction bridge (Sea link) is to connect the traffic from Nariman Point Road to Cuff Parade road which will ease the congestion rate on existing road Cap. Prakash Pethe Marg. The EIA report further states that proposed alignment is not passing through mangroves area. However, around 93 trees present in the median of the road will be transplanted during construction of the bridge resulting in deterioration of biodiversity. Rehabilitation and Resettlement is involved in the project. The study has been conducted and as action plan has been made.

The Authority noted that the proposed alignment of the proposed bridge is situated near to Fishermen settlement (Koliwada) at Colaba end. The Expert


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Members raised concern about the impact of the project on local fishing and livelihood of fishermen. EIA report mentions about the socio-economic impact of the project, which states that communication with the local community (fishermen, boat owners) should be institutionalized and done on regular basis. The project proponent should take appropriate steps to implement Rehabilitation and Resettlement.

When asked about the impact of project on local fishing and livelihood of local fishermen, the MMRDA officials presented that there is no fishing activity along the alignment of the proposed road.

The Authority after deliberation opined that the MMRDA need to submit the revise the EIA report incorporating the details of impact of proposed bridge on fishermen settlement (Koliwada) at Colaba end, local fishing & livelihood of fishermen and its mitigation measures. It is noted that the MMRDA has formulated the fisherfolk compensation policy on December, 2015 for affected fishermen. With respect to project, the MMRDA need to incorporate the details of same in revised EIA report. It was further felt that comments / remarks of the office of Commissioner, Fisheries need to be sought in the matter. Accordingly, the proposal was deferred for want of above said reports.

Item No.21: Proposal for Coastal Protection work under Maharashtra Sustainable climate resilient coastal protection and management investment program at Devbaug, Tal. Malvan by MMB.

The Maharashtra Maritime Board (MMB) officials presented the proposal before the Authority. MMB has proposed construction of river bank protection wall along a 1.3 km length using sheet piling. Fencing wall is proposed using laterite stone for land protection along with reclamation work covering area of approx. 15 ha (1 million cubic meter sand from de-siltation activity of Karli river channel). MMB officials presented that the protection wall is critically important in order to save the land from erosion. Project area falls under CRZ IA, III B & IVB.

Expert Member, MCZMA voiced a concern about the impact of project on surrounding biodiversity of the Devbaug and Tarkarli which are well known for its pristine beauty and tourist destination. He raised a concern that aesthetics of the area should not be compromised.


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The Authority discussed that the project is situated at the Karli Creek side of the village Devbaug which is Critically Vulnerable Coastal area (ecologically sensitive area). Along with coastal protection works, de-siltation of the Karli creek is also proposed. The Authority felt that MMB need to first explore the soft measures for Coastal Protection work. MCZMA in its 160th meeting 5th August, 2022 has prescribed guidelines pertaining to proposals of anti- sea erosion protections works. MMB need to go through the said guidelines.

In the light of above, the Authority decided that MMB should explore soft measures for Coastal Protection work program at Devbaug, Tal. Malvan, taking into consideration above said guidelines prescribed by the MCZMA in its 160th meeting regarding anti-sea erosion protection works. MMB should also clarify about the impact of the de-silting activity in karli creek on local fishing in Karli creek. Accordingly, the proposal was deferred.

Item No.22: Proposal for extension of Mumbai Trans Harbour Link (MTHL) project by MMRDA

The MMRDA officials presented the matter before the Authority. The MMRDA is implementing the MTHL project. The MTHL was awarded the CRZ clearance by MoEF&CC vide it's letter No. F. No. 11-65/2012-IA.III dated 25th January, 2016.

General consultant has opined that the CRZ clearance is valid till 24th January, 2021

Presently, physical progress is about 83%. Considering Covid 19 pandemic situation, the project timeline has been extended from Sep, 2022 to Sep, 2023. Thus the total extension granted to the contractor is about 12 months.

The main bridge work will be completed by Sep, 2023, however, the dismantling of Temporary Access Bridge (TAB) and other ancillary works w3ill be completed post construction of main bridge as these facilities will be required till end of construction. In view of this, a proposal is submitted for extension for the CRZ clearance for further 3 years.

The Authority noted that as per para 4.2 of the CRZ Notification, 2011 amended on 6th March, 2018, *the clearance accorded to the projects under this notification shall be valid for a period of seven years from the date of issue of such clearance:*


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Provided that the construction activities shall commence within a period of five years from the date of the issue of clearance and the construction be completed and the operations be commenced within seven years from the date of issue of such clearance:

Provided further that the period of validity may be extended for a maximum period of three years in case an application is made to the concerned authority by the applicant within the validity period, along with recommendation for extension of validity of the clearance by the concerned State / Union Territory Coastal Zone Management Authority”;

The Authority noted that the validity of the CRZ clearance is for period of 7 years from the date of issue of CRZ clearance. In the instant case, the CRZ clearance dated 25th January, 2016 is valid upto January, 2023. As informed by the MMRDA during the meeting, work of the project is ongoing and physical progress is about 85%.

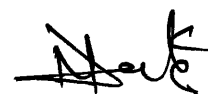
In the light of above, after deliberation, the Authority decided to recommend the proposal to MoEF&CC, New Delhi for extension of the validity of CRZ clearance dated 25th January, 2016 for further 3 years from January, 2023. i.e. upto 25th January, 2026.

Item No.23: Proposed quadrupling of Virar-Dahanu Road Railway Project under Mumbai Urban Transport project III, Dist. Palghar by M/s Mumbai Railway Vikas Corporation Ltd.

The Mumbai Rail Vikas Corporation Ltd officials presented the proposal before the Authority. The proposal is for quadrupling of Virar- Dahanu Road Railway project under Mumbai Urban Transport Project - III on Western Railway is one of the components of MUTP-III.

Quadrupling of Virar- Dahanu Road section involves laying of 3rd and 4th lines parallel to and on the west of existing double line corridor.

The Corridor from Churchgate to Virar consists of minimum quadruple lines, while Virar Dahanu road has only double lines. At present, EMU (Electric Multiple Units) ply upto Virar - Dahanu Road (63.80 km). As existing double line corridor is over saturated, it is not possible to increase number of suburban


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services in this section. Therefore it is decided to lay one additional pair of line in this section.

Alignment of proposed corridor is planned on west side and parallel to existing line. It will involve minimum land acquisition and diversion of bare minimum forest land as major part of the land require for the project is existing Railway land.

The proposed corridor passes through various villages of vasai, Palghar and Dhanau. It passes through CRZ IA, CRZ IB, CRZ II and CRZ III area as per approved CZMP, 2011., (MH 87, MH 90, MH 98)

Sr no.	village and taluka	Length (m)	CRZ status
1	Naringi, Kopari, Gaskopari and Shirgoan, Tal Vasai	2960	CRZ II
2	Kasrali, Tal Vasai	2640	CRZ IA
3	Kasrali, Tal Vasai	50	CRZ II
4	Wadiv, Tal Palghar	1100	CRZ IA (50 m mangrove buffer zone)
5	Kandarvan and Karavale Tal Palghar	1550	CRZ IA
6	Karavale Tal Palghar	200	CRZ III
7	Karavale Tal Palghar	1025	CRZ IA and CRZ IB
8	Karavale Tal Palghar	475	CRZ III
9	Vangoan, Tal Dahanu	100	CRZ III
10	Kapshi and Asangoan, Tal Dahanu	750	CRZ IA (50 m mangrove buffer zone)
11	Asangoan, Tal Dahanu	700	CRZ IB
12	Asangoan, Tal Dahanu	1200	CRZ IA
13	Asangoan and pale, Tal Dahanu	700	CRZ IB
14	Pale, Tal Dahanu	120	CRZ IA (50 m mangrove buffer)
15	Pale, Tal Dahanu	2680	CRZ IB
	Total	16250 meter	


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The PP has submitted the EIA / EMP report prepared by M/s IL&FS Environment Infrastructure and Services Ltd (MoEF accredited consultant). The Authority noted the observations of the EIA report about the impact of the project, mitigation measures for the project. The PP presented that out of 26.51 Ha forest land required for the project and 17.05 Ha land is covered with mangroves.

The Mumbai Rail Vikas Corporation Ltd vide letter dated 7.11.2022 submitted that scope of the project is laying 3rd and 4th line parallel to existing tracks as it is augmentation of the existing corridor. Existing corridor is in use since 1984 i.e. more than 150 years. Minimum 170 ha of land is required to lay the double the line track for 64 km length. Out of this, 130 Ha of land is owned by Railways and only 48 Ha of land is being acquired for the project. Thus due to laying of the track parallel to existing corridor, requirement of land is minimum as compared to laying of the corridor on completely new alignment. The corridor from Churchgate to Virar consists of minimum quadruple lines, while Virar Dahanu road has only double lines. At present, EMUs (Electric Multiple Units) ply upto to Virar, while MEMUs (Mainline Electric Multiple Units) serve the double line section of Virar- Dahanu Road (63.80 km). As existing double line corridor is over saturated, it is possible to increase number of suburban services in this section. Therefore, it decided to lay one additional pair of lines in this section. This will enable separate corridor for suburban services as is existing for the Churchgate Virar Section. There will be saving of about 1 hour daily in travel time of 5 lakhs passengers. The purpose corridor will serve the requirement of about 2 million population in the section from Virar to Dahanu Road in the Palghar District.

The Authority discussed the project and raised a concern of the area of mangroves to be cut for the proposed activity. The PP presented that the alignment of the railway line is most suitable considering the existence of double line and other land constraints. All possible statutory permissions including Prior High Court permission would be obtained for mangrove cutting. The Authority noted that the quadrupling the Railway line is vital infrastructure project for the public. However, balance needs to strike between the development and environment. The PP need to exercise extra caution with objective to have less impact on the surrounding mangroves and coastal ecology. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity. Necessary training / awareness


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should be imparted to contractors & workers so that adequate environmental safeguards could be implemented on site, during execution of the project activities.

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

1. The proposed activity should be carried out strictly as per the provisions of CRZ Notification, 2011 (as amended from time to time) and guidelines/clarifications given by MoEF from time to time.
2. PP to ensure that proposed activities should be carried out with exercising extra caution with objective to have less impact on the surrounding mangroves and coastal ecology.
3. Prior High Court permission should be obtained by the PP as per Hon'ble High Court order dated 17th Sep, 2018 in PIL 87/2006, since the project involves cutting of mangroves.
4. NoC from the Mangrove Cell should be obtained by the PP. Compensatory mangrove plantation should be carried out in consultation with Mangrove Cell.
5. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.
6. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity. 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
7. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project.
8. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
9. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected. It is also suggested to have a third-party monitoring/Audit of all such management initiatives by Govt agency during and after completion of project from time to time.
10. All recommendation of the socioeconomic, disaster Management studies, traffic studies should be complied with by the MCGM.


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11. The PP shall set up a full-fledged inhouse Environment Management Cell for effective implementation of the Environment Management Plan including Mangrove replantation plan, monitoring, as well as Disaster Management Plan.
12. 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.
13. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project

Item No.24: Proposal for additional permission to construct the temporary Gabion wall for access to Arm - 2 and temporary rock filling for access to Arm - 3 of Worli connector of Mumbai Coastal Road project by MCGM

The MCGM officials presented the proposal before the Authority. The MoEF&CC, New Delhi vide letter dated 11th May, 2017 has granted the CRZ clearance to the Coastal Road, Mumbai. Further, amended CRZ clearance is also obtained on 18.5.2021 from MoEF&CC, New Delhi due to certain design modifications for smooth traffic movement.

In order to expedite the construction process and achieve the completion of coastal road project, MCGM has proposed temporary construction of gabion walls near Arm 2 and rock fill near Arm 3 of the Worli connector bridge which would facilitate access for the cranes to approach the proposed offshore bridge pier locations during monsoon.

During the monsoon season the operation of marine vessels is not permitted due to high turbulence in the sea. Also the pilling work for construction of the Arm 2 and Arm 3 of the Worli connector bridge of MCRP- South was disturbed due to local fishermen restrictions. This resulted in loss of peak construction period impacting the main bridge and its connecting arms.

The MCGM officials presented that Gabion walls / Rocks will be removed once the construction of Arm 2 and Arm 3 is completed.

The Authority noted that the EMP has been prepared by M/s Building Environment Pvt Ltd (MoEF accredited consultant). As per the EMP, the construction process of gabion walls/ temporary rock fills may have impact on


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water quality due to sediment suspension during laying of initial layer of gabion boxes/ rockmass on sea bed. This may cause temporary turbidity in sea water. However, the Worli region represents rocky sea bottom due to which high turbidity is not anticipated. Also the gabion walls / rock fill being temporary structures the construction region is proposed to be restored by removing the gabion boxes / temporary rockfill. Therefore no adverse impact on marine environment is anticipated.

The Authority noted that the project site falls under CRZ I (B) and CRZ IV (A) area as per approved CZMP, 2019 of the Mumbai. 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"

In the light of above, the Authority after deliberation decided to recommend the proposal to MoEF&CC, New Delhi subject to following conditions:

1. This CRZ recommendation is only for temporary construction of gabion walls near Arm 2 and rock fill near Arm 3 of the Worli connector bridge
2. After the completion of the arm 2 and arm 3, the said temporary gabion wall should be removed.
3. Activity of local fishermen should not be obstructed due to proposed activity.
4. All other required permission from different statutory authorities should be obtained

Item No.25: Extension of validity of CRZ clearance for proposed construction of new Freight Railway Double Line from JNPT (MH) to Dadri (UP) by DFCCIL

The Dedicated Freight Corridor (DFC) officials presented the matter before the Authority. The proposal is for construction Dedicated Freight Corridor


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(DFC) from JNPT (MH) to Dadri (UP) which passes through Raigad, Thane and Palghar districts.

The MCZMA vide letter dated 29.7.2013 granted the CRZ recommendation to the project and MoEF&CC, New Delhi vide letter dated 17.11.2014 granted the CRZ clearance for the project. While granting the CRZ clearance, MoEF, New Delhi in its CRZ clearance put a condition that

"it is noted that 543 mangroves to be removed for the project. The project proponent shall obtain prior permission from Hon'ble High Court of Bombay for cutting or damaging of 543 mangroves"

Subsequently, Hon'ble High Court vide order dated 2nd March, 2015 has granted leave (approval) for cutting of 543 mangroves, considering the project as National importance project.

	Original		Revised	
Village	Area	Numbers	Area	Numbers
Payegoan	2.10	225	3.81	1196
Juchandra	0.090	12	0.05	2267
Shirgoan/ Kasarli	4.29	174	5.63	
Tivri	0.92	09	1.14	
Total	7.40	420	10.64	3463

The DFCC vide letter dated 7.11.2022 submitted that as an effect of Covid-19 pandemic office was functioning with limited staff and the further extension of validity beyond 7 years could not be requested in time. The DFCC is the project of national importance being monitored by the PMO. The DFC, with its advantages of speed, higher carrying capacity and reduced cost of transporting freight will aid the country in getting a competitive edge in the exports market and boosting of Indian economy. The project will have overreaching impact on reduction of diesel truck traffic on roads owing to modal shift leading to significant reduction in air pollution. One DFC train will carry a load equivalent of 400 road trucks and has the potential to take nearly 10,000 number of trucks carrying containers off the road per day by 25 DFC trains in initial stages of operation and gradually enhanced to much higher levels at subsequent stages. In Greening of DFC corridor, the project has the potential to plant more


Member Secretary


Chairman

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than 5 crores trees all along the entire length of its alignment as well as in its establishments to support the GoI initiatives on green agenda on afforestation.

The Authority noted that as per CRZ amended Notification 6th Marcy, 2018

"(v) The clearance accorded to the projects under this notification shall be valid for a period of seven years from the date of issue of such clearance:

Provided that the construction activities shall commence within a period of five years from the date of the issue of clearance and the construction be completed and the operations be commenced within seven years from the date of issue of such clearance:

Provided further that the period of validity may be extended for a maximum period of three years in case an application is made to the concerned authority by the applicant within the validity period, along with recommendation for extension of validity of the clearance by the concerned State / Union Territory Coastal Zone Management Authority";

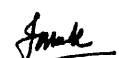
The Authority noted that the CRZ clearance is granted by the MoEF, New Delhi on 17.11.2014. The 7 years is completed on 17.11.2021. Application is received on 5.9.2022. The DFCC vide letter dated 7.11.2022 submitted that as an effect of Covid-19 pandemic office was functioning with limited staff and the further extension of validity beyond 7 years could not be requested in time. The Authority discussed the matter and noted the national importance of the project. It was noted that DFCC has approached Hon'ble High Court for obtaining permission for cutting of 3043 mangroves. Hon'ble High Court has passed an order dated 29th August, 2022 directing the DFCC to approach competent Authority for obtaining permission to remove/ fell 3043 mangrove trees. Considering the necessity of the early completion of the nationally important project and covid-19 period restrictions, the Authority felt that the matter could be sent to MoEF&CC, New Delhi for further appropriate decision.

In the light of above, The Authority after deliberation decided to send the matter to MoEF&CC for further appropriate decision regarding

Item No.26: Revalidation for CRZ clearance for storage and fabrication activities to assemble equipment of system packages of 11A, 11B, 12, 15, 16A, 16 B and MMRCL storage package at Wadala, Mumbai by MMRCL



Member Secretary



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The Authority noted that MCZMA vide letter dated CRZ 2018/ CR 346/ TC 4 dated 26.12.2018 has granted the CRZ clearance to the project activities of storage and fabrication to assemble equipment of system packages of 11A, 11B, 12, 15, 16A, 16 B of Metro Line 3 project at Wadala, Mumbai. As per the specific condition of the CRZ clearance, the recommendation was valid for 3 years from the date of issuance i.e. till 26/12/2021. Further, the MCZMA vide letter dated 1.6.2022 has granted the revalidation for the said CRZ clearance. The Authority noted took note of clearance and validity granted to the project.

Discussion Items:

- Hon'ble High Court order dated 20th October, 2022 in WP (L) No. 32454/2022 (Akshay Sthapatya Pvt Ltd & Anr V/s Union of India & ors) and WP No. 2621/2019 (Samudra Real Estate Pvt Ltd V/s Union of India & Ors)

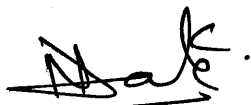
The Authority took note of the orders dated 20th Oct, 2022 passed by the Hon'ble High Court of Mumbai regarding SRA projects of Greater Mumbai and decided to defer the matter for want of more information in the matter.

-----Meeting ended with vote of thanks to chair-----
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Annexure I

List of members/officials present in the online meeting:

1. Mr. Bhushan Gagrani, ACS, UDD, Member, MCZMA
2. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
3. Mr. Mirashe, Representative from the Industry Dept, Member MCZMA
4. Dr. Anish Andheria, Expert Member, MCZMA
5. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZMA
6. Mr. Sunil Bhat, Dyche. MCGM, Member MCZMA
7. Mr. Narendra Toke, Director, Environment & CC and Member Secretary, MCZMA



Member Secretary



Chairman