

MINUTES OF THE 158th MEETING OF MAHARASHTRA COASTAL ZONE MANAGEMENT AUTHORITY HELD ON 11th and 12th April, 2022

The 158th meeting of the Maharashtra Coastal Zone Management Authority (MCZMA) was held under the Chairmanship of Principal Secretary (Environment). 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 11th and 12th April, 2022.

List of members present in the meeting is at **Annexure-I**.

Confirmation of 157th meeting:

The minutes of the 157th meeting of the MCZMA held on 4.2.2022 are confirmed without any changes.

Item No.1: Minor amendment in CRZ Clearance in proposed additional two floors on the existing ground + 9 floors in new Hostel Building at LBS Collage Hay Bunder Sewri, Mumbai by CPWD

The Authority noted that the Central Public Work Department (CPWD) vide letter dated 02.06.2021 (received on 23.06.2021) submitted a request representation seeking minor amendment in CRZ Clearance in proposed additional two floors on the existing ground + 9 floors in new Hostel Building at LBS Collage Hay Bunder Sewri, Mumbai. (Built up area - 2305.16 Sqm)

Earlier, the MCZMA in its 121st meeting held on 15th & 16th September, 2017 deliberated the proposal sent by MCGM pertaining to additional two floors on the existing ground + 9 floors in new Hostel Building at LBS Collage Hay Bunder Sewri, Mumbai. Accordingly, as per decision taken in the said meeting, the MCZMA vide letter dated 30.6.2021 granted the CRZ recommendation to the proposal under provisions of the CRZ Notification, 2011 subject to certain conditions.

Now, the CPWD has submitted an application for the minor amendment in CRZ Clearance for additional BUA of 26.16 sqm area on the 11th floor of hostel building.

The Authority noted that in the instant matter, as per CRZ Notification, 2011, additional construction in CRZ II area is allowed subject to FSI as per town & Country planning regulations exiting as on 19.2.1991. Concern planning Authority i.e. Mumbai Port Trust has approved the amended plans on 6th May, 2021.


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In the light of above, the Authority after deliberation decided to grant the recommendation to minor amendment in CRZ clearance granted to the proposal subject to compliance of following conditions:

1. Planning Authority should ensure that additional construction is as per town & Country planning regulations existing as on 19.2.1991
2. All other required permission from different statutory authorities should be obtained.

Item No.2: Proposed infrastructural Post Harvesting facilities to fishermen at Fish Landing Centre, Navabag Tal. Vengurla, Dist Sindhudurg by Commissioner of Fisheries.

The project proponent presented the proposal before the Authority. The proposal is for proposed infrastructural post harvesting facilities to fishermen at Fish Landing Centre, Navabag Tal. Vengurla, Dist Sindhudurg.

Office of Commissioner of Fisheries intends to upgrade / develop infrastructural post harvesting facilities includes construction of breakwater, construction of jetty, boat yards with ramp, cleaning of navigational channel, approach road etc to local fisherman at Fish landing center.

Proposed activities are as follows:

Proposed activities	CRZ Status as per approved CZMP, 2011
1) Extension of pile jetty (42.5 x 5.5 m)	CRZ-IB (Intertidal area)
2) Construction of boat yard with ramp (50m x 30m)	CRZ III
3) Construction of breakwater (500m)	CRZ IVA &
4) Surfacing of approach road (120m)	CRZ IVB (Navabag Creek)
5) Clearing of navigational channel (350 x 35 x 2.5 m)	

Earlier, the proposal was deliberated in the 146th meeting of MCZMA held on 04.09.2020, wherein the Authority suggested 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.


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Accordingly, the Fisheries Department has submitted CWPRS report. As per conclusion of the CWPRS Report (July, 2021):

1. Vengurla site has been studied for littoral drift and shoreline changes under the impact of different structures. The site is located between headlands where negligible net longshore drift is taking place towards North with an annual net and gross transports of 0.04 Mm³ and 0.25 Mm³ respectively. The double to these quantities are estimated in SW monsoon alone with the same direction of transport.
2. The need of the seawall as in existing condition was tested and found adequate. Since after the seawall construction it is observed from the past data of the year 2015 the contours were shifted up to 8 m depths by 250 m distance towards sea.
3. The entrance to harbour acts more like a sink due to transport of sediment in SW monsoon is double to that of estimations made by annual wave climate.
4. The proposed breakwater hinders the movement of sediment when the drift moves Northwards and the effect is increase in deposition up to 1 m in 10 years and 2.5 m in a span of 30 years. Further along the shoreline negligible effect is seen up to the seawall.
5. The proposed breakwater length of 500 m is recommended which is equivalent in length to the north headland. Further increase or decrease in length of breakwater will impact the bypassing movement of sediment in either directions.

The Authority noted the observation of the CWPRS report which mentions that the area is situated between two headlands with a narrow opening at the shore of north headland that leads to harbor area. The harbor is in operation with limited infrastructure facilities provided to fishermen.

The tidal flow to and from the harbor through narrow opening of about 100 meter carry sediments inside and make hindrance to harbor operation. Hence, commissioner of fisheries has proposed to provide infrastructure facilities like breakwater, jetty, dredging etc. to facilitate uninterrupted navigation for fishermen of harbor. Accordingly, a breakwater of 500 meter oriented parallel to north headland jetty, wharf and dredging were proposed by the commissioner of fisheries. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.


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The Authority further observed from google image that there is mangrove vegetation in the vicinity of the project area. The PP during the meeting stated that project activities are situated beyond 50 meter distance from mangrove vegetation.

The Expert Member, Dr. Kudale raised a concern about the disposal of dredged material. The PP presented that dredged material would not be disposed in the CRZ area and it would be used for construction of Boat Yard.

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

The Authority further noted the followings:

- As per para 4(i)(f) of CRZ, 2011, following is permissible:
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:
(l) 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:
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. Therefore, proposal requires permission from SEIAA based on MCZMA recommendation.

In the light of above, the Authority after deliberation decided to recommend the proposal under CRZ Notification, 2011 to SEIAA from CRZ point of view subject to compliance of 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.


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2. At Navabag Beach, there is creek and mangrove vegetation at the back of the project site. PP to ensure that during construction and operation phase of the project, project activities should not disturb the creek ecology, especially mangroves vegetation.
3. PP to ensure that mouth of the creek should not be closed/ reclaimed. Tidal free flow in the creek should not be hampered.
4. PP to ensure that dredged material should not be disposed in the CRZ area and it should be appropriately utilized for making boat yard as mentioned by PP.
5. PP to obtain prior High Court permission, if the proposed activities are situated within 50 mangrove buffer zone area.
6. PP to ensure that recommendation of the CPWRS report should be followed for implementation of the project activities. PP to monitor the erosion/ accretion status of the beach due to breakwater in consultation with CWPRS.
7. 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.
8. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
9. All other required permission from different statutory authorities should be obtained.

Item No. 3: Proposal of post facto clearance for building construction on land bearing plot no. 2 B , Sector no. 38, Vashi, Navi Mumbai by PWD, Govt of Nagaland.

The Authority noted that PWD, Govt of Nagaland vide letter dated 03.03.2021 has submitted proposal for post facto clearance for building construction on land bearing plot no. 2 B , Sector no. 38, Vashi, Navi Mumbai, in light of Office memorandum (OM) dated 19.02.2021 issued by MoEF&CC, New Delhi.

The Authority noted that the OM dated 19.2.2021 issued by MoEF&CC, New Delhi stipulates the procedure for dealing with the CRZ violations arising due to not obtaining a prior CRZ Clearance for permissible activities.

During the meeting, the Authority informed the PP that the Hon. High Court has passed an interim order dated 07.05.2021 in PIL No. 8540 of 2021 in Vanashakti & Anr Vs Union of India & Ors, as per which above said OM dated 19.2.2021 is sub-judiced.


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It was further informed to PP that recently, the MCZMA has filed Interim Application (I.A.) in the said matter requesting a clarification from Hon'ble High Court regarding applicability of above said OM for CRZ violation applications. The said I.A. matter filed by MCZMA is sub-judiced. Therefore, the instant proposal could not be decided. Accordingly, the matter was deferred.

Item No.4: Proposed construction of passenger jetty and allied facilities at Satpati, Dist. Palghar by Maharashtra Maritime Board (MMB)

The Chief Engineer, MMB presented the proposal before the Authority. As presented, MMB has proposed construction of passenger jetty (92 x 6 meter) and allied facilities at Satpati, Dist. Palghar.

Earlier, the proposal was considered in 152nd meeting of MCZMA held on 16th & 22nd Feb, 2021, wherein the Authority directed MMB to submit the EIA report prepared by accredited consultant. The MMB vide letter dated 20.05.2021 has submitted EIA Report for the project prepared by Accredited Consultant. EIA report states that the satpati village has an existing jetty which is being used for ferrying passengers from Satpati to Murbe. The existing jetty is old and damaged beyond repair and hence MMB decided to construct the new jetty adjacent to existing old jetty. As the new jetty construction is required to be carried out adjacent to the existing jetty no alternate site has been examined for the proposed project.

MMB has submitted a report of CWPRS as per which, prevailing current velocities in the existing hydrodynamic model along the proposed jetty alignment were verified. It was observed that tidal current direction is about 50 degree with the proposed alignment. However, the maximum tidal current speed through the gap of piers of the piled jetty is in the range of 4m/s. Maximum current observed is less than a knot. In view of this, the new alignment of the piled jetty may be adopted as per the prevailing site conditions. However, proper arrangement of mooring of the boats and fenders at the jetty shall be provided to avoid boat hitting the jetty.

The Authority discussed the proposal and asked PP whether the existing jetty could be redeveloped instead of constructing the new jetty. MMB presented that existing jetty is solid jetty and it is damaged beyond repairs. Further, it was presented because of siltation in the creek, jetty is accessible during high tide only. Hence, new pile jetty is necessary at the site.


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Expert Member, Dr. Kudale stated that existing solid jetty would obstruct the free tidal flow in the creek and hence it need to be removed.

MMB officials informed that existing jetty would be demolished and removed from the site. New jetty would be on pile ensuring free flow of tidal water in the creek. It was further presented that mangrove would not be cut for the project. However, since, project activities are situated within 50 m mangrove buffer zone area, prior High Court permission should be obtained by the MMB.

The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ-I (A) i.e. 50 m mangrove buffer zone area & CRZ-I (B) Intertidal area.

The Authority further noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

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 noted that Satpati is a fishing village located on the Southern bank of the Satpati creek in Palghar District. The village is connected to Murbe village on Satpati creek via ferry movement from Satpati jetty. The Authority felt that jetty is an important connectivity for the local inhabitants of the satpati and murbe and it could be allowed.

In the light of above, the Authority after deliberation decided to recommend the proposal of 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. MMB to ensure that mangrove should not cut / cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained since proposed activities are situated within 50 m mangrove buffer zone area.
3. Recommendation of the CWPRS should be followed for the construction of piled jetty.


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4. 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.
5. Natural course of Satpati creek should not be hampered due to proposed activities. Considering the siltation problem in the creek, MMB to ensure that during construction phase, construction debris should not be dumped in the creek.
6. Environment Management Plan should be implemented effectively during construction and operation phase of the project.
7. All other required permission from different statutory authorities should be obtained.

Item No. 8: Proposed construction of deficient married accommodation Type V, Type II and family Welfare Centre at village Chikhale, ICGS Dahanu (phase III) by ICGS, Dahanu

The project proponent could not connect due to technical connectivity problem. Hence, the matter was deferred.

Item No.9: Proposed Anti- Sea Erosion Bund at Borli Mandala Beach, Tal. Murud, Dist Raigad by Harbour Division, Public Works Department (PWD)

Officials from Harbour Division, PWD Raigad presented the proposal before the Authority. PWD has proposed construction of Anti-Sea erosion bunds at Borli Mandala Beach, Tal. Murud, Dist Raigad. Total Length of the bund is 870 meter. The bund would help to minimize sand erosion. Anti-Sea erosion bunds will stabilize the coast by reducing the erosion rate.

The PP has submitted the approved CZMP showing site, as per which, the project is situated along the HTL and falls in CRZ- I B area. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

The Authority asked PP about the purposed of the bund. The PP presented that proposed bund is necessary as prevention of flooding in the surrounding area.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays,


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slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

As per amended CRZ Notification dated 28th November, 2014, 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 noted that proposed bund is required as a flood control measure for the surrounding area. Shoreline changes induced by erosion and accretion are natural processes that take place over a range of time scales. As a long term measure for stabilizing the shoreline PWD shall plant native tree species thereby reducing the erosion of the beach.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. PWD shall plant native tree species would help in enhancing the stability of the coastline thereby reducing the erosion of the beach.
3. PP to monitor the erosion/ accretion status of the Borli Mandala Beach beach due to breakwater in consultation with CWPRS.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. All other required permissions from different statutory authorities should be obtained prior to commencement of work

Item No.10: Proposed construction of School Building at Plot No. 13, Sector No. 50 P, Nerul, Navi Mumbai by NMMC

The Authority noted that the Navi Mumbai Municipal Corporation (NMMC) has submitted the proposal for construction of School Building for NMMC n comprises of Ground floor + 1st to 6th upper floors at Plot No. 13, Sector No. 50 P, Nerul, Navi Mumbai. The plot under reference is social facility plot (allotted for development of composite school) and abutting 11.0 meter wide road on the south side.


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As per NMMC remarks, total plot area is 3499.58 sqm, Permissible FSI- 2, proposed total BUA is 5173.747sqm and proposed construction area is 8170.483sqm.

NMMC mentioned that as per the approved CZMP under CRZ Notification, 2011, the plot under reference is falls in CRZ II area and it is situated on landward side of proposed road. The NMMC remarks mentions that the proposed plot is situated outside 50m mangrove buffer zone.

The Authority noted that construction in CRZ II area and on landward side of existing road is permissible activity. Planning Authority should ensure that construction is proposed as per town and country planning regulations existing as on 19.2.1991.

It was further noted that as per para 8.II of the CRZ Notification, 2011, construction of building in CRZ II area is permissible subject to FSI of the town country planning regulations existed as on 19.2.1991. The NMMC should strictly ensure that the proposed construction is within the limit of permissible FSI existing as on 19.2.1991 norms.

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

1. The Local Body to ensure that FSI for the proposed construction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project.
2. NMMC should strictly ensure that proposed construction is on landward side of the existing road prior to 1991.
3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
4. All other required permission from different statutory authorities should be obtained.

Item No.11: Proposed construction of Jetty at Naval Station Karanja Along with associated services by Director General Naval Project

The project officer, Director General Naval Project (DGNP) presented the proposal before the Authority. The DGNP has proposed the construction of jetty of approx length of 200 meter at Naval Station (Karanja) in Mumbai Naval Harbour along with accosted activities. MoEF&CC, New Delhi has granted the TOR


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on 10th June, 2020 for the proposal subject to various conditions. One of the condition is to obtain CRZ recommendation from MCZMA.

The proposed jetty dimension is 200.0 meter (length) and 18.00 meter (Width) connected with approach road of 138.7 (length) x 15 (width). The proposed project is within the existing Naval Dockyard (Karanja) and close to sea shore. The proposed project is offshore piled construction jetty.

The existing jetty will be demolished and new jetty along with associated services / structure will be constructed which is as follows:

- Jetty - 200 x 18 meter
- Trestle bridge - 370 meter
- Approach road 138.7 x 15
- The existing approach road is about 7 meter width including shoulders from main road to approach trestle for a distance of about 250 meter. It is proposed to widen the same to 15 meter
- Road widening - 5 meter to 15 meter
- Marine Training Centre- 25 x 20 meter
- Covered boat Shed - 50 x 40 meter
- Finger Jetty - 6 x 35 meter (3 nos.) and 6 x 30 meter (1nos.) (Use of anchoring of special operation craft)
- Maintenance workshop - 50 x 40 meter (1 floor)
- Movement Control Facility - 30 x 25 meter (2 floor)
- Training Facility - 20 x 15 meter (2 floors)
- Fire Station - 15 x 15 meter (2 floor)
- Parking area - 50 x 30 meter (1floor)
- Area for Security post / water tank / Substation - 20 x 20 meter

The propose project involves capital dredging of approach channel and Karaja Basin upto -7.5 CD. Total quantity of dredging is 1314000 Cu.m.

The Authority noted that the proposed project area falls in CRZ I (A), CRZ I (B) and CRZ - IV (A) as per approved CZMP. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project. As reported in the EIA report, Species of mangroves such as Grey mangroves (Avicenia Marinae), Asiatic mangroves (Rhizophora Mucornata) and Sonneratia alba are present at the proposed project site. The DGNP officials during the meeting stated that 45 nos. of mangrove trees would be cut/ cleared for the project activities. The area of mangroves/ forest is 500 sqm.


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The Authority noted that project involves capital dredging of approach channel and Karaja Basin upto -7.5 CD. Total quantity of dredging is 1314000 Cu.m. The Authority asked PP about the disposal plan of dredged material. The PP presented that dredged material would be disposed at DS 3 site which is selected site as per studies/ survey carried out by CWPRS & Mumbai Port Trust.

The Authority noted that area around the project site at karanja is a fishing area and hence, fishing activities of local fishermen should not be hampered. DGNP officials presented that the project is within existing Naval Channel, which excludes the fishing area. Hence, there would not be impact on fisheries/ local fisherfolk.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011, Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities. This project falls under Category A as per EIA Notification 2006, hence requires clearance from MoEF, New Delhi.

The Authority noted that the project is important defence project located within the existing Naval Channel and could be recommended from CRZ point of view to MoEF&CC, New Delhi.

In the light of above, the Authority after discussion and deliberation decided to recommend the proposal to MoEF&CC, New Delhi subject to compliance of the 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 time to time.
2. There are thick mangrove vegetation behind the project site. PP to ensure that road widening work should be carried out with exercising extra caution with objective to have minimum impact on the surrounding mangroves and coastal ecology.
3. PP to obtain prior Hon'ble High Court permission, since project activities would require cutting of mangrove trees.
4. PP to carry out Compensatory mangrove afforestation in consultation with Mangrove Cell.
5. PP to obtain the prior Forest Clearance under Forest (Conservation) Act, 1980.


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6. The dredged material to be disposed-off at the designated location as per recommendation of CWPRS and MbPT in order to avoid any adverse impact on marine water quality.
7. Suitable dredging technic, silt curtain and trained workforce should be used in order to minimize the impact of dredging on marine life.
8. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment and prevent accidental oil spillage.
9. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
10. PP to ensure that during construction phase, Oil and grease from the equipment and machineries should not be let out to enter into sea water.
11. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project.
12. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
13. PP to ensure that Mitigation measures ad Environment Management Plan should be implemented during construction and operation phase of the project in order to mitigate the impact on marine life.
14. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project

Item No.12: Proposed construction of new wharf at Naval Dockyard Along with associated services by Director General Naval Project

The project officer, Director General Naval Project (DGNP) presented the proposal before the Authority. DGNP has proposed the construction of jetty of approx length of 262 meter at Naval Dockyard (Mumbai). MoEF&CC, New Delhi vide letter dated 12th June, 2020 has granted the TOR for the project subject to certain conditions.

The proposed project site is within the existing Naval Dockyard (Mumbai) and close to sea shore. The objective of the proposal is to augment the capacity of berthing of war ships / vessel up to displacement of 8000 T alongside with provision of berthing of ISV & FIC at Naval Dockyard. Proposed activities are as follows:

- The proposed wharf dimensions are 262 m x 20 m x 9.5 m, with a top slab.
- Wharf length of 262 m is proposed for berthing of 2 nos. of design vessel along with anchoring of floating jetty to accommodate the FIC (12-15) and ISV(6 nos)


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- Floating finer jetty is dismantle condition (non- operational) shall be moored at the cruiser wharf
- Destroyer wharf functional length may be affected by appoz
- The new wharf facility proposed at project site to achieve the overall objective of capacity enhancement of the Indian Naval Base.

The Authority noted that as per approved CZMP, 2011, the project site falls in CRZ IV area. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project. As reported in EIA report, no mangrove species observed within 5 km radius from the project site.

The Authority asked PP about the disposal plan of dredged material. The PP presented that Total quantity of dredging is around 5,00,000 cum and it would be disposed at DS 3 site which is selected site as per studies/ survey carried out by CWPRS & Mumbai Port Trust.

The Authority noted that As per para 4(i) (f) of CRZ Notification, 2011, Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities. This project falls under Category A as per EIA Notification 2006, hence requires clearance from MoEF, New Delhi.

The Authority noted that the project is important defence project located within the existing Naval Dockyard (Mumbai) and could be recommended from CRZ point of view to MoEF&CC, New Delhi.

In the light of above, the Authority after discussion and deliberation decided to recommend the proposal to MoEF&CC, New Delhi subject to compliance of the 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 time to time.
2. The dredged material to be disposed-off at the designated location as per recommendation of CWPRS and MbPT in order to avoid any adverse impact on marine water quality.
3. Suitable dredging technic, silt curtain and trained workforce should be used in order to minimize the impact of dredging on marine life.


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4. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment and prevent accidental oil spillage.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. PP to ensure that during construction phase, Oil and grease from the equipment and machineries should not be let out to enter into sea water.
7. PP to ensure that noise and vibration level is within permissible limit during construction phase of the project in order to mitigate the impact on marine life.
8. PP to ensure that Mitigation measures and Environment Management Plan should be implemented during construction and operation phase of the project.
9. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project

Item No.13: Proposed widening of GTI approach Bridges at Jawaharlal Nehru Port (JNPT) by JNPT

The officials of the Jawaharlal Nehru Port (JNPT) presented the proposal before the Authority.

JNPT have suggested for alternation/ modification of GTI terminal layout for catering growing need of EXIM trade to handle higher LOA vessels, considering the work of deepening and widening of the channel. The alterations/ modifications in the form of approach bridges is required for safe maneuverability and faster movement of tractor trailers.

Accordingly, widening of two approach bridges at existing GTI Terminal, 210.50 meter and 189 meter in length. The first approach bridge is proposed in the open space between GTIPL berth and BPCL jetty up to Mooring Dolphin. The distance between Mooring Dolphin and GTIPL berth is about 10-11 meters. The first and second approach bridges can be constructed without any disturbance to the existing operational facilities.

The Authority noted that as per the CRZ map and report dated March, 2020, the entire project alignment falls under CRZ IV (A) area, as per approved CZMP. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project. There are no mangroves in the project area.


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The Authority noted that:

1. As per Para 3. (iv) following activities are permissible:
required for setting up, construction or modernization or expansion of foreshore facilities like ports, harbours, jetties, wharves, quays, slipways, bridges, sealink, road on stilts, and such as meant for defense and security purpose and for other facilities that are essential for activities permissible under the notification;
2. 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 noted that proposed bridges are on piles, hence there would not be obstruction to free flow of tidal water. It was further noted that proposed bridges are situated in the water area within port limit of JNPT and it could be allowed.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
3. Environment Management Plans should be implemented during construction and operation phase of the project.
4. All other required permissions from different statutory authorities should be obtained prior to commencement of work.

Item No.14: Proposed Improvement of Shiroda Kerwada to Velagar beach village road at Vengurla, Dist. Sindhudurg by MRRDA

The project proponent presented the proposal before the Authority. The MRRDA has proposed Improvement of Shiroda Kerwada to Velagar beach village road at Vengurla, Dist. Sindhudurg


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Proposed project is for upgradation of existing road from Shiroda to Velagar Beach. Total length of the road is 2.4 km.

Details are as follows:

Sr. No.	Item	Description
1	Type of structure	Village Road - LR38
2	Road type	Bitumen Treatment
3	Road Length	2.400 kms
4	Width of carriage way	3.75 m
5	Overall width	6 m
6	Number of lanes	Single lane

The Authority noted that as per approved CZMP under CRZ Notification, 2011 & 2019, the proposed project location falls partly under No Development Zone (NDZ) and partly under CRZ III. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with EMP for the implementation & operation of the project. There are no mangrove in the project area.

The Authority further noted that as per para 8(i) III.A. (iii)(j) of CRZ Notification, 2011, "construction of dispensaries, schools, public rain shelter, community toilets, bridges, roads, provision of facilities for water supply, drainage, sewerage, crematoria, cemeteries and electric sub-station which are required for the local inhabitants may be permitted on a case to case basis by CZMA

The Authority noted that the improvement of the road is proposed under Mukhya Mantri Gram Sadak Yojana (MMSGY). The site of the road is situated in CRZ III area wherein construction of the road required for local inhabitants is a permissible activity as per provisions of the CRZ Notification, 2011.

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

1. PP should ensure that proposed activities in CRZ areas are as per provisions of CRZ Notification, 2011 (amended time to time).
2. Sand dunes, turtle nesting sites if any at beach area should not be disturbed.


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3. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
4. PP to ensure that Mitigation measure and Environment Management Plan is implemented effectively during construction and operation phase of the project.
5. All other required permissions should be obtained before the commencement of the project.

Item No.15: Construction of Jetty and Allied Facilities under Inland Water Transportation (IWT) on plot bearing Survey no: 105 and 287 at Kolshet, Dist. Thane by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. The project is part of the augmenting infrastructure initiatives of the GoI, Ministry of Shipping under the Sagarmala Program to develop the natural waterways in creeks for transportation. It was further informed that project has received administrative approval from the State and further received approval from the Centre under Sagarmala project.

The MMB has proposed to develop the inland water transportation (through Ulhas river to Vasai creek) which would connect Mira Bhayander - Vasai to Dombiwali-Kalyan. The said water route has been declared as National Water Highway-5. Inland waterways will connect cities namely Kalyan-Thane-Kolshet- Ghodbunder Gaimukh-Mira Bhayander-Vasai by constructing a jetty. This will reduce increasing stress on road and rail transport.

At Kolshet, MMB has proposed jetty and Allied Facilities under Inland Water Transportation (IWT) at Kolshet, Dist. Thane. Proposed activities are as follows:

- Jetty area - 1430 Sqm
- Terminal Building area - 144 Sqm
- UGT & Pump room - 18 Sqm
- Parking area - 1160 Sqm
- Septic tank = 30 Sqm
- Security cabin area - 9 Sqm
- Offshore area - 1950
- Onshore area- 1401 Sqm
- Turning platform area - 400 Sqm


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The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ IA (50 m mangrove buffer), CRZ IB, CRZ II and CRZ IVB. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

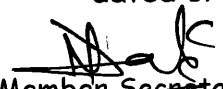
The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

As per amended CRZ Notification dated 28th November, 2014, 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 discussed that project would create water way connectivity between Mira Bhayander - Vasai to Dombiwali- Kalyan, thereby reducing the stress on road and rail transport. MMB to ensure that in CRZ IB area, only piles jetty would be permitted ensuring free flow of tidal water in the creek. During construction, debris should not be dumped in the creek, considering the siltation of the creek. The Authority suggested MMB may adopt the clean fuel for the Ro-Ro ferries in order to mitigate the marine water pollution due to diesel operated ferries. In no case, terminal building should be constructed in CRZ IB area.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. MMB to ensure that terminal building should not be constructed in CRZ IB area.
4. MMB to ensure that mangrove should not be cut/ cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained from the High Court, since part of project activities falls within 50 m buffer zone, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.


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5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Activities of local fishermen should not hampered/ stopped due to proposed activities.
7. MMB to use clean fuel for Ro-Ro ferries in future in order to mitigate the marine water pollution due to diesel operated ferries. .
8. All other required permission from different statutory authorities should be obtained.

Item No.16: Construction of Jetty and Allied Facilities under Inland Water Transportation (IWT) on plot bearing Survey no: 21, 22, 23, 24, 25 and 30 at Jesal Park, Mira Bhayandar Dist. - Thane by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. The project is part of the augmenting infrastructure initiatives of the GoI, Ministry of Shipping under the Sagarmala Program to develop the natural waterways in creeks for transportation. It was further informed that project has received administrative approval from the State and further received approval from the Centre under Sagarmala project.

The MMB has proposed to develop the inland water transportation (through Ulhas river to Vasai creek) which would connect Mira Bhayander - Vasai to Dombiwali-Kalyan. The said water route has been declared as National Water Highway-5. Inland waterways will connect cities namely Kalyan-Thane-Kolshet- Ghodbunder Gaimukh-Mira Bhayander-Vasai by constructing a jetty. This will reduce increasing stress on road and rail transport.

At Jesal Park, Mira Bhayander, MMB has proposed to construct jetty and other allied activities as part of inland water transportation, which are as follows:

- Jetty with offshore area - 1412 Sqm
- Parking area - 600 Sqm
- Terminal Building area - 280 Sqm
- UT & Pump Room - 18 Sqm
- Septic tank - 30 Sqm
- Offshore area - 1412 Sqm
- Onshore area - 928 Sqm
- Turning platform area - 400 Sqm


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The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ-IA (50 m mangrove buffer), CRZ-IB, CRZ-II and CRZ-IVB. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.


The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

As per amended CRZ Notification dated 28th November, 2014, 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 discussed that project would create water way connectivity between Mira Bhayander - Vasai to Dombiwali- Kalyan, thereby reducing the stress on road and rail transport. MMB to ensure that in CRZ IB area, only piles jetty would be permitted ensuring free flow of tidal water in the creek. During construction, debris should not be dumped in the creek, considering the siltation of the creek. The Authority suggested MMB may adopt the clean fuel for the Ro-Ro ferries in order to mitigate the marine water pollution due to diesel operated ferries. In no case, terminal building should be constructed in CRZ IB area.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. MMB to ensure that terminal building should not be constructed in CRZ IB area.
4. MMB to ensure that mangrove should not be cut/ cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained from the High Court, since part of project activities falls within 50 m buffer zone, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.


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5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. Activities of local fishermen should not hampered/ stopped due to proposed activities.
7. MMB to use clean fuel for Ro-Ro ferries in future in order to mitigate the marine water pollution due to diesel operated ferries. .
8. All other required permission from different statutory authorities should be obtained.

Item No.17: Construction of jetty and allied facilities under Inland Water Transportation (IWT) on plot bearing Survey no: 27,51,52,53 and 54 at Dombivali, Dist- Thane by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. The project is part of the augmenting infrastructure initiatives of the GoI, Ministry of Shipping under the Sagarmala Program to develop the natural waterways in creeks for transportation. It was further informed that project has received administrative approval from the State and further received approval from the Centre under Sagarmala project.

The MMB has proposed to develop the inland water transportation (through Ulhas river to Vasai creek) which would connect Mira Bhayander - Vasai to Dombiwali-Kalyan. The said water route has been declared as National Water Highway-5. Inland waterways will connect cities namely Kalyan-Thane-Kolshet- Ghodbunder Gaimukh-Mira Bhayander-Vasai by constructing a jetty. This will reduce increasing stress on road and rail transport.

At Dombiwali (Thakurli village), MMB has proposed to construct RO-RO jetty and allied facilities under Inland Water Transportation. Proposed activities are:

- Jetty offshore area- 1038 Sqm
- Terminal building - 144 Sqm
- Parking area - 875 sqm
- UGT & Pump room - 18 Sqm
- Septic Tank- 30 Sqm
- Security cabin- 9 Sqm

The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ IB, CRZ II and CRZ IVB.


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From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with EMP for the implementation & operation of the project.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

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 discussed that project would create water way connectivity between Mira Bhayander - Vasai to Dombiwali- Kalyan, thereby reducing the stress on road and rail transport. MMB to ensure that in CRZ IB area, only piles jetty would be permitted ensuring free flow of tidal water in the creek. The Authority suggested MMB may adopt the clean fuel for the Ro-Ro ferries in order to mitigate the marine water pollution due to diesel operated ferries. In no case, terminal building should be constructed in CRZ IB area.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. MMB to ensure that terminal building should not be constructed in CRZ IB area.
4. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
5. MMB to use clean fuel for Ro-Ro ferries in future in order to mitigate the marine water pollution due to diesel operated ferries. .
6. Activities of local fishermen should not hampered/ stopped due to proposed activities.


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7. All other required permission from different statutory authorities should be obtained.

Item No.18: Construction of Jetty and Allied Facilities under Inland Water Transportation (IWT) on plot bearing Survey no: 184, at Kalher, Dist. - Thane by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. The project is part of the augmenting infrastructure initiatives of the GoI, Ministry of Shipping under the Sagarmala Program to develop the natural waterways in creeks for transportation. It was further informed that project has received administrative approval from the State and further received approval from the Centre under Sagarmala project.

The MMB has proposed to develop the inland water transportation (through Ulhas river to Vasai creek) which would connect Mira Bhayander - Vasai to Dombiwali-Kalyan. The said water route has been declared as National Water Highway-5. Inland waterways will connect cities namely Kalyan-Thane-Kolshet- Ghodbunder Gaimukh-Mira Bhayander-Vasai by constructing a jetty. This will reduce increasing stress on road and rail transport.

MMB has proposed Jetty, Main terminal building and other facilities at Kalher Dist. - Thane. Proposed activities at Kalher are as follows:

- Jetty area (1160 Sqm)
- Parking area (875 Sqm)
- Terminal Building(144 Sqm)
- Security cabin (9 Sqm)
- Septic Tank (30 Sqm)
- UGT and pump room (18 Sqm)
- Offshore area (1580 Sqm)
- Approach road

As per approved CZMP of 2011, the proposed project location falls in CRZ IA (50 m mangrove buffer), CRZ IB, CRZ III (NDZ) and CRZ IVB. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays,


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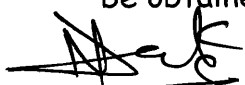
slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

As per amended CRZ Notification dated 28th November, 2014, 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 discussed that project would create water way connectivity between Mira Bhayander - Vasai to Dombiwali- Kalyan, thereby reducing the stress on road and rail transport. MMB to ensure that in CRZ IB area, only piles jetty would be permitted ensuring free flow of tidal water in the creek. During construction, debris should not be dumped in the creek, considering the siltation of the creek. The Authority suggested MMB may adopt the clean fuel for the Ro-Ro ferries in order to mitigate the marine water pollution due to diesel operated ferries. In no case, terminal building should be constructed in CRZ IB area.

In the light of above, the Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. MMB to ensure that terminal building should not be constructed in CRZ IB area.
4. MMB to ensure that creeklet adjacent to project site should not be reclaimed and debris should not be dumped in the creeklet.
5. MMB to ensure that mangrove should not be cut/ cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained from the High Court, since part of project activities falls within 50 m buffer zone, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006.
6. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
7. Activities of local fishermen should not hampered/ stopped due to proposed activities.
8. All other required permission from different statutory authorities should be obtained


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Item No.19: Proposed construction of Cruise Terminal at Bhagawati Bundar, Dist. Ratnagiri by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. Bhagvati Bunder at Ratnagiri District is an old harbour is not in use as harbour. It is located near Bhagvati Fort which is about 2 km from Ratnagiri.

The MMB has proposed construction of Cruise Terminal at Bhagawati Bundar, Dist. Ratnagiri. As per application, Proposed activities involves following:

- Proposed Warf - 250 x 20m (Proposed structure along or at an angle from the shore of navigable waters so that ships may lie alongside to receive and discharge cargo and passengers.)
- Quay wall - 260m (Used for mooring and berthing floating vessels such as barges, container vessels, ships, boats etc)
- Terminal Building - 15 x 155 meter with total construction area 5825.00 Sqm.

Terminal building will have Restaurants (Kitchen with store), bar, toilets, shops, child care room, admin office, Rest room, cloak room, cafe, information/ ticketing desk, control room.

As per approved CZMP of 2011, the proposed project location falls in CRZ I (B) area. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

The Authority discussed the location of the terminal building, which is situated in CRZ I (B) area as per submission of the MMB. Terminal building in CRZ IB area i.e intertidal area is not permissible. During the meeting, MMB officials presented that terminal building is on land and it is in CRZ III area. After deliberation, the Authority decided that MMB should submit the project layout superimposed on approved CZMP prepared by one of the MoEF&CC authorized agency. Therefore, the proposal is deferred.


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Item No.21: Proposal for construction of jetty and allied facilities at Naigaon, Tal. Vasai, Dist. Palghar by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. MMB has proposed construction of jetty (72 meter x 2 meter) and allied facilities at Naigaon, Tal. Vasai, Dist. Palghar. The existing facility at Naigaon is small and sloping ramp type jetty which is now inadequate to cater to the increasing requirements of the Naigaon. Hence, the construction of the new pile jetty beside the existing jetty has been proposed.

An estuarine island in the Vasai Creek named as Panju Island is also heavily dependent on Naigaon through waterway connectivity for most of the necessities including supplies, healthcare and education. Therefore, to meet the demands of increased population and to further cater waterway transport to Vasai which would be cheaper alternative to commute to Vasai which is a major town in the vicinity MMB has identified need to develop a new jetty adjacent to the existing jetty. The construction of new jetty at Naigaon will cater waterway transport to Vasai for commute in near future and will also serve the necessity of the Panju island by providing them better connectivity to mainland.

The Authority noted that as per approved CZMP, 2011, proposed project location falls in CRZ -I (A), I (B), IV A area. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities. As per amended CRZ Notification dated 28th November, 2014, 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 Expert Member, Dr. Kudale informed that project site is siltation prone area. Construction debris dump in the creek would further aggravate the problem of siltation. MMB should ensure that construction debris should not be dumped in the creek area.


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Further, considering the existence of mangrove around the project site, MMB should take exercise caution so that mangrove are not affected due to project. MMB officials presented that mangroves would not be cut/ cleared for the proposed activities. However, proposed activities would fall within 50 m mangrove buffer zone area, for which prior High Court permission would be obtained.

The Authority noted that there is village settlement on Panju Island in Vasai Creek. Panju Island is accessible by jetty only. Hence, proposed construction of jetty is necessary for connectivity to Panju Island and for fisherfolks. Since, the proposed jetty is situated in 50 m mangrove buffer zone area, MMB need to obtain prior High Court permission, considering it is a public project.

The Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. Considering the siltation problem in the area, MMB to ensure that Construction debris should not dumped in the creek area.
4. MMB to ensure that mangrove should not be cut / cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006, since project activities are situated within 50 m mangrove buffer zone.
5. MMB to ensure that Mitigation measures and Environment Management Plans is implemented during construction and operation phase of the project.
6. All other required permission from different statutory authorities should be obtained.

Item No.22: Proposed construction of jetty and allied facilities at Murbe, Tal. & Dist. Palghar by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. MMB has proposed construction of passenger jetty and allied facilities at Murbe, Tal. & Dist. Palghar. The extension of the existing jetty at Murbe is essential due to siltation and land accretion near the existing jetty due to tidal influence from the creek resulting in inconvenience to the passenger ferry for berthing and movement.


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The project involves construction of pile jetty of 110 m x 7 m as an extension to the existing jetty of 360 m x 3 m with allied facilities parking area and turning circle.

The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ-IA, CRZ-IB, CRZ-II and CRZ-IVB. From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project.

The Authority noted that as per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

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.

MMB officials presented that during the low tide, it is difficult to access the jetty due to heavy siltation in the creek. Hence, extension of the jetty is necessary. It was further presented that extension of the existing jetty will ease safe berthing and movement of the ferry boats.

The Authority observed from google image that jetty is accessible through existing thin road strip passing through thick mangrove vegetation. MMB should not cut/ clear the mangrove for the proposed activities and obtain prior High Court permission since proposed activities are situated within 50 m mangrove buffer zone area. Considering the siltation problem in the area, MMB to ensure that Construction debris should not dumped in the creek area.

The Authority further noted that the jetty aims to develop better connectivity between Satpati and Murbe village. The proposed jetty will also benefit local fishermen community within Murbe for accessing Satpati fishing market. The Authority felt the proposal could be allowed.


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In the light of above, the Authority after deliberation decided to recommend the proposal 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. Jetty should be constructed on pile ensuring free flow of tidal water in the creek.
3. Jetty is accessible through existing thin road strip passing through thick mangrove vegetation. MMB to take extra care to protect the mangroves during construction phase of the jetty.
4. Considering the siltation problem in the area, MMB to ensure that Construction debris should not dumped in the creek area.
5. MMB to ensure that mangrove should not be cut / cleared or anyway harmed during construction and operation phase of the project. Prior High Court permission should be obtained, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006, since project activities are situated within 50 m mangrove buffer zone.
6. MMB to ensure that Mitigation measures and Environment Management Plans is implemented during construction and operation phase of the project.
7. All other required permission from different statutory authorities should be obtained.

Item No.23: Proposed widening of existing approach road and strengthening of existing jetty at Jaigad, Dist. Ratnagiri by MMB

The Chief Engineer, Maharashtra Maritime Board (MMB) presented the proposal before the Authority. MMB has proposed widening of existing approach road and strengthening of existing jetty at Jaigad, Dist. Ratnagiri. Existing approach road of (width 4.15 mtr and length 130 mtr) will be widen by 3.5 m. to reduce traffic congestion at ferry ramp. And, Existing jetty having 81.20 X 11.20 meter is proposed to be strengthened.

The proposed road will connect two villages, Jaigad villages and Tawasal village via waterways transportation as it takes lesser time in comparison to the travelling via road and provide free vehicular movement from the existing approach road that, affecting the commuting services.


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The Authority noted that as per approved CZMP of 2011, the proposed project location falls in CRZ -I (B) & CRZ-III and CRZ IVB areas. MMB has submitted the EIA/ EMP for the proposal.

The Authority noted that As per para 4(i) (f) of CRZ Notification, 2011 Construction and operation for ports and harbours, jetties, wharves, quays, slipways, ship construction yards, breakwaters, groynes, erosion control measures are permissible activities.

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.

During the meeting, the Authority asked the MMB to submit the cross section of road proposed. MMB agreed to submit the same. Therefore, the Authority decided to defer the matter to next date of the MCZMA meeting.

Item No.24: Revival of Marine Oil Terminal (MOT) Tank Farm at Jawahar Dweep (Butcher Island), Mumbai by BPCL

The Project proponent presented the proposal before the Authority. The proposal details are as follows:

1. M/s Bharat Petroleum Corporation Ltd Proposes to develop Bunkering tank farm at Jawahar Dweep (Butcher Island) in Mumbai. The total plot area is 150 hectare. Total storage capacity will be 82,785 m³.
1. Marine Oil Terminal (MOT) located in Jawahar Dweep Island was used to store HC (Hydro Carbon) products ciz HSD and Fuel Oil for coastal evacuation, import of products and export.
2. BPCL Mumbai Refinery (MR) and BPC MOT Tank farm are interconnected with 5 nos. industry pipelines. Products from Mumbai Refinery were trasferred to MOT through these pipelines.
3. On 6th October 2017, there was a fire in HSD tank no. 13 due to lightening. Post fire incident, MOT operations were stopped. Most of the tanks in the MOT tank farm were constructed prior to enforcement of Oil Industry Safety Directorate (OISD) standards and hence these tanks do not meet current standards with respect to inter tank distance, number of tanks in a dyke, approach roads etc. After the fire, all tanks in the MOT tank farm have been made hydrocarbon free and kept ready for further activities.


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4. Currently bunker supplies are made through multimode transport, i.e. pipeline transfer from Refinery to Seweree installation, then by lorry from Seweree to Mallat / Hey Bunder and through barge from these locations to the vessels/ ships. This tedious process discourages bunkering deliveries. In view of above, it was decided to use MOT facilities as one of the major bunker hub.
5. Further HSD tankage at MOZT can be used for pumping through MMBPL inland pumping as and when HSD production is lower during shutdown.
6. Proposed MOT tank farm project of BPCL spreads out in an area of 150 Hectare. The below provide the break up of the area that will be occupied by the proposed activities:

S. No.	Description	Area (Sqm)
1	Tank Farm	38543.13
2	Admin Buildings	1258.93
3	Roads, Open area and Green belt	1460197.94
	Total	1500000

There is no manufacturing process involved in the terminal. The process involved can be divided into following:

- Receipt of petroleum product via pipelines from BPCL Refinery and / or coastal inputs
- Storage of petroleum products in refurbished storage tanks fabricated as per international standards
- Dispatch of Petroleum products; Dispatch to BPC MR? BPC S/ OMC sewree locations / coastal and Export Marine Tankers. In addition to bunkering activities.

The entire operation of receipt, storage and dispatch of petroleum products is carried out in a closed system thereby eliminating risk of Spillage of products and to achieve enhanced safety.

The PP has submitted the CRZ map prepared by IRS, Chennai, as per which:

Description	CRZ Category	Total area in Sqm
T12	CRZ III (NDZ)	2198.282
T13	CRZ III (NDZ)	2198.282

Proposed Pipeline Route

CRZ category	Length (Meter)
CRZ IB	341.2
CRZ II	1212.3
CRZ IVA	3083.4


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Outside CRZ	269.9
Total	4906.8

From EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project. As per the report, there are no mangroves at the site.

The Authority noted that as per Annexure II of the CRZ Notification, 2011.

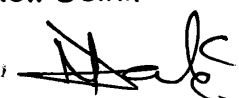
List of petroleum and chemical products permitted for storage in [CRZ except CRZ-I(A)]

- (i) Crude oil;
- (ii) Liquefied Petroleum Gas;
- (iii) Motor spirit;
- (iv) Kerosene;
- (v) Aviation fuel;
- (vi) High speed diesel;
- (vii) Lubricating oil;
- (viii) Butane;
- (ix) Propane;
- (x) Compressed Natural Gas;
- (xi) Naphtha;
- (xii) Furnace oil;
- (xiii) Low Sulphur Heavy Stock;
- (xiv) Liquefied Natural Gas;
- (xv) Fertilizers and raw materials for manufacture of fertilizers.

As per para 4(ii)(d) of the CRZ Notification, 2011, laying of pipelines, conveying systems, transmission line requires prior permission from MoEF&CC, New Delhi.

The Authority discussed the project and from EIA report submitted, the Authority further noted the impact of project activities on land, air, water & biodiversity and mitigation measures along with environment management plan for the implementation & operation of the project. As per the report, there are no mangroves at the site.

The Authority noted that BPCL could be allowed to store list of petroleum and chemical products as per annexure I of the CRZ Notification, 2011. No Hazardous chemicals are allowed to be stored. Proposal could be recommended to MoEF&CC, New Delhi.


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In the light of above, the Authority after discussion and deliberation decided to recommend the proposal to MoEF&CC, New Delhi subject to compliance of the 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 time to time.
2. BPCL is allowed to store petroleum and chemical products listed only in Annexure II of the CRZ Notification, 2011. No Hazardous chemicals is allowed to be stored.
3. BPCL should have proper implementable Disaster Management Plan and Risk Assessment studies and mitigation measures in order to avoid fire hazards or other accidental situations.
4. BPCL should have proper Oil Spill Management Plan. During operation phase, accidental spill of chemical/petrochemical products should be collected and disposed-off through authorized recyclers.
5. Debris generated during the project activity should not be dumped in CRZ area. It should be processed scientifically at a designated place.
6. PP to ensure that during construction phase, Oil and grease from the equipment and machineries should not be let out to enter into sea water.
7. PP to ensure that best industrial practices should be followed for fire safety measures and for conservation of coastal environment and prevent accidental oil spillage.
8. PP to strictly ensure that activities of local fisherman communities should not be hampered due to the proposed project.
9. PP to ensure that Mitigation measures and Environment Management Plans is implemented during construction and operation phase of the project.
10. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project

Item No.25: Proposed development of Giants of the Sea Museum at Airoli, Navi Mumbai by Mumbai Mangroves Conservation Unit

The Deputy conservator of Forest, Mumbai Mangrove Conservation Unit (MMCU) presented the proposal before the Authority. The MMCU has proposed Giants of the Sea Museum in Coastal and Marine Biodiversity Centre, Airoli by Mumbai Mangrove Conservation Unit (MMCU). Proposed activities are as follows:


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Sr No.	Details	Area (Sqm)
1	Building No. 1- Entrance Structure	918
2	Building No. 2- Theatre Block	3088.2528
3	Building No. 3- Giant of the Sea Museum	2153.0541
4	Building No. 4 Giant of the Sea Museum Services	1332.4714
5	Building No. 5 Admin facility	2139.188
6	Building No. 7 Giants of the Sea	868.6756
7	Road No. 1	1426.5
8	Road No. 2	624
9	Road no. 3	558
10	Road no. 4	1309.5
11	Boardwalk	2250
	Total Area	19834.2591

As per approved CZMP, the project site falls in CRZ I area. DCF, mangrove Cell presented that proposed activities are not proposed in mangrove or its 50 meter mangrove buffer zone area.

The Authority that proposed Sea Museum Coastal and Marine Biodiversity Centre, Airoli by Mangrove cell would generate environment awareness about the coastal & marine biodiversity.

In the light of above, the Authority after deliberation decided to grant the CRZ recommendation to the proposal 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. 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
3. PP to obtain prior High Court permission, as per Hon'ble High Court order dated 17th September, 2018 in PIL 87/2006, if construction is proposed within 50 m mangrove buffer zone area
4. All other required permission from different statutory authorities should be obtained.


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Item No.26: Proposed construction of arm from sector 17, Vashi to Palm Beach road towards Pune, Navi Mumbai by NMMC

The Municipal Commissioner, Navi Mumbai Municipal Corporation (NMMC) presented the proposal before the Authority. The NMMC has proposed construction of arm from Sector 17 to Palm Beach Road towards Pune. Proposed site is near existing arm flyover from Sion - Panvel Highway to Sector 17, Vashi. Proposal for adding exit ramp for Vashi / Koparkhirane o Panvel before Crossing Sion Panvel Highway will reduce travel distance by about 2 kms and travel time by about 15-20 minutes. It is an approved road as per Development plan.

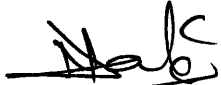
- Total length and width - 290 meter and 6.5 meter
- Section with at grade - about 78.5 meter
- Section length with proposal of bridges - 45 and 90 meters
- Section with proposal of solid ramp with retaining wall - about 76.5 meter
- Types of pavement surfing- Bituminous Pavement with 40 mm BC and 60 mm DBM

As per approved CZMP, proposed project falls in CRZ IB and CRZ II area. The Authority discussed the proposal and asked the design of the structure in CRZ IB area. The NMMC officials stated that box culvert is proposed at CRZ IB area. The Authority suggested that ramp on piles in CRZ IB which would ensure free tidal flow in the channel. The NMMC officials agreed for the same.

The Authority noted that proposed ramp is mainly passing through CRZ II area and it could be allowed from CRZ point of view.

The Authority after deliberation decided to grant the CRZ recommendation to the proposal 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. NMMC to construct ramp on piles in CRZ IB area to ensure free tidal flow in channel.
3. 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.
4. PP to obtain prior High Court permission, if construction is proposed within 50 m mangrove buffer zone area.
5. Natural course of creek/river water should not be hampered due to proposed activities.


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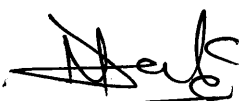
6. All other required permission from different statutory authorities should be obtained.

Item No.30: Amendment in CRZ Clearance for construction of Durbar Hall and Secretariat Block at Raj Bhavan, Mumbai by PWD

The project proponent presented the proposal before the Authority. MCZMA in its 122nd meeting held on 30th October, 2017 deliberated the proposal of reconstruction of Durbar Hall & Secretariat Office building in Raj Bhawan, Mumbai by PWD. The Authority noted that, as per approved CZMP of Mumbai, the site under falls in CRZ-II area. As per Development Plan of Municipal Corporation of Greater Mumbai, the plot falls in Residential zone. The proposed reconstruction includes Durbar hall comprises of Lower ground floor + Ground floor + 1st floor and Secretariat building comprises of Lower ground floor + Ground floor. Area of plot is 1,51,466.92 sqm. Proposed BUA is 4,235.34 sqm. The Authority noted that the PP has agreed to restrict the redevelopment within the limit of existing plinth and no extension towards seaward side will be undertaken. Accordingly, the Authority recommended the proposal from CRZ point of view subject to certain conditions. One of the condition is Planning Authority to ensure that FSI for the proposed reconstruction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project

Now, the amendment in building plans is proposed due to addition of one floor in proposed secretariat Block. Comparative statement (Earlier clearance V/s proposed amendment)

Particular	As per proposal recommended in 122 nd MCZMA meeting	As per amendment proposal	Remarks
Total plot area	1,51,466.92 sq.m.	1,51,466.92 sq.m.	No Change
Existing constructed area	32,787.66 sq.m.	32,787.66 sq.m.	No Change
Proposed building configuration	Durbar Hall: Basement + Ground floor + 1 st floor Secretariat Block: Basement + Ground floor	Durbar Hall: Lower Ground + Upper Ground + 1 st floor Secretariat Block: Lower Ground + Upper Ground + 1 st floor	Modification in floor plans, addition of one floor in Secretariat Block


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Total Construction area	Durbar Hall: 2,724.78 sq.m. Secretariat Building: 1,510.56 sq.m. Total construction area: 4,235.34 sq.m.	Durbar Hall: 3,094.53 sq.m. Secretariat Building: 2,302.20 sq.m. Total Construction area: 5,396.73 sq.m.	Increase in total construction area by 1,161.39 sq.m.
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The Authority noted that as per decision taken in the said 122nd meeting, the MCZMA vide letter dated - recommended the proposal from CRZ point of view subject to certain conditions. One of the condition is Planning Authority to ensure that FSI for the proposed reconstruction is as per the town and country planning regulation existing as on 19.2.1991 before issuing commencement certificate to the project. PP to clarify whether the additional floor is within the permissible FSI as per DCR existing as on 19.2.1991.

The Authority asked the PP to submit the remarks of the MCGM in the matter. The PP during the meeting agreed to submit the same. Therefore, the Authority decided to defer the matter to next date of the MCZMA meeting.

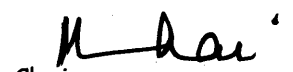
-----Meeting ended with vote of thanks to chair-----

Annexure I

List of members/officials present in the online meeting:

1. Mr. Reddy, DCF, Mangrove Cell, Member MCZMA
2. Mr. P. K. Mirashe, Representative from the Industry Dept, Member MCZMA
3. Dr. Mahesh Shindikar, College of Engineering, Pune, Expert Member, MCZMA
4. Dr. A. K. Chaubey, Ex Regional Director NIO, Expert Member, MCZMA
5. Mr. Maruti Kudale, Ex Director, CWPRS, Expert Member, MCZMA
6. Dr. Anish Andheria, Expert Member, MCZMA
7. Mr. Sunil Bhat, Dy Chief Engineer, MCGM, representative of MCGM, member, MCZMA
8. Mr. Narendra Toke, Director, Environment &CC and Member Secretary, MCZMA.


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