

## BEFORE THE NATIONAL GREEN TRIBUNAL

EASTERN ZONE BENCH, KOLKATA

ORIGINAL APPLICATION NO..... of 2025

IN THE MATTER OF

Surendra Tapasu and Others

...Applicants

Versus

UNION OF INDIA &amp; Ors

...Respondents

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PLACE: Bhubaneswar

SANKAR PRASAD PANI

*S.Pani*

DATE: 11/08/2025

ASHUTOSH PADHY

*A.Padhy*

ADVOCATE'S

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## SYNOPSIS

That the present application is being filed challenging the illegal and indiscriminate felling of trees in tens of thousands and construction Approach Road, Boundary Wall and Material Stockyard in **Sipasarubali Mouza** for **Shree Jagannath International Airport Puri, Odisha**, a green field Airport Project, in absence of Environmental Clearance, Costal Regulation Zone Clearance and Forest Clearance. Further the tree felling and construction work in Costal Regulation Zone III area will be disaster to the fragile ecology of Puri Coastline in Odisha. The very act of Tree Felling in an ecologically sensitive, cyclone and erosion prone area is against the principle of Sustainable Development and Precautionary Principle. The proposal envisage use of **471.401ha of Land comprising of 27.887 ha of DLC forest land and 443.514 ha of non-forest land (Govt non-forest 353.882 ha + Private non-forest 89.632 ha). for construction of Shree Jagannath International Airport (SJIA), Puri.** The legal status of the forest land is DLC Forest. **Vegetation density of 0.5 (Eco Class III) with 13,504 nos. of tress** in the area proposed for diversion. However as per the **SoI toposheet, most of project area falls on the open mixed jungle.** Forest Cover belongs moderately Dense Forest.

## DATES AND EVENTS

13/04/2023	Additional Secretary Commerce and Transport Department, Government of Odisha, filed one undertaking to submit the FRA certificate.
20/11/2023	TOR granted in favor of Transport Department, govt. of Odisha for development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by M/s Commerce and Transport (Transport) Department, Government of Odisha
24/06/2025	Minutes of Forest Advisory Committee
12/06/2025	News published in The New Indian Express newspaper
04/07/2025	News published in Indian express newspaper
12/07/2025	Photographs taken by Applicant

**BEFORE THE NATIONAL GREEN TRIBUNAL****EASTERN ZONE BENCH, KOLAKATA**

(Under Section 18(1) read with Section 14(1), 15 and 20 of  
the National Green Tribunal Act 2010)

Original Application No \_\_\_\_\_/2025

**IN THE MATTER OF:**

1. Surendra Tapasu, S/o Jagganth Behera, aged about 66 years, At/Po-  
Jagganath Colony, Dist- Puri, Pin752002, Odisha
2. Harihar Senapati, S/o Ramchandra Senapati, aged about 56 years At-  
Keshakera, Ambapada, Po- Bramhagiri, Dist-Puri, 752011 ,
3. Gopal Pradhan S/o- Anand Pradhan, aged 55 years resident of At/po  
Gorual, PS-Puri sadar, Dist-Puri,
4. Raghunath Sahoo, S/o- Binod Sahoo, aged about- 55 years, At/Po-  
Gorual, Dist- Puri, Pin-752002,
5. Sumitra Barik, D/O- Gangadhar Barik, aged about 33 years, At/Po-  
Talajang, Dist- Puri,
6. Deviprasana Rath, S/o- Mrutunjaya Rath aged about 42 years, At/Po-  
Satya vihar, Dist-Puri, Pin- 752002,
7. Sitakant Mohanty, S/o- Braja Kishor Mohanty, aged about- 53 years,  
At/Po Narasingha Ballav Patna, Mohanty Sahi, Puri, 752002,
8. Narayan Mishra, S/o- Madam Mohan Mishra, aged about 64 years,  
At/Po-Gadarodhang, Bramhagiri, Puri,
9. Jyostnamayee Mishra, D/o Baidyanath Mishra, aged about -67 years,  
At/Po- PHD Colony, water works Road, Puri, 752002,
- 10.Parshuram Pradhan, S/o- Jatadhari Pradhan, aged about 52 years, At/Po-  
Baliguali, Puri, 752002

**APPLICANTS****VERSUS****1. UNION OF INDIA**

Through the Secretary,

Ministry of Environment and Forests, Climate Change

Paryabaran Bhawan New Delhi – 110003

Email- [secy-moef@nic.in](mailto:secy-moef@nic.in)

**2. Divisional Forest Officer, Puri Wild Life Division,**

At/Po- Chakratirtha Road, Puri, Dist- Puri 752002, [Email-  
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**3. District Collector, Puri**

At/po- Puri, Dist-Puri, Odisha, 752001, Email- [dm-puri@nic.in](mailto:dm-puri@nic.in)

**4. Ministry of Civil aviation,**

Represented through its Secretary,

At/Po- Rajiv Gandhi Bhawan Block B, Jorbagh Safdarjung Airport Area,  
New Delhi - 110003

[Email-secy.moca@nic.in](mailto:Email-secy.moca@nic.in)

**5. Managing Director,**

**Orissa Industrial Development Corporation (IDCO)**

IDCO Tower, Exhibition Ground, Bhubaneswar,

Odisha 751001,

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**6. Principal Secretary, Commerce and Transport Department, Govt. of  
Odisha**

At/Po- Kharavela Bhawan, Bhubaneswar, 751001

Email: [ctsec.or@od.gov.in](mailto:ctsec.or@od.gov.in)

**7. State of Odisha Represented by Additional Chief Secretary, Forest and  
Environment Department,**

At/Po- Kharbela Bhawan, Bhubaneswar, Government of Odisha 751001,

email [fesec.or@nic.in](mailto:fesec.or@nic.in) ...RESPONDENTS

- I. The addresses of the Applicants are given above for the service of notices of this Application.
- II. The addresses of the Respondents are given above for the service of notices of this Application. That the Respondent No 5 IDCO, is a state government agency to undertake infrastructure development projects and in the present case and undertook the construction work of Boundary Wall by engaging contractors. The Respondent No 6 Commerce and Transport Department Government of Odisha is the nodal agency for implementation of Airport Project and has made application to MoEFCC for grant of environment clearance which is not granted as of now. Respondent No 2 & 3 are under obligation to see that no trees to be felled in sensitive areas without proper

authority. Respondent No 2 is the custodial of government land on which the trees were felled.

III. The Present Application Challenges the illegal and indiscriminate felling of trees in tens of thousands and construction Approach Road, Boundary Wall and Material Stockyard in **Sipasarubali Mouza** for **Shree Jagannath International Airport Puri, Odisha**, a green field Airport Project, in absence of Environmental Clearance, Costal Regulation Zone Clearance and Forest Clearance. Further the tree felling and construction work in Costal Regulation Zone III area will be disaster to the fragile ecology of Puri Coastline in Odisha. The very act of Tree Felling in an ecologically sensitive, cyclone and erosion prone area is against the principle of Sustainable Development and Precautionary Principle.

**IT IS MOST RESPECTFULLY SHOWETH:**

1. That the applicants are residents of Puri and the adjoining villages of the proposed project site concerned with the illegal and indiscriminate felling of trees in tens of thousands and construction Approach Road, Boundary Wall and Material Stockyard in Sipasarubali Mouza, Puri for **Shree Jagannath International Airport** Puri, Odisha, a green field Airport Project, in absence of Environmental Clearance, Costal Regulation Zone Clearance and Forest Clearance
2. The Commerce and Transport Department, Government of Odisha is the use agency and the project proponent who has made application for grant of environment clearance to the Shree Jagannath International Airport , Puri and the Terms of Reference was issued for the same on 20<sup>th</sup> November 2023. Copy of the TOR dated 20/11/2023 is annexed here with as **ANNEXURE-1**.
3. The proposal envisage use of **471.401ha of Land comprising of 27.887 ha of DLC forest land and 443.514 ha of non-forest land (Govt non-forest 353.882 ha + Private non-forest 89.632 ha)**. for construction of **Shree Jagannath International Airport (SJIA)**, Puri. The legal status of the forest land is DLC Forest. **Vegetation density of 0.5 (Eco Class III) with 13,504 nos. of tress** in the area proposed for diversion. However as per the **SoI toposheet, most of project area falls on the open mixed jungle**. Forest Cover belongs moderately Dense Forest.
4. As per Regional Office (MoEFCC) Bhubaneswar in its Site inspection Report (SIR), the planted trees of Cashew, Jhaun (Casuarina) and others to the tune of

12,213 are planted and developed as coastal **shelterbelts and bio shields which stand formidable against the cyclones that are repeated in the Puri coast.** Even though these are plantations, the removal of the vegetation/ trees will result in exposing **the area to vagaries of climate eventualities and frequent cyclones that may affect life and property of nearby villages.** The Regional Office has mentioned that the **DSS analysis report in Parivesh web portal shows Moderate Dense Forest (MDF) of 89 ha and Open Forest of 83.01 ha total 171.01 ha of vegetated area over non-forest land having the nature and character of forest which should have been included in the diversion proposal.** Copy of the Minutes of **Forest Advisory Committee dated 24/06/2025** annexed as **Annexure-2.**

5. The **Topo sheet of the site in question** prepared by Survey of India says the entire area is an **open mixed jungle mainly casuarina.** The adjoining areas are also classified as Open Mixed jungle and the casuarina species act as coastal shield against the cyclone, which often happens in coastal Odisha causing large scale devastation. Copy of the Toposheet of the site is annexed here with as **ANNEXURE-3.**
6. The forest types of the applied area are Tropical Dry Deciduous Moderate Forest **covered with mostly Casuarina, Cashew & Acacia species which were initially planted during 1970-1980.** The sporadic movements of wild animals like **Hyena, Porcupine, Spotted deer, Jackals are often noticed inside the applied area.** besides this, the reptiles like Snakes, Common Chameleon and birds like fly catchers and Brahamani kites etc. are found moving in the applied area. The proposed site is around 9 km from the **Balukhanda Wildlife Sanctuary,** a known habitat for Black Bucks.
7. The proposed project site is close to the **nesting ground of olive ridley turtles,** a Schedule I species. The sea which abounds this project area has been close and contiguous with the **Dolphin habitat** and hence further study, documentation and conservation of this area is mandated before taking any further decision regarding this mega development project.
8. The **Central Asian Flyway (CAF) in Chilika lake** appears to be close to the airspace where this project is envisaged to be operated. This too needs further study and impact analysis and protection needs to be accorded to this CAF.
9. The proposal has not been presented as an integrated project. **The six-lane express way which will link Bhubaneswar airport to Puri airport**

supposedly to be built along the coast line is not a part of this project proposal. Nor is the approach road to the airport is a part of the current proposal. It appears that Facts are not presented in actuality in a bid to break the integrated proposal to many parts for obtaining easy clearance.

10. The expansion of Biju Pattnaik airport can be taken up in other locations, with better connectivity like Jagatsinghpur, Khurda or Berhampur and not at the cost of huge environmental loss and at the same time exposing the area to various vagaries like tidal influence, cyclones and which is being frequent in both number as well as severity by cutting down 13000 trees which now act bio-shield and coastal shelter belt. **The VDF and MDF crown density in non-forest land having the ocular look of forest as per Writ Petition 202/1995 and having high density of vegetation, has not been taken into account in the current proposal.**
11. It is reported that **Out of the total 13.3 Km length of the project boundary, a length of 1370 meters of Boundary Wall has been constructed over the DLC forest land and about 9950 meters over the non-forest land and the work was left incomplete over 2001 meter.**
12. Part of the project site falls within CRZ Map no. 24 & Sheet No. E 45 B9/SE and Map No. OD-25 Sheet No. E 45B 13/SW. National Centre for Sustainable Coastal Management (NCSCM) has carried out the CRZ study of the area and prepared the CRZ report CRZ Map. As per report the proposed Project boundary of Airport falls on No Development Zone (CRZ IIIA) and CRZ IIIB (200m to 500m from HTL) category. However as per the Coastal Regulation Zone Notification of 2019, the site will come under CRZ 1 category because of the **hundreds of sand dunes** present in the proposed site

Proposed Project Site	CRZ Categories (Area in Hectares)		
	No Development Zone CRZ-III A	200 m to 500 m from HTL - CRZ IIIB	Out of CRZ Area
Proposed Airport Boundary	0.0204 Ha.	15.0929	455.118

13. **The project proponent has already started construction of Boundary wall towards sea side in early 2023 prior to grant of ToR and same was also reported in the site inspection report saying an extra boundary wall is being created by the user agency outside of the boundary of the proposed airport (which itself is a violation). This extra boundary wall extends up to the inter tidal zone, right up to the sea line. Such boundary does not reflect in**

the land use plan uploaded in the Parivesh Portal. This encroachment needs to be removed with immediate effect. **This is a violation of CRZ rules.**

14. The considering the construction of Boundary wall and approach road and thereby felling hundreds of trees for such activity prior to grant of Environment Clearance, Costal Regulation Zone Clearance and Forest Clearance, is to be treated to as violation of the respective statutes and notifications, and **hence the project can not be appraised as Fresh Proposal rather to be considered under Violation Category.**
15. **Coastal Erosion:** Further study suggests that almost 35 percent of Odisha coast line 480 km is prone to coastal erosion. Puri Beach is one among the erosion prone sites where the roads close to beach has been completely washed away and the district administration has cautioned the tourists not to visit those areas. Plantation and sand dunes act as a barrier against the erosion and storm. Since Puri Coast is prone to erosion and presence of trees and sand dunes have protected the coast line against erosion unlike that of the coast along Puri city which is already eroded because of unmindful construction.
16. That the leading newspapers like Indian express, The New Indian Express and Times of India has reported the possible damage to the environment to be caused because of the Airport project has been highlighted and Copy of the newspaper articles is annexed here unto as **Annexure-4.**
17. It is reasonably feared that the tree felling, followed by the proposed construction activity of Airport and amenities will create a disastrous situation to the local costal ecosystem and adjoining villages.
18. **Green Zone in Master Plan of Puri Konark Development Authority (PKDA):** The proposed are is marked earlier as green zone in the master plan of Puri Konark Regional Improvement Trust which later renamed as Puri Konark Development Authority. Now the district administration and state government has changed the zonation to Tourist Infrastructure Zone so as to facilitating the Tourism Project ignoring the larger ecological interest.
19. Around 1.5km of approach road from IDCO Road till the Proposed Airport site where in more than 40feet width road constructed by felling hundreds of trees illegally. Apart from trees have been also felled for the material stock yard near the electric transformer over an area of around 7 acres of land. On top of this, road has been constructed around 13km of the Boundary wall of the project and thousands of tree have been also felled illegally for the same purpose. The

Photos of the site having tree density, google earth images suggesting clearing of trees and construction of approach road and boundary wall is annexed here unto as **Annexure-5**.

20. It is further submitted that the user agency has also felled hundreds of trees in order to construct the approach road from material stock yard to the airport boundary. The same road is having a width of 40 feet and length of approx. 1.5 km and the periphery of the boundary wall is having a length of 13 km. that for construction of the above mentioned material stock yard, approach road and boundary wall the user agency has illegally felled hundreds of trees without obtaining any prior permission from the competent authority. Copy of the google earth images suggesting the area in question was full of greenery in the year 2022 and subsequently the user agency has illegally felled trees is already annexed as annexure-5 of the OA.

21. Since the project is a state government sponsored and state department is the project proponent, hence the Divisional Forest officer Puri who is under obligation to act against the Violation of Forest Laws is a silent spectator and rather trying to cover up the violation. Further the DFO Wildlife Puri also suppressed the information about presence of Olive Ridley Nesting, sighting of Dolfin, Central Asian Flyway, the entire area qualifying the dictionary meaning of forest and hence the Central Government may be directed to inquiry into them Violations committed by the project proponent and the action against the erring officer including the DFO Puri Wildlife for suppressing the material information and dereliction of duty.

22. That the adjoining twenty villages are traditionally and historically dependent upon the forest for collection of Mushroom, Cashew, Palm, Coconut, Fuel wood and other forest produces. Hence the villagers have vested Forest Rights under Forest Rights Act 2006 and the fencing around the site and preventing the villagers from accessing the Forest without settling their claims has violated the provisions. The project proponent has given an undertaking that the FRA settlement will be done later and same contradicts section 4(5) of the Forest Rights Act 2006 which says no one should be evicted or prevented from accessing the Forest Rights till is settled. Copy of undertaking dated 13/04/2023 is annexed here with as **ANNEXURE-6**.

23. It is further submitted that the Odisha Coastal Zone Management Authority (OCZMA) on dated 16/03/2024 recommended the project to MOEFCC for CRZ clearance, wherein in point No. xx it is categorically mentioned that “*The area of 0.02 Ha. falls in CRZ-IIIA (No Development Zone) should be excluded from the proposed development area*”, however in the present case the project proponent has constructed the boundary wall within the No Development Zone and the boundary line of the project is just 165 meter away from the sea shore as ascertained from the google earth image (Copy of the google earth image suggesting distance of the boundary line of the project and sea shore is attached in Annexure-5). Copy of the OCZMA recommendation dated 16/03/2025 is annexed here unto as **ANNEXURE-7**.

24. It is not out place to mention here that the Applicant No.-1 along with other members of Progressive Study Circle, Puri on dated 09/05/2025 made a representation to the Secretary MOEFCC regarding the possible risk and illegal felling of trees; however as on date no action has been taken by the concerned authority. Copy of the representation dated 09/05/2025 is annexed here unto as **ANNEXURE-8**.

**25. Fait Accompli Situation and Post Facto Clearance:** That if the Project Proponent is not restrained from going ahead with the construction and tree felling, then it would complete the project causing irreversible damage to the environment and will then seek post-facto Environmental Clearance from the authorities making it a fait accompli situation. Hon’ble Principal Bench of National Green Tribunal in number of cases and the recent one is in OA No. 37 of 2015 (S P Muthuraman Vs Union Of India) has hold all such post facto clearance null and void.

**GROUND**

- I. **Construction of airport in the vicinity of sea coast may have impact on the breeding activity of the olive ridley turtle, a Schedule I Species, reported in the area,**
- II. Examination of the area proposed for diversion using DSS tools and Google Satellite Imagery revealed that the **user agency already started the construction of boundary wall in the forest area (around 1400 metres) as well as in the non-forest land Which is a violation of the provisions of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.**
- III. Name of the erring officers responsible for allowing or not stopping the unauthorized construction in the forest land and status of action taken against the erring officials along with efforts by the officers concerned in the State Government to stop the work relating to construction of boundary wall **and remedial action taken by the State authorities, may be submitted for further consideration of the Committee.**
- IV. **State Government has not taken the necessary action to ensure the removal of Boundary wall by the concerned revenue authority after inquiry. No action has been taken against the erring officer as of now.**
- V. that the Chief General Manager (P&C), IDCO and the Divisional Head, BCD-II, IDCO had issued the work order for the temporary fence construction over the non-forest land in the year 2023.The RO has mentioned that **the proposal cannot be recommended without satisfactory reply from the State Govt. on certain information as noted by the DIGF (Central) in her SIR.**

- VI. The user agency has already violated the FC Act by constructing a 1400-meter boundary wall which extends up to sea line. Action needs to be initiated for violation of FC Act, 1980.
- VII. This is also a CRZ violation since the boundary wall is constructed up to the sea line. The structures under violations need to be removed immediately.
- VIII. Pending Long term studies on habitat of olive ridley turtles close to the proposed airport site as well as the Dolphin migration path needs to be studied and documented, and this proposed airport site needs to be conserved as a fragile coastal habitat and afforested to serve as a bio-shield and coastal shelter belt.
- IX. Because of the aforesaid reasons, such mega development project in the fragile coastal ecosystem of Brahmagiri (Puri) is not an environment and conservation conducive proposal and will have detrimental impacts on both for coastal ecology and wildlife therein. The Puri pilgrimage tourism can be very well boosted by envisaging a sky train/metro from Bhubaneswar airport to Puri as is seen in tourism friendly countries like Thailand so that the travel time from Bhubaneswar to Puri can be Considerably reduced, which even is now only 60-70 minutes. The travel time can be further reduced through innovative environmentally friendly and sustainable solutions.
- X. That the DFO, Puri Wildlife Division has made false reporting that no violation has been committed by the user agency under FC Act. However, during site inspection it was found that a boundary wall has been constructed on the DLC forest land, **which cuts the entire forest land involved in the project to 2 parts**. This boundary wall is about 1400 meter long and is a **clear violation of FC Act**.

- XI. The user agency accepts having constructed this boundary wall in the early 2023 in violation of FC Act, 1980. Also, during site inspection, it was observed that an extra boundary wall is being created by the user agency outside of the boundary of the proposed airport (which itself is a violation). This extra boundary wall extends up to the inter tidal zone, right up to the sea line. Such boundary does not reflect in the land use plan uploaded in the Parivesh Portal. This encroachment has not been removed as on date. This is a violation of CRZ rules.
- XII. Further, the RO in his SIR has also reported that during site inspection, the user agency has informed that an express way is proposed along the coastline to cater to the traffic from Bhubaneswar airport to proposed Puri airport. Though this is an ancillary project of the airport, there is no mention of 6 lane the express way (road) along with the airport project. An integrated project proposal needs to have been submitted. **The forest category in the non-forest area is of medium density and very dense forest in certain patches as per (Decision Support System) DSS.** So as per the dictionary meaning of forest as per Writ Petition 202/1995, these forest patches should have been proposed for diversion. That has not been done so far in the project proposal. The road leading to the proposed airport site passes through small lanes and bi-lanes and it is not connected to any highway or wider road at present.
- XIII. The present Biju Pattnaik International airport in Bhubaneswar stands at 52 km from Atharnala (the starting point of the Puri town). Hence, just to cover up 25 km gap which would take less than 20 minutes, a huge environmental loss in terms of huge construction by the mega project, threat to both olive ridley, turtle nesting site and dolphin habitat will be the outcome with mass destruction of the coastal shelter

- XIV. More roads, more building, hotels, ancillary construction, more light, sound and noise pollution, will be highly detrimental to the fragile dolphin and olive ridley turtles' habitat and nesting grounds along with causing great environmental loss to the fragile coastal ecology. Water and air pollution, toxicity due to construction very close to the coast are unavoidable and these need to be adequately addressed while evaluating the proposed airport project. At present it takes approximately 60 minutes to reach Puri town from the present airport at Bhubaneswar. As most airports in many cities like Delhi, Bangalore, Cochi are located at a distance of 1 hour drive from the city and so is Puri from the existing Bhubaneswar airport.
- XV. A detailed study on the habitat and migration route of **olive ridley turtles as well as Irrawaddy Dolphin along the entire coast of Puri needs to be observed for a stipulated period of at least one year** and after ascertaining their number, presence and migration pathway of dolphin. A detailed action plan needs to be drafted for their conservation and protection. Systematic information on population trends, distribution and space use of both Irrawaddy dolphin and olive ridley turtles needs to be started at an early date all along the Puri coast up to Satpada, Konark and Astarang (the usual migration path of dolphin and nesting shelter of olive ridley turtle). Shelter belt plantation available in the project site needs to be protected and enriched to provide a bio shield along the coast and in no circumstances, it should be removed or cut as the cutting of trees will have detrimental impact on the coastal ecology.
- XVI. DPR of proposed airport project, land use map, DPR of the **6 lane express way from Bhubaneswar airport to Puri airport** and

**approach road to airport (to be constructed by Transport Department of Odisha** which is also an ancillary activity, and other allied construction are not found submitted along with the project proposal.

**XVII. Strict action needs to be initiated against erring officials for gross violation of the FC Act by construction of boundary wall. Action needs to be initiated against revenue officials for purposefully allowing the illegal construction to happen on DLC forest land.**

Since a part of the proposed site (**approximately 15 ha**) falls under **200-500 meters of NDZ of CRZ (CRZ III B)**. The extent and magnitude of CRZ violation needs to be enquired into and adequately addressed. The project site being located at places between 200-500 meters of the HTL, applicability of CRZ rules to the project site, whether permissible as per rule.

**XVIII. The Chilika Lake is a Ramsar wetland of international importance and migratory bird habitat** and part of Central Asian Flyway (CAF).

Hence, the proposed airport project which is adjacent to Chilika lake and is bound to impact the airspace with air traffic, sound, light and air pollution, needs to be studied for its impact on Chilika Lake, migratory bird species visiting Chilika, its zone of influence, vis-à-vis the regulation in the Wetland Conservation and Management Rules, 2017.

**XIX.** That the adjoining twenty villages are traditionally and historically dependent upon this patch of land for collection of Mushroom, Cashew, Palm, Coconut, Fuel wood and other forest produces. Hence the villagers have vested Forest Rights under Forest Rights Act 2006 and the fencing around the site and preventing the villagers from accessing the Forest without settling their claims has violated the provisions.

- XX. That the present ongoing massive and indiscriminate tree felling in tens of thousands in a fragile coastal ecosystem prone to regular Cyclonic storms and beach erosion for the purpose of construction of AirPort is bad is against the spirit of precautionary principle and sustainable development.
- XXI. That the ongoing construction activity without having Environment Clearance and CRZ Clearance is against the spirit of Environment Protection Act of 1986 is against the principle of Sustainable Development, Precautionary Principle and Environment Protection Act 1986.
- XXII. That the ongoing construction activity by terrorizing the innocent people by using police force is against the very principle of Right to Life under article 21 of the constitution of India and the basic principles of human rights

### **LIMITATION**

That there is a subsisting cause of action because of the ongoing mass tree felling, approach road and construction activities in absence of a Forest Clearance, Environment clearance and CRZ Clearance, hence the application is not barred by limitation.

### **PRAYER FOR INTERIM RELIEF**

Stay the ongoing construction activity like Approach road, Boundary wall and other construction activity for the Airport Project and direct the respondents to stop tree felling and other project activity in the proposed site at Sipasarubali Mouza till disposal of the main application.

And

Constitute an Independent Committee to assess the extent of damage caused due to massive tree felling for construction of approach road and Boundary wall by Respondent No 4 and the impact of proposed the Project on Coastal Ecosystem.

**PRAYER**

In light of the present facts and circumstances it is most respectfully prayed that this Hon'ble Tribunal may be please to

- a) Direct the respondent 1 to take necessary legal action against the respondent no 5 and 6 including the criminal proceeding for willfully violating the Provisions of Forest Conservation Act 1980, Coastal regulation Zone Notification 2019 and Environmental Protection Act 1986.
- b) Direct the Respondent No 7 to take necessary action against the erring officers and persons concerned for felling the trees illegally and without authority.
- c) Restrain the MoEFCC from appraising the project and grant of Environmental Clearance, forest clearance and CRZ Clearance under Fresh project category without violation.
- d) Hold and declare that the construction activity carried out by the Respondent no 6 is illegal.
- e) Direct the Respondent No 2, 3 and 6 to restore the damages caused by tree felling and impose an exemplary penalty against the violators.
- f) Direct the Respondent No 1 to declare Sipasarubali area as Ecologically Fragile/Sensitive Area under Environment protection Act 1986.

Date- 11/08/2025

APPLICANTS THROUGH



Place – Bhubaneswar

ADVOCATE

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL

EASTERN ZONE BENCH, KOLKATA

ORIGINAL APPLICATION NO - OF 2025 /EZ

IN THE MATTER OF:

SURENDRA TAPASU AND OTHERS APPLICANTS

VERSUS

Union Of India AND Others ... RESPONDENTS

AFFIDAVIT 11 AUG 2025

I Surendra Tapasu, S/o- Jagganath Behera, aged about 66 years, At/Po- Jagganath Colony, Dist- Puri, Pin-752002, Odisha do hereby solemnly affirm, and declare as under.

- 1. That I am one of Applicant in the above mentioned Application and authorized by other Applicants to sign this affidavit.
- 2. I am fully conversant with the facts and circumstances of the case and therefore competent to swear this affidavit
- 3. That I have read over the contents of the accompanying Affidavit and the same is true and correct and is drafted on my instruction.



Surendra Tapasu DEPONENT

VERIFICATION

Verified on this 11 AUG 2025 .....2025 at ... that the contents of the above affidavit are true and correct. No part of it is false and nothing material has been concealed there from.

Identified By Advocate

The above named deponent(s) duly identified by Sri. Advocate, Bhubaneswar Appears before me on 11 AUG 2025 at ... A.M./P.M. on oath the contents of his/their affidavit are true to the best of his / her / their knowledge and belief

Surendra Tapasu DEPONENT ANMEJAYA RAUTRAY NOTARY, GOVT. OF ODISHA BHUBANESWAR REGD. NO-CN-80/2012 Moh No. - 9337121273





सत्यमेव जयते

File No: 21-40/2023-IA.III

Government of India  
Ministry of Environment, Forest and Climate Change  
IA Division

\*\*\*



Dated 20/11/2023



To,

Debadutta Suranjita Jena  
Transport Department  
Kharavela Bhawan, Bhubaneswar-751001, KHORDHA, ODISHA, 751001  
ctsec.or@nic.in

**Subject: Terms of Reference to development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by M/s Commerce and Transport (Transport) Department, Government of Odisha - regarding.**

Sir/Madam,

This is in reference to your application for Grant of Terms of Reference under the provision of the EIA Notification 2006-regarding in respect of project Development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha submitted to Ministry vide proposal number IA/OR/INFRA2/442771/2023 dated 07/10/2023.

2. The particulars of the proposal are as below :

<b>(i) TOR Identification No.</b>	TO23A2901OR5260229N
<b>(ii) File No.</b>	21-40/2023-IA.III
<b>(iii) Clearance Type</b>	TOR
<b>(iv) Category</b>	A
<b>(v) Project/Activity Included Schedule No.</b>	7(a) Airports
<b>(vi) Sector</b>	INFRA-2
<b>(vii) Name of Project</b>	Development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha
<b>(viii) Name of Company/Organization</b>	Transport Department
<b>(ix) Location of Project (District, State)</b>	PURI, ODISHA
<b>(x) Issuing Authority</b>	MoEF&CC
<b>(xii) Applicability of General Conditions</b>	no
<b>(xiii) Applicability of Specific Conditions</b>	no

3. The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and required appraisal as category A by sectoral EAC at central level.

4. Accordingly, the proposal for grant of Terms of Reference (ToR) for development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by M/s Commerce and Transport (Transport) Department, Government of Odisha has been examined by the Expert Appraisal Committee (Infra) in its 112<sup>th</sup> meeting held on 31.10.2023.

5. The details of the project, as per the documents submitted by the project proponent, and also as informed during the aforesaid meeting of EAC, are provided below for reference:

i. The proposed new Shree Jagannatha International Airport (SJIA) is a Greenfield airport.

ii. The proposed airport project is located at Sipasarubali village, Brahmagiri tehsil, Puri district, Odisha. The site is very close to the Bay of Bengal. The nearest highway to the proposed site is NH-316/NH-203A connecting Puri city to Bhubaneswar. Nearest Railway Station is Puri Railway Station situated at a distance of ~12 km.

iii. Justification for the proposed site:

a. Constraints at Biju Patnaik International Airport (BPIA), Bhubaneswar

- BPIA is under operation since 1962 and its runway has been designed for handling Code 4C aircrafts. The existing runway has a total length of 2740 meters while its passenger terminal has a total handling capacity of 4 million passengers.
- It has been mutually agreed by AAI and State Government that, due to non-availability of desired land area, no further expansion or extension of runway is possible at BPIA and this places significant airside capacity constraints.
- Such capacity constraint at BPIA would substantially influence the capability to meet air travel demand going forward for Odisha. The domestic terminal at BPIA which has a capacity to handle 4 million passengers per annum, clocked its peak capacity in FY 19. Further, basis existing capacity available from a code 4C runway, BPIA can handle maximum of 7-8 Million passengers which is expected to reach by 2030.

b. Puri Airport will provide much needed capacity for future air traffic growth

- Operations at BPIA would be limited by capacity constraints with limited scope for air side expansion.
- The estimated future air travel demand in Odisha would be split between Bhubaneswar and Puri based upon stakeholder consultations/surveys. Therefore, a phased shift of passengers from BPIA, Bhubaneswar to Puri Airport is expected given exhaustion of total possible capacity a BPIA. Beyond FY 30, 45% of projected traffic is expected to shift to Puri given capacity constraints at BPIA.

c. International Traffic Growth

- Puri Airport would resolve capacity constraints at BPIA especially for international operations as it would be capable to handle wide-bodied long haul aircrafts preferred for international operations.

d. Strategic location of Puri airport

- Puri as a cultural and leisure tourism hub.
- Gateway to Western Odisha, largest industrial ecosystem in Odisha State

iv. Latitude of the proposed airport is 19°47'09.60"N and longitude is 85°45'37.75"E.

v. Existing land-use pattern of the proposed project is barren, agricultural and forest land. The land required for the proposed project is 471.401 Ha. Out of the total land, 353.883 Ha is Government land, 89.632 Ha private land and 27.854 Ha forest land.

vi. The proposed project will include development of Runway, Apron, Air Traffic Control, Isolation Bay, Passenger Terminal Building, Electric Substation, Car Parking, Approach Road, Peripheral Road, etc. along with airside and cityside development activities. The facilities planned in the airport include passenger terminal buildings, runway, taxiways and aprons system, airfield lighting system, air traffic control tower, NAVAIDs, airport support facilities, utilities and infrastructure including roads, car parking, power supply system, storm water drainage system, sewage treatment plant, etc., and aircraft support facilities like refueling, repairs and overhaul, ground support etc. The forecasted passenger traffic for 1st Phase is estimated to be 3.71 Million Passengers Per Annum (MPPA) which will be increased upto 14.6 MPPA FY 2043-45.

- vii. A team of experts from Airports Authority of India visited the site on June 2021 and Pre-feasibility report has been prepared. Site Clearance Certificate is issued from Ministry of Civil Aviation vide letter no. AV-2001 5/1 12021 – AD dated 22/09/2023.
- viii. The proposed airport project is 9.95 km away from eco-sensitive zone of Balukhanda-Konark Wildlife Sanctuary.
- ix. Area of 27.854 Ha forest land will be diverted for construction of proposed airport. The forest land comes under Sipasarubali village area. Forest application has already been submitted on Parivesh portal vide Proposal No. FP/OR/Airport/426096/2023 dated 14/04/2023. The Regional Empowered Committee of Ministry of Environment, Forest and Climate Change, Bhubaneswar has recommended the diversion of forest land.
- x. The project does not lie in a critically polluted area.
- xi. Baseline Data Collection for the project will be from October-December 2023.
- xii. The proposed site has relatively flat terrain with level difference of 12 m and an elevation of 1.5 m from HFL.
- xiii. Water requirement for operation phase shall be ~6MLD (Phase-I) and sourced from Puri District Administration/IDCO. The total potable water demand in Phase I is 1.6 MLD.
- xiv. The estimated sewerage generation for Phase I will be 1.07 MLD. A Sewage Treatment Plant (STP) of 1.3 MLD has been proposed. Treated water from STP will be completely reused in the premises for landscaping and flushing purposes.
- xv. The estimated total solid waste generation for Phase I is 3 tons/day which shall be collected, segregated and managed by external agency for disposal as per applicable Solid Waste Management Rules 2016. Biodegradable waste will be converted to manure and used for landscaping purposes. STP Sludge will also be used as manure in green area.
- xvi. Total 13504 number of trees (12213 trees comes under non-forest land & 1291 trees comes under forest land) will be cut due to the proposed project.
- xvii. There are 60 project affected families comes under two villages. No displacement of permanent structures is envisaged.
- xviii. There is no diversion of water bodies envisaged.
- xix. No litigation is pending against the project.
- xx. Total power requirement for the proposed project will be 16 MW and sourced from State Grid. Solar Energy shall cater 160 KW.
- xxi. The total estimated cost for the proposed project is about Rs. 5,631 Crores.
- xxii. CRZ Clearance is required for some portion of the airport area which comes under CRZ III. Odisha Coastal Zone Management Authority (OCZMA) recommendation will be taken for the CRZ areas as per CRZ Notification 2019.
- xxiii. NBWL Clearance is not applicable.
- xxiv. Employment Potential during Construction Phase will be around 2000 nos. temporary (peak period). In Operation Phase, 186 nos. permanent employment will be generated along with many temporary employment.
- xxv. Benefits of the project: Proposed project is intended to cater the increasing tourist demand at Puri and increase connectivity of cities such as Puri, Jagatsinghpur, Brahmapur, etc. to world aviation network. As the airport catchment increases, better surface connectivity to the airport and more avenues for tourism may further drive air traffic to/from the city. This ease in accessibility shall help in promoting tourism, trade, commerce etc. of the region resulting in enhanced regional economy and elevate employment rate of locals since more business and industrial opportunities shall lead to employment potential to the people. A greenfield airport at Puri will not only provide much needed air connectivity but will also result in creating a demand center for social as well as economic growth.

**6.** The EAC deliberated upon the information provided by the project proponent. EAC noted that existing land-use pattern of the proposed project is barren, agricultural and forest land. The land required for the proposed project is 471.401 ha, of which 353.883 ha is Government land, 89.632 ha private land and 27.854 ha forest land. Application for diversion of the forest land has already been submitted to the Ministry through PARIVESH portal vide Proposal No. FP/OR/Airport/426096/2023 dated 14/04/2023. Further, CRZ Clearance is required for 14 ha of the proposed site, which comes under CRZ III and recommendations of the Odisha Coastal Zone Management Authority (OCZMA) will be obtained as per CRZ Notification 2019.

**7.** After detailed deliberation, EAC recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said the project/activity along the additional Terms of Reference over and above the Standard ToR for preparation of the EIA and EMP report with Public Consultation.

**8.** As per the recommendations of the EAC (Infra 2), the Ministry of Environment, Forest and Climate Change hereby accords ToR for preparation of the Environment Impact Assessment (EIA) Report and Environment Management Plan (EMP) with Public Consultation for development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by M/s Commerce and Transport (Transport) Department, Government of Odisha, with the specific ToR

in addition to Standard ToR enclosed in **Annexure 1**.

**9.** The above ToR should be considered for preparation of EIA/EMP report with public consultation for development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by M/s Commerce and Transport (Transport) Department, Government of Odisha, in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006 as amended.

**10.** As stipulated in amendment notification No. S.O. 751(E) dated 17<sup>th</sup> February, 2020, the above ToR would be valid for a period of four years from the date of issue. The project proponent shall submit detailed final EIA Report and EMP prepared as per above ToR within the stipulated period of four years as per Ministry's OM issued vide F. No. IA3-22/10/2022-IA.III [E 177258] dated 08.06.2022.

**11.** As per amendment notification No. 648(E) dated 3<sup>rd</sup> March, 2016, the Environmental consultant organizations which are accredited for a particular sector and the category of project for that sector with the Quality Council of India (QCI) or National Accreditation Board for Education and Training (NABET) or any other agency as may be notified by the Ministry of Environment, Forest and Climate Change from time to time shall be allowed to prepare the EIA Report and EMP of a project and appear before the concerned EAC. The consultants involved in preparation of EIA Report would need to include a certificate in this regard in the EIA report and EMP prepared by them and details for data provided by other Organization(s)/ Laboratories including their status of approvals etc.

**12.** This issues with the approval of the Competent Authority.

### **Copy To**

1. The Regional Officer, Integrated Regional Office, Ministry of Environment, forest & Climate Change, A/3 Chandrasekharpur, Bhubaneswar – 751 023.
2. The Member Secretary, State Pollution Control Board, Paribesh Bhawan, A/118, Nilakantha Nagar, Unit – VIII, Bhubaneswar – 751 012, Odisha.

**Annexure 1**

### **Specific Terms of Reference for (Airports)**

#### **1. Specific Conditions**

<b>S. No</b>	<b>Terms of Reference</b>
<b>1.1</b>	A certificate from the Chief Wildlife Warden of the State Government stating that proposed project does not intrude any National Park or Wildlife Sanctuary and also does not interfere with any important wildlife corridor, whether officially notified or not.
<b>1.2</b>	A sensitivity analysis of the site shall be carried out as per the MoEF&CC criteria and form part of the EIA report.
<b>1.3</b>	Impact of proposed project on Bird Movement in particular and wildlife in general in the region.
<b>1.4</b>	Impact of proposed project on adjacent water bodies and possible mitigation measures.
<b>1.5</b>	Feasibility study on the use of Natural gas in power generation sets in place of diesel for mitigation of air pollution.
<b>1.6</b>	Importance and benefits of the project.
<b>1.7</b>	Layout maps of proposed project indicating runway, terminal building, parking, greenbelt area, utilities etc.

S. No	Terms of Reference
1.8	The details of excavations, its impacts and the impact of transport of excavated material. A detailed management plan shall be suggested.
1.9	An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.
1.10	The impacts of demolition and the activities related thereto shall be examined and a management plan shall be prepared to conform to the C&D Waste Management Rules.
1.11	An onsite disaster management plan shall be prepared to account for risks and accidents. This onsite plan shall be dovetailed with the disaster management plan for the district.
1.12	A note on appropriate process and materials to be used to encourage reduction in carbon footprint. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.
1.13	Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
1.14	Details of emissions, effluents, solid waste (including de-plane waste) and hazardous waste generation and their management. Air quality modelling and noise modelling shall be carried out for the emissions from the various types of aircrafts.
1.15	Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
1.16	Cost of project and time of completion.
1.17	A tabular chart with index for point wise compliance of above TORs.
1.18	Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included.

#### Standard Terms of Reference for (Airports)

#### 1. Project Details

S. No	Terms of Reference
1.1	Importance and benefits of the project.

S. No	Terms of Reference
1.2	Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental angle, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.
1.3	Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport.
1.4	Details of man-power requirement (regular and contract).
1.5	The cost of the Project (capital cost and recurring cost) as well as the cost towards implementation of EMP should be clearly spelt out.
1.6	Submit Layout plans of proposed project indicating runway, terminal building, parking, greenbelt area, utilities etc.

## 2. Road And Traffic

S. No	Terms of Reference
2.1	Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.
2.2	An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.

## 3. Land Environment

S. No	Terms of Reference
3.1	Details of the land use break-up for the proposed project. Details of land use around 10 km radius of the project site. Examine and submit detail of land use around 10 km radius of the project site and map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter-state boundaries and international boundaries. Analysis should be made based on latest satellite imagery for land use with raw images.
3.2	Submit the present land use and permission required for any conversion such as forest, agriculture etc. land acquisition status, rehabilitation of communities/ villages and present status of such

S. No	Terms of Reference
	activities. Check on flood plain of any river.
3.3	The details of excavations, its impacts and the impact of transport of excavated material. A detailed management plan shall be included in compliance with C&D Waste Management Rule, 2016.

#### 4. Drainage

S. No	Terms of Reference
4.1	Submit a copy of the contour plan with slopes, drainage pattern of the site and surrounding area, any obstruction of the same by the airport.

#### 5. Water Environment

S. No	Terms of Reference
5.1	Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project. Submit CRZ map in case the proposed site falls in CRZ region.

#### 6. Land Acquisition And R&R

S. No	Terms of Reference
6.1	Submit the present land use and permission required for any conversion such as forest, agriculture etc.
6.2	Submit details regarding R&R involved in the project.
6.3	Submit details of environmentally sensitive places, land acquisition status, rehabilitation of communities/ villages and present status of such activities.
6.4	Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.

#### 7. Water Management

S. No	Terms of Reference
7.1	Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.
7.2	Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.

#### 8. Waste Management

S. No	Terms of Reference
8.1	Examine details of Solid waste generation (including de-plane waste and hazardous waste) treatment and its disposal.
8.2	The impacts of demolition and the activities related thereto shall be examined and a management plan shall be prepared to conform to the C&D Waste Management Rules.

### 9. Energy Management

S. No	Terms of Reference
9.1	Requirement of power, with source of supply, status of approval.
9.2	Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
9.3	A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.

### 10. Environmental Monitoring And Management

S. No	Terms of Reference
10.1	Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.
10.2	The air quality monitoring should be carried out as per the notification issued on 16th November, 2009.
10.3	A detailed draft EIA/EMP report should be prepared in accordance with the above additional TOR and should be submitted to the Ministry in accordance with the Notification.
10.4	Air quality modelling and noise modelling shall be carried out for the emissions from the various types of aircrafts.
10.5	Possible carbon footprint contribution from each activities and mitigation measures proposed shall be included as part of Environment Management Plan.

### 11. Disaster Management Plan

S. No	Terms of Reference
11.1	Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster.

**12. Socioeconomic Environment**

S. No	Terms of Reference
12.1	Examine the impact of proposed project on the nearest settlements.
12.2	Submit details of corporate social responsibilities (CSR).
12.3	Public hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.

**13. Forest**

S. No	Terms of Reference
13.1	Submit details of the trees to be cut including their species and whether it also involves any protected or endangered species. Measures taken to reduce the number of the trees to be removed should be explained in detail. Submit the details of compensatory plantation. Explore the possibilities of relocating the existing trees.
13.2	Submit status of permission to be obtained from concerned local authorities for the proposed tree cutting/pruning/transplantation.
13.3	Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.

**14. Court Cases**

S. No	Terms of Reference
14.1	Details of litigation pending against the project, if any, with direction/order passed by any Court of Law against the Project should be given.

**15. Miscellaneous**

S. No	Terms of Reference
15.1	Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website <a href="http://moef.nic.in/Manual/Airport">http://moef.nic.in/Manual/Airport</a> .

**(PARIVESH 2.0)****Minutes of the Meeting of the Advisory Committee (AC) meeting held on  
24.06.2025****Agenda No. 2****Online Proposal No. FP/AP/HYD/IRRIG/423651/2023**

**Sub: Subject: Proposal for seeking ex-post facto approval of the Central Government under Section 2 (1) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhinyam, 1980 in favour of Executive Engineer, Visvesvaray Jala Nigam Limited (VJNL), Bengaluru for diversion of 111.0277 ha (originally proposed area is 173.3105 Ha) of forest land from CH 000+00 to 261.690 Km in Hassan and Tumkur District for the construction of Gravity Canal under Yettinahole Drinking Water Project from Visvesvaraya Jala Nigam Limited in Karnataka State- regarding.**

1. The above stated agenda item was considered by the Advisory Committee in its meeting held on 24.06.2025. The DDGF (Central), Regional Office, MoEFCC, Bengaluru and Nodal Officer, Government of Karnataka attended the meeting.
2. During the meeting, all the facts and background of the proposal, along with examination of the proposal in the DSS were presented and explained by the Member Secretary before the Advisory Committee. The Committee was also apprised of the relevant provisions under other Acts, Rules and Guidelines relevant to the proposal and their significance.
3. The Advisory Committee after through deliberation and discussion observed that:
  - i. The Government of Karnataka vide their letter no. FEE 89 FLL 2025(e) dated 17.03.2025 (uploaded on the Parivesh portal on 18.03.2025) has submitted the proposal on the above-mentioned subject seeking approval of Central Government under section-2 (1) (ii) of the Van (Sarankshan Evam Sambardhan) Adhinyam, 1980.
  - ii. Being a linear proposal it was being dealt at RO level however, the proposal involving violation of the Adhinyam which needs to be processed at ministry level, as per the Rule 10 (2) (v), of van (Sanrakshan Evam Samvardhan) Rules, 2023. Accordingly, the State Govt. has submitted this proposal directly to the Ministry.
  - iii. It is pertinent to mentioned here that earlier proposal was submitted by the State Govt. for 173.3105 ha and after the EDS of the Ministry the proposed area to 111.0277 Ha. (Area for dumping has been reduced from 103.5359 Ha to 38.2104 Ha).
  - iv. The Executive Engineer, VJNL, Yettinahole Project, Division-3, Arasikere has applied for diversion 19.2630 ha of forest land for construction of Gravity Canal under Yettinahole Drinking Water Project in Sy. No. 02 of Bennehallada kaval village, Sy. No. 30 of Kanchiganhalli village, Sy. No. 34, 35 & 36 of Yallapura village, Nittur Hobli, Gubbi Taluk and Sy. No. 88, 91 of Bommanahalli village, Kora Hobli, Tumakuru Taluk, Tumkur District, Karnataka state.
  - v. The project is expected to address the drinking water woes of the people in the seven drought-prone districts of Kolar, Chickballapur, Bengaluru Rural, Ramanagara, Hassan, Tumakuru, and

clarification through updated maps and geo-referenced data to ensure no encroachment or indirect impact. Furthermore, the absence of a site-specific mitigation or environmental management plan to protect the nalla from mining-related activities, such as runoff, waste dumping, or vehicular movement, is a matter of concern.

4. **Decision of the Advisory Committee:** The Committee had detailed discussion and deliberation with the Dy. DGF (Central), RO, Bhopal and Nodal Officer, Government of Madhya Pradesh. After going through the facts of the proposal and submissions made by the Nodal Officer, Government of Madhya Pradesh, the Committee '**deferred**' the proposal for non-forestry use of 5.572 ha Forest land in forest compartment No P-292 of Buxwaha Range for the mining of Mardeora Rock Phosphate by M/s Shobha Minerals under Chhatarpur district in the State of Madhya Pradesh for want of following information:
- i. The State Government shall provide details of the legal status of the non-forest land forming a part of the lease including the details of the revenue land records.
  - ii. The detailed and updated maps showing the exact alignment of the existing nallas, their buffer zone, and their spatial relationship with both forest and non-forest areas of the lease shall be submitted. The maps should be geo-referenced and certified by the competent authority.
  - iii. An assessment report on the proximity of mining operations to the nalla, including analysis of potential risks such as siltation, contamination, and disturbance due to mining activities shall be submitted.
  - iv. A mitigation plan that addresses protection of the nalla, particularly from runoff, overburden dumping, vehicle movement, and any construction or excavation activities nearby shall be submitted.
  - v. The State Government stated that no new roads or power lines would be constructed, and that mining operations would use existing roads and diesel/petrol-powered equipment. However, the component-wise breakup shows 0.05 ha of forest land proposed for diversion for roads/power line. The State Government shall issue clarification on this apparent contradiction.

### **Agenda No. 6**

#### **F. No. FP/OR/Airport/426096/2023**

**Sub: Proposal for seeking prior approval of the Central Government under Section 2 (1) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 for diversion of 27.887 ha. of DLC forest land for construction of Shree Jagannath International Airport under Puri Forest Division in Puri District, Odisha. (FP/OR/Airport/426096/2023)- regarding.**

1. The agenda for the above subject proposal was considered by the Advisory Committee (AC) in its meeting held on 24.06.2025. The corresponding agenda note may be seen at [www.parivesh.nic.in](http://www.parivesh.nic.in). The CCF O/o Nodal Officer, Odisha and DDGF (Central), Regional Office, MoEF&CC, Bhubaneswar attended the meeting.

2. During the meeting, all the facts and background of the proposal, along with examination of the proposal in the DSS were presented and explained by the Member Secretary. Committee was also apprised of the relevant provisions under other Acts, Rules and Guidelines relevant to the proposal and their significance.
3. The Advisory Committee after through deliberation and discussion observed that:
  - i. The proposal envisage use of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport (SJIA), Puri in Puri (Wildlife) Division, Odisha.
  - ii. The legal status of the forest land is DLC Forest. Vegetation density of 0.5 (Eco Class III) with 13,504 nos. project affected trees, has been reported in the area proposed for diversion. Trees numeration detail has been submitted at S. No. 4.1 of the Part-II. Approximate forest area as revealed by the KML file is 26.982 ha against the diversion of 27.887 ha. KML files needs to be rectified depicting the correct area and various project components. As per the Sol toposheet, most of project area falls on the open mixed jungle. Status needs to be revisited. Forest Cover belongs to the MDF (1 ha) and Non-wooded (27 ha) forest land moderately Dense Forest and 27 ha is Non-forest/ Non-wooded in terms of forest classes (as per the ISFR 2021) based on the interpretation of satellite data period 2019.
  - iii. Total land involved in this project is 471.401 ha comprising of 27.887 ha of DLC forest land and 443.514 ha of non-forest land (Govt non-forest 353.882 ha + Private non-forest 89.632 ha). The purpose wise break up of total land involved in this project is furnished below:

Sl. No.	Component	DLC forest (In Ha)	Non-Forest area (in Ha)			Grand Total (in Ha)
			Govt.	Private	Total	
1	Admin Office	0	0	1.445	1.445	1.445
2	Airside	16.003	85.169	15.276	100.445	116.448
3	Apron	4.814	67.444	19.465	86.909	91.723
4	Cargo Terminal	0	3.959	1.185	5.144	5.144
5	Mix use Commercial	0	0.197	15.493	15.690	15.690
6	Open space	0	7.964	3.996	11.960	11.960
7	Passenger Terminal Building	0.037	23.747	0.028	23.775	23.812
8	Transport use	1.956	38.781	15.106	53.887	55.843
9	Runway	3.427	109.834	1.700	111.534	114.961
10	Utility	1.650	16.787	15.938	32.725	34.375
<b>Total</b>		<b>27.887</b>	<b>353.882</b>	<b>89.632</b>	<b>443.514</b>	<b>471.401</b>

- iv. Compensatory afforestation over 29.939 ha of non-forest land in Anipatia and Banabarada village of Kakatpur Tahasil of Puri (WL) Division has been proposed in lieu of 27.887 ha forest land. Scheme for undertaking compensatory afforestation involving financial

- provisions of ₹2,22,87,500/- has been submitted online. The DFO, Puri (WL) Division has furnished land suitability certificate with the proposal. DSS analysis of the CA land revealed the area as devoid of trees.
- v. The DFO, Puri (WL) has reported that the applied area does not come under any National Park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor etc. But the area is coming under the Coast Regulation Zone.
  - vi. The DFO, Puri (WL) has reported that no rare and endangered or unique species of flora and fauna area found in the applied area. The forest types of the applied area are Tropical Dry Deciduous Moderate Forest covered with mostly Casuarina, Cashew & Acacia species which were initially planted during 1970-1980. The sporadic movements of wild animals like Hyena, Porcupine, Spotted deer, Jackals are often noticed inside the applied area. Besides this, the reptiles like Snakes, Common Chameleon and birds like fly catchers and Brahamani kites etc. are found moving in the applied area. The proposal, has been forwarded by the Regional Office, Bhubaneswar considering it as a non-site specific proposal.
  - vii. Earlier, the proposal was considered by the Advisory Committee in meeting held on 07.06.2024.
  - viii. Authorities in the State Forest Department and the State Government have recommended the proposal for approval. No violation of the Adhiniyam has been reported by the State Government.
  - ix. The proposal was examined by the Regional Empowered Committee in its meeting held on 16.10.2023 and REC recommended the proposal subject to conditions i.e. (i) During landing and taking off flights, flying over the Balukhanda WL Sanctuary shall be avoided. (ii) The user agency shall obtain clearance from OCZMA for the area coming under CRZ-III before submission of compliance of 'in-principle' approval, if it is granted.
  - x. The Committee keeping in view the non-site specific nature of the proposal recommended that proposal may be submitted to the Ministry for approval.
  - xi. Regional Office, Bhubaneswar has forwarded the proposal to the Ministry for further decision in the matter.
  - xii. MoEF&CC, after examination of the proposal sought additional information from the Regional Office on 9.03.2024. The Regional Office, after obtaining the same from the State Government, forwarded the additional information to the Ministry on 29.04.2024.
  - xiii. The proposal along with the additional information placed before the Advisory Committee meeting held on 07.06.2024. The Committee, after deliberations and discussion with the DDGF (Central), Regional Office and Nodal Officer, Odisha observed that in order to take a well informed decision on the proposal, additional information on the following may be obtained from the State Government and the same may be submitted before the Advisory Committee for its examination:
    - a. Construction of airport in the vicinity of sea coast may have impact on the breeding activity of the olive ridley turtle reported in the area, it will, therefore, be appropriate that comments of the Chief Warden of the State on the likely impact of the

- proposed non-forestry activity on the breeding activity of the olive ridley turtle may be obtained and submitted by the State for further consideration of the Committee.
- b. Examination of the area proposed for diversion using DSS tools and Google Satellite Imagery revealed that the user agency seems to have already started the construction of boundary wall in the forest as well as in the non-forest land which is a violation of the provisions of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980. The State Government may therefore submit the following:
- Name of the erring officers responsible for allowing or not stopping the unauthorized construction in the forest land and status of action taken against the erring officials.
  - A detail violation report indicating the date and time of the commencement of construction of boundary wall along with present status of work of the construction of boundary wall along with efforts by the officers concerned in the State Government to stop the work relating to construction of boundary wall.
  - Details of the authority/agency issuing work order for construction of boundary wall and the entity bearing the expenditure incurred on the said alleged construction.
  - A detailed inspection of the area may be conducted by the Regional Office of the MoEF&CC and a report on the same, along with violation of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 committed by the user agency and remedial action taken by the State authorities, may be submitted for further consideration of the Committee.
- xiv. The recommendation of the AC was communicated to the RO Bhubaneswar. The RO has asked the information from the State Govt. vide letter dated 19.07.2024. The Nodal Officer, Odisha vide letter No.21733/9F (Airport)-357/2023 dated 30.10.2024 has furnished the point wise reply of observation made in EDS dated 19.07.2024 to RO office. Observations of the same are as under:
- a. State Government has reported that the proposed project area is more than 80 Kms from Devi River mouth which has been marked as mass nesting area and no mass nesting has occurred at Devi River mouth for more than two decades. In the report, it is highlighted that this coast line is not used as a mass nesting site, it remains an active area for wildlife, supporting sporadic and secondary nesting by Olive Ridley Turtles. The construction and operation of Greenfield airport at the site could have the potential impacts on the Turtles. He has submitted a detailed report on the impact of this project and suggested mitigative measures.
- b. State Government has reported that being a DLC forest land under the administrative and management control of the Revenue Department, necessary action will be taken to ensure the removal of encroachment by the concerned revenue authority after inquiry. No action has been taken over the person and inquiry is under process.

- c. State Government has reported that Out of the total 13.3 Km length of the project boundary, a length of 1370 meters of temporary fence has been constructed over the DLC forest land and about 9950 meters over the non-forest land through removable materials and the work was left incomplete over 2001 meter
  - d. State Government has reported that the Chief General Manager (P&C), IDCO and the Divisional Head, BCD-II, IDCO had issued the work order for the temporary fence construction over the non-forest land in the year 2023.
- xv. As desired by the AC the RO has carried out the SIR in the instant proposal. The RO has mentioned that the proposal can not be recommended without satisfactory reply from the State Govt. on certain information as noted by the DIGF (Central) in her SIR. The information desired by the RO from the State Govt. are as follows:
- a. Proposed project site is close to the nesting ground of olive ridley turtles, a Schedule I species.
  - b. The sea which abounds this project area has been close and contiguous with the Dolphin habitat and hence further study, documentation and conservation of this area is mandated before taking any further decision regarding this mega development project.
  - c. The Central Asian Flyway (CAF) in Chilika lake appears to be close to the airspace where this project is envisaged to be operated. This too needs further study and impact analysis and protection needs to be accorded to this CAF.
  - d. This proposal has not been presented as an integrated project. The six lane express way which will link Bhubaneswar airport to Puri airport supposedly to be built along the coast line is not a part of this project proposal. Nor is the approach road to the airport is a part of the current proposal. It appears that facts are not presented in actuality in a bid to break the integrated proposal to many parts for obtaining easy clearance.
  - e. At present the proposed airport at Brahmagiri is neither connected by any express way or high way to either Ganjam or Khurda or Jagatsinghpur. Hence, justification for having the project to connect Puri, to cities like Jagatsinghpur is not correct. In fact, the proposed airport at Brahmagiri is at an approximate distance of 29 km from Puri town itself and hence defeats the very purpose cited for having this project in an ecologically fragile area like Brahmagiri (Puri).
  - f. The expansion of Biju Pattnaik airport can be taken up in other locations, with better connectivity like Jagarsinghpur, Khurda or Berhampur and not at the cost of huge environmental loss and at the same time exposing the area to various vagaries like tidal influence, cyclones and which is being frequent in both number as well as severity by cutting down 13000 trees which now act bio-shield and coastal shelter belt. The VDF and MDF crown density in non forest land having the ocular look of forest as per Writ Petition 202/199S and having high density of vegetation, has not been taken into account in the current proposal.
  - g. The INS Chilika, which is a naval base is at a close distance to the proposed airport site. Whether the opinion of the Defence Ministry has

- been taken into consideration by the State Government before proposing this project site needs to be ascertained and evaluated from Defence point of view.
- h. The user agency has already violated the FC Act by constructing a 1400 meter boundary wall which extends up to sea line. Action needs to be initiated for violation of FC Act, 1980.
- xvi. Further, the RO in his SIR has also reported that This is also a CRZ violation since the boundary wall is now seen constructed up to the sea line. The violations need to be removed immediately. Long term studies on habitat of olive ridley turtles close to the proposed airport site as well as the Dolphin migration path needs to be studied and documented, and this proposed airport site needs to be conserved as a fragile coastal habitat and afforested to serve as a bio-shield and coastal shelter belt. Because of the aforesaid reasons, such mega development project in the fragile coastal ecosystem of Brahmagiri (Puri) is not an environment and conservation conducive proposal and will have detrimental impacts on both for coastal ecology and wildlife therein. The Puri pilgrimage tourism can be very well boosted by envisaging a sky train/metro from Bhubaneswar airport to Puri as is seen in tourism friendly countries like Thailand so that the travel time from Bhubaneswar to Puri can be considerably reduced, which even is now only 60-70 minutes. The travel time can be further reduced through innovative environmental friendly and sustainable solutions.
- xvii. The RO has reported that the DFO, Puri Wildlife Division has reported that no violation has been committed by the user agency under FC Act. However, during site inspection it was found that a boundary wall has been constructed on the DLC forest land, which cuts the entire forest land involved in the project to 2 parts. This boundary wall is about 1400 meter long and is a clear violation of FC Act. The user agency accepts having constructed this boundary wall in the early 2023 in violation of FC Act, 1980. Also, during site inspection, it was observed that an extra boundary wall is being created by the user agency outside of the boundary of the proposed airport (which itself is a violation). This extra boundary wall extends up to the inter tidal zone, right up to the sea line. Such boundary does not reflect in the land use plan uploaded in the Parivesh Portal. This encroachment needs to be removed with immediate effect. This is a violation of CRZ rules. Whether this violation also includes forest land is to be ascertained by the State Government. Further, the State Govt. has informed that No action has been taken over the person and inquiry is under process for reported violation.
- xviii. Further, the RO in his SIR has also reported that during site inspection, the user agency has informed that an express way is proposed along the coastline to cater to the traffic from Bhubaneswar airport to proposed Puri airport. Though this is an ancillary project of the airport, there is no mention of 6 lane the express way (road) along with the airport project. An integrated project proposal needs to have been submitted. The forest category in the non forest area is of medium density and very dense forest in certain patches as per DSS. So as per the dictionary meaning of forest as per Writ Petition 202/1995, these forest patches should have been proposed for diversion. That has not been done so far in the project

proposal. The road leading to the proposed airport site passes through small lanes and bi-lanes and it is not connected to any highway or wider road at present. Proposed airport site as such is neither connected to Berhampur or to the Khurda or Bhubaneswar or to Jagatsinghpur by any highway/express way or any wide double lane road directly at present. Hence, Puri cannot be cited as a strategic location for the airport. It appears that this proposed airport is meant to cater to the pilgrimage tourism to Puri. However, even in such a scenario, the proposed airport, devoid of any proper connectivity at present stands at approximately 29 km from the Puri town (Atharnala) and the present Biju Pattnaik airport in Bhubaneswar stands at 52 km from Atharnala (the starting point of the Puri town). Hence, just to cover up 25 km gap which would take less than 20 minutes, a huge environmental loss in terms of huge construction by the mega project, threat to both olive ridley, turtle nesting site and dolphin habitat will be the outcome with mass destruction of the coastal shelter belt plantation (13000 trees are proposed to be cut), given the traffic, more construction in the form of 6 lane expressway along coast (as informed by the user agency for which the DPR preparation is in process, which will connect Bhubaneswar airport to proposed Puri airport is not desirable). More roads, more building, hotels, ancillary construction, more light, sound and noise pollution, will be highly detrimental to the fragile dolphin and olive ridley turtles' habitat and nesting grounds along with causing great environmental loss to the fragile coastal ecology. Water and air pollution, toxicity due to construction very close to the coast are unavoidable and these need to be adequately addressed while evaluating the proposed airport project. At present it takes approximately 60 minutes to reach Puri town from the present airport at Bhubaneswar. As most airports in many cities like Delhi, Bangalore, Cochi are located at a distance of 1 hour drive from the city and so is Puri from the existing Bhubaneswar airport. The proposed airport too is away from Puri town (29 km approximately) devoid of proper connectivity at present. Even if there is a proposal of connecting road, it is not part of the proposed project and hence, it is not an integrated proposal.

- xix. A detailed study on the habitat and migration route of olive ridley turtles as well as Irrawaddy Dolphin along the entire coast of Puri needs to be observed for a stipulated period of at least one year and after ascertaining their number, presence and migration pathway of dolphin. A detailed action plan needs to be drafted for their conservation and protection. Systematic information on population trends, distribution and space use of both Irrawaddy dolphin and olive ridley turtles needs to be started at an early date all along the Puri coast up to Satpada, Konark and Astarang (the usual migration path of dolphin and nesting shelter of olive ridley turtle). Shelter belt plantation available in the project site needs to be protected and enriched to provide a bio shield along the coast and in no circumstances it should be removed or cut as the cutting of trees will have detrimental impact on the coastal ecology.
- xx. DPR of proposed airport project, land use map, DPR of the 6 lane express way from Bhubaneswar airport to Puri airport and approach road to airport (to be constructed by Transport Department of Odisha as informed by the user agency) which is also an ancillary activity, and other allied

construction are not found submitted along with the project proposal. Strict action needs to be initiated against erring officials for gross violation of the FC Act by construction of boundary wall. Action needs to be initiated against revenue officials for purposefully allowing the illegal construction to happen on DLC forest land. Since a part of the proposed site (approximately 15 ha) falls under 200-500 meters of NDZ of CRZ (CRZ III B), the applicability of CRZ regulations to the project needs to be ascertained and CRZ clearance obtained. The extent and magnitude of CRZ violation needs to be enquired into and adequately addressed. The project site being located at places between 200-500 meters of the HTL, applicability of CRZ rules to the project site, whether permissible as per rule. The Chilika Lake is a Ramsar wetland of International importance and migratory bird habitat and part of Central Asian Flyway (CAF). Hence, the proposed airport project which is adjacent to Chilika lake and is bound to impact the airspace with air traffic, sound, light and air pollution, needs to be studied for its impact on Chilika Lake, migratory bird species visiting Chilika, its zone of influence, vis-à-vis the regulation in the Wetland Conservation and Management Rules, 2017.

- xxi. The above facts were considered in the Advisory Committee meeting held on 28.11.2024 and after thorough deliberation and discussion with DDGF (Central), RO Bhubaneswar and CCF Nodal Officer, Govt. of Odisha, the Committee decided to defer the proposal for want of following information from the State Govt. The RO has raised the following serious observations which shall be examined by the State Govt. and a detailed justification/clarification shall be submitted for further consideration of the matter:
- a. Proposed project site is close to the nesting ground of olive ridley turtles, a Schedule I species.
  - b. The sea which abounds this project area has been close and contiguous with the Dolphin habitat and hence further study, documentation and conservation of this area is mandated before taking any further decision regarding this mega development project.
  - c. The Central Asian Flyway (CAF) in Chilika lake appears to be close to the airspace where this project is envisaged to be operated. This too needs further study and impact analysis and protection needs to be accorded to this CAF.
  - d. This proposal has not been presented as an integrated project. The six lane express way which will link Bhubaneswar airport to Puri airport supposedly to be built along the coast line is not a part of this project proposal. Nor is the approach road to the airport is a part of the current proposal. It appears that facts are not presented integrated manner.
  - e. At present the proposed airport at Brahmagiri is neither connected by any express way or high way to either Ganjam or Khurda or Jagatsinghpur. Hence, justification for having the project to connect Puri, to cities like Jagatsinghpur is not correct, as per the report submitted by the Regional Office. In fact, the proposed airport at Brahmagiri is at an approximate distance of 29 km from Puri town itself and hence defeats the very purpose cited for having this project in an ecologically fragile area like Brahmagiri (Puri).

- f. The expansion of Biju Pattnaik airport can be taken up in other locations, with better connectivity like Jagarsinghpur, Khurda or Berhampur and not at the cost of huge environmental loss and at the same time exposing the area to various vagaries like tidal influence, cyclones and which is being frequent in both number as well as severity by cutting down 13000 trees which now act bio-shield and coastal shelter belt. The VDF and MDF crown density in non forest land having the ocular look of forest as per Writ Petition 202/1995 and having high density of vegetation, has not been taken into account in the current proposal.
- g. The INS Chilika, which is a naval base is at a close distance to the proposed airport site. Whether the opinion of the Defence Ministry has been taken into consideration by the State Government before proposing this project site needs to be ascertained and evaluated from Defence point of view.
- h. The User Agency has already violated the FC Act by constructing a 1400 meter boundary wall which extends up to sea line. Action needs to be initiated for violation of FC Act, 1980.
- i. A detailed study on the habitat and migration route of olive ridley turtles as well as Irrawaddy Dolphin along the entire coast of Puri needs to be observed for a stipulated period of at least one year and after ascertaining their number, presence and migration pathway of dolphin. A detailed action plan needs to be drafted for their conservation and protection.
- j. The above decision of the Advisory Committee was conveyed to the RO Bhubaneswar and State Govt. The State Nodal Officer No.11499/9F(Airport)-357/2023 dated 27.05.2025 has replied the observations of the AC which has also been analysed by the RO. The detailed reply are as below:
- k. In view of the sporadic nesting of the Schedule I species Olive Ridley turtles along the Puri coast near the proposed project site, as reported by the DFO, Puri (WL) Division and endorsed by the PCCF(WL) & CWLW, a site-specific Wildlife Conservation Plan shall be formulated with detailed mitigation measures—such as establishment and strengthening of protection camps, hatchery units, nest monitoring, and turtle protection initiatives—with financial support from the project proponent, and shall be implemented after obtaining approval from the PCCF(WL) & CWLW, prior to the final forest clearance of the project.
- l. "In response to concerns regarding the proximity of the proposed project site to dolphin habitats along the Puri coast, it is confirmed that dolphins, particularly the Bottlenose species, have been sighted in the Brahmagiri (WL) Range as per the annual dolphin census conducted by the Forest Department, with notable counts in recent years. In compliance with the recommendation of the Appraisal Committee, a detailed study on dolphin habitats is being undertaken by the Zoological Survey of India (ZSI), Regional Office, Gopalpur, as requested by the Commerce and Transport Department vide letter no. TRN-AV-GEN-0001-2021/3787/T dated 18.03.2025. The findings of this study, along with the recommended conservation measures, will be

incorporated into the Site-Specific Wildlife Conservation Plan (SSWLCP) for the project..

- m. In response to concerns regarding the proximity of the proposed project to the Central Asian Flyway (CAF) over Chilika Lake, it is submitted that the airspace in this region is already being used by regular commercial flight operations between major cities such as Guwahati, Kolkata, Bhubaneswar, Chennai, Bangalore, Hyderabad, and Vizag, with no reported adverse impacts on migratory bird movements. Furthermore, the Chief Conservator of Forests (WL-III), based on the assessment of DFO (WL), Puri Division, has reported that the proposed project is expected to have minimal impact on bird migration and wildlife in general. However, in line with the recommendations of the Appraisal Committee, a detailed study and impact analysis on migratory birds along the CAF is being undertaken by the Zoological Survey of India (ZSI), Regional Office, Gopalpur, as requested by the project authority. The outcomes and recommended conservation measures from this study will be duly incorporated into the Site-Specific Wildlife Conservation Plan (SSWLCP) for the project.
- n. In response to the observation that the proposal has not been presented as an integrated project, it is clarified that the six-lane expressway connecting Bhubaneswar to Puri is a separate infrastructure initiative and does not form part of the present airport project proposal, as it will be executed by a different agency. Therefore, its exclusion from the Forest Diversion Proposal (FDP) for the airport project is appropriate. Additionally, there is an existing road connecting the proposed airport site to the Nabakalebara Road near Sipasarubali in Puri town, which will be suitably upgraded to serve as the approach road. Hence, no new approach road is proposed, and its exclusion from the current FDP is also justified."
- o. In response to the suggestion that the airport could be located in alternative areas such as Jagatsinghpur, Khurda, or Berhampur to avoid environmental impacts, it is clarified that the selection of the Puri site was based on a detailed assessment conducted by the Airports Authority of India (AAI) and approved by the Ministry of Civil Aviation (MoCA), Government of India, as reflected in the pre-feasibility report. The justification for the location has already been submitted by the PCCF (Nodal) vide letter no. 19133 dated 25.09.2023, in compliance with MoEF&CC communication dated 18.09.2023.
- p. Regarding environmental concerns, all anticipated impacts will be mitigated through measures prescribed under the Environmental Clearance (EC), Forest Clearance conditions, and findings from expert studies by agencies such as the Zoological Survey of India (ZSI). It is important to note that the majority of trees to be felled—approximately 9151 out of 12,213—comprise planted species such as Cashew, Jhaun (Casuarina), Acacia, and Noni (Great Morinda), which are largely in moribund condition due to biotic pressure and lack of natural regeneration, as reported by the DFO (WL), Puri Division.
- q. These trees are located on 353.833 hectares of non-forest land, which is not recorded as forest in the DLC report. The tree density is approximately 35 trees per hectare, and the phenological

characteristics of cashew trees can visually exaggerate canopy coverage despite relatively low density. Hence, in accordance with the criteria laid down in the Godavarman case (WP 202/1995) and definitions under the Forest (Conservation) Act, 1980, the area does not qualify as deemed forest.

- r. Accordingly, the proposed airport site at Brahmagiri has been appropriately selected with due consideration to ecological, regulatory, and connectivity factors, and necessary environmental safeguards are being integrated into the project planning."
- s. In response to concerns regarding the proximity of the proposed airport site to INS Chilika naval base, it is confirmed that a No Objection Certificate (NOC) has already been obtained from the Ministry of Defence, Government of India, vide letter no. 2(11)/2022/D(IAF) dated 01.01.2025. The NOC ensures that the project has been duly evaluated and found acceptable from the defence and strategic standpoint. A copy of the NOC is enclosed with the reply."
- t. In response to the observation regarding the alleged violation of the Forest (Conservation) Act, 1980 due to the construction of a 1400-meter boundary wall extending to the sea line, it is clarified that the said boundary wall was a temporary structure constructed by the contractor of IDCO solely to prevent encroachment on the project site, which is prone to unauthorized occupation. The wall was linear in nature and only partially enclosed the area, leaving other sides open. As reported by the DFO (Wildlife), Puri Division, the structure has already been dismantled, and no damage to vegetation occurred during its construction or removal. A detailed report from the DFO has been submitted and enclosed with the reply.
- u. Furthermore, the DFO (WL), Puri has also submitted a report to the Collector, Puri, under intimation to the concerned Tahsildar, requesting necessary action under the relevant provisions of Revenue Law, as the DLC land in question is classified as revenue land. The communication is documented under letter no. 2000/3F-18/2025 dated 12.03.2025. The temporary boundary wall was constructed in good faith for safeguarding government land and does not constitute a permanent structure or wilful violation of the Forest (Conservation) Act."
- v. In response to the recommendation for a detailed one-year study on the habitat and migration routes of Olive Ridley turtles and Irrawaddy dolphins along the Puri coast, it is submitted that extensive research on the migration and nesting behaviour of Olive Ridley turtles in the Odisha coastal region has already been conducted by the Wildlife Institute of India (WII). A notable study by Dr. Bivash Pandav and Dr. B.C. Choudhury of WII, detailing migration patterns and nesting activities, has been enclosed with the reply. Additionally, specific nesting data from the Brahmagiri Wildlife Range of Puri Division over the past several years has been provided in the compliance to EDS-1.
- w. With regard to the presence of Irrawaddy dolphins in the project area, the Dolphin census data from the past six years, as detailed in compliance to EDS-2, indicates that there has been no recorded presence of Irrawaddy dolphins in the coastal waters adjacent to the Brahmagiri Wildlife Range, where the project is proposed.

- x. Nonetheless, in accordance with the recommendation, a comprehensive study is being undertaken by the Zoological Survey of India (ZSI), Regional Office, Gopalpur. This study—initiated at the request of the project authority (Commerce and Transport Department)—will assess the habitat, migration routes, threats, and conservation requirements for both Olive Ridley turtles and Irrawaddy dolphins along the Puri coast. The findings and conservation measures from this study will be integrated into the Site-Specific Wildlife Conservation Plan (SSWLCP) for the project."
- y. Further, it is submitted that the observations of the AC were communicated to the RO and the file was also sent to them. Accordingly, the EDS was raised by RO and the State has replied to the RO. The RO after the examination of the reply of the State Govt. following have been observed. After the examination of the above, the DIGF (Central), RO Bhubaneswar has mentioned the following observations:
  - a. The presence of Dolphins and Olive Ridley turtles has been acknowledged in the compliance report by the State Govt. which was not mentioned in the original proposal submitted by the State gov. on this proposal. Although the presence of dolphins and olive ridley turtles has been acknowledged there needs to be long term study before suggesting mitigation measures and impact of this project on the habitat of these scheduled species needs to be studied in depth. Such study reports were not found attached to the compliance, though it has been mentioned studies have been initiated.
  - b. BNHS has conducted certain study on bird migration in Chilika lake and on the Central Asian flyway. Such a study report should be collated and whether there is any impact of the project on the migratory birds.
  - c. Even though a six lane road is being constructed by another agency, the environmental impact of the six lane road as well as the airport project on the pristine and delicate marine ecosystem and fragile coast line of Puri should have been studied in entirety.
  - d. Regarding the proposed airport project has not been presented as an integrated project, as the six-lane coastal expressway linking Bhubaneswar and Puri—being executed by a separate agency—is not part of the current proposal, nor is a new approach road included, the State Govt. has mentioned that an existing road connecting the site to the Nabakalebara road near Sipasarubali in Puri town will be suitably developed to serve as the airport's access route.
  - e. The planted trees of Cashew, Jhaun (Casuarina) and others to the tune of 12213 are planted and developed as coastal shelterbelts and bio shields which stand formidable against the cyclones that are repeated in the Puri coast. Even though these are plantation vegetation removal these trees will result in exposing the area to vagaries of climate eventualities and frequent cyclones that may affect life and property of nearby

villages. A detailed study on removal of such coastal shelterbelts and ecological evaluation of the ecosystem services should have been undertaken before proposing cutting down huge numbers of trees in the coastal shelter belt.

- f. Contrary to the compliance, report which says that "the trees are in the non-forest land in scattered patches, and considering the density of trees/Ha., it may not be taken as forest for application of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 and in the light of definition of forest in 202 Godavarman Cases". The DSS analysis report in Parivesh web portal shows MDF of 89 ha and Open Forest of 83.01 ha total 171.01 ha of vegetated area over non-forest land having the nature and character of forest which should have been included in the diversion proposal.
  - g. The DDGF (Central) has mentioned that with reference to observations of DIGF above, the EDS reply on the observations of the AC has been furnished by the State. The DIG's observations are largely reiterations of the AC's observations, along with a few additional suggestions, which may be taken into consideration by the competent authority while examining the EDS reply.
- xxii. The IGF(FC) informed that as per information submitted by the state the Olive Ridley Turtle nesting sites are sporadic in nature. The Committee observed that, a precautionary approach should be taken and the matter may be referred to WII to address the concerns raised. The ADG(FC) mentioned that the Advisory committee which is a highly competent body, might scrutinise the concerns, before referring to WII. However, the Committee opined that WII is an expert organization in the relevant domain and it would be proper to seek their opinion before taking a decision on the matter.
4. **Decision of Advisory Committee:** After thorough deliberation and discussion with DDGF (Central), RO Nagpur with additional charge of RO Bhubaneswar, and PCCF Nodal Officer, Govt. of Odisha, the Committee decided to **defer** the proposal for want of following information from the State Govt.
- i. Keeping in view the concerns raised with regard to the migration routes, threats, and conservation requirements of Olive Ridley turtles, Irrawaddy dolphins along the Puri coast and migratory birds coming to Chilka Lake, the state shall seek the comments/recommendations of WII on the subject matter. The conservation measures and mitigation activities so identified will be integrated into a Site-Specific Wildlife Conservation/ Management Plan for the project which shall be approved by the CWLW, Odisha. A copy of the approved plan shall be submitted.
  - ii. As per RO in its SIR, the planted trees of Cashew, Jhaun (Casuarina) and others to the tune of 12,213 are planted and developed as coastal shelterbelts and bio shields which stand formidable against the cyclones that are repeated in the Puri coast. Even though these are plantations, the removal of the vegetation/ trees will result in exposing the area to vagaries of climate eventualities and frequent cyclones that may affect life and property of nearby villages. The State Government

- shall provide detailed justification on the matter and submit a mitigation plan for climate eventualities.
- iii. The Regional Office has mentioned that the DSS analysis report in Parivesh web portal shows MDF of 89 ha and Open Forest of 83.01 ha total 171.01 ha of vegetated area over non-forest land having the nature and character of forest which should have been included in the diversion proposal. The State shall give report in the matter.

### **Agenda Item No. 8**

#### **Online Proposal No. FP/OR/Others/429242/2023**

**Sub: Proposal for seeking ex-post facto approval of the Central Government under Section 2 (1) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 for diversion of 0.313 ha of forest land in favour of Hotel Swosti Premium Limited in Mouza-Jayadev Vihar under Bhubaneswar Tahasil of Khordha District of Chandaka (WL) Division by M/s Swosti Premium Limited for construction of Hotel. (Proposal No. FP/OR/Others/429242/2023) – reg.**

1. The agenda for above subject proposal was considered by the Advisory Committee (AC) in its meeting held on 24.06.2025. The corresponding agenda note may be seen at [www.parivesh.nic.in](http://www.parivesh.nic.in). The CCF O/o Nodal Officer (FCA), Odisha and DDGF (Central), Regional Office, MoEF&CC, Bhubaneswar attended the meeting.
2. During the meeting, all the facts and background of the proposal, along with examination of the proposal in the DSS were presented and explained by the Member Secretary before the AC for their examination and analysis. Committee was also apprised of the relevant provisions under other Acts, Rules and Guidelines relevant to the proposal and their significance.
3. The Advisory Committee after through deliberation and discussion observed that:

The State Government of Odisha vide their letter No. FE-DIV-FLD-0083-2024-24038 dated 03.12.2024, uploaded on web portal on 30.01.2025, submitted proposal for diversion of 0.313 ha of forest land in favour of Hotel Swosti Premium Limited in Mouza-Jayadev Vihar under Bhubaneswar Tahasil of Khordha District of Chandaka (WL) Division by M/s Swosti Premium Limited for construction of Hotel.

- i. The User agency has committed violation by constructing building for hotel over revenue forest kisam of land without prior approval from the Govt. of India, MoEF&CC in contravention of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980. In this regard, the State Government has reported that the Hotel was constructed in the year-2000, after the land was allotted by GA department in the year 1996. The patch of land allotted to user agency was later informed by the department for taking Forest Diversion over the area of 0.313 Ha over Plot no 57. Hence, the user agency has submitted the diversion proposal over 0.313 ha for its forest clearance by the Gol, MoEF & CC.

**Project Site Shown on Survey of India Topo Sheet No. E45B9 & E45B13  
Shree Jagannatha International Airport, Puri**



**Legend**

— Project Boundary

## EAC nod to Puri int'l airport; study on Olive Ridleys, birds suggested

EAC chairman Ram Kumar and team had visited the site at Sipasarubali during April 4-6

**HEMANT KUMAR ROUT**  
@Bhubaneswar

AFTER the Ministry of Civil Aviation accorded in-principle approval, the proposed international airport at Puri has taken a significant step forward with the Expert Appraisal Committee (EAC) under the Ministry of Environment, Forest and Climate Change (MoEF&CC) submitting its report after a recent site inspection.

Sources said the report included several recommendations, indicating that environmental clearance (EC) for the project may be granted soon. A four-member sub-committee headed by EAC chairman Ram Kumar had visited the site at Sipasarubali under Brahmagiri tehsil during April 4-6.

Although as per the Ancient Indian History Culture and Archaeology (AIHCA) department of Utkal University report, there would be no adverse impact on Shree Jagannath Temple by the airport when operational, the sub-committee has advised project proponent, Commerce



The temporary compound wall raised to protect airport land has been removed by the project proponent. As many as 13,504 trees will be felled and for that an area of 29.939 ha of non-forest land has been identified in Anipatia and Banabarada villages under Kakatpur tehsil for compensatory afforestation at a cost of ₹2.23 crore

Official sources

and Transport department, to take the opinion of the Archaeological Survey of India (ASI). The project lies within 10 km of the shrine and other older structures.

The panel has also made separate recommendations with respect to Chilika lake and movement of Olive Ridley turtles. Chilika lake is located at around 21 km from the airport site. The department has been asked to study the migratory bird routes in the surrounding areas of the airport, if any and the impact of the airport on bird movement. A comprehensive study on the turtle nesting near to the airport site has been suggested along with the management plan, stated the sub-committee report accessed by TNIE.

As per the report, an area of 471.348 hectare (ha) has

been earmarked for the project development out of which, 27.854 ha is district level committee (DLC) forest land. A total of 89.2 ha (221.48 acre) will be acquired from two villages (153.37 acre from Sipasarubali village and 68.11 acre from Sandhapur village).

The state government had sought the approval of the MoEF&CC for diversion of 27.854 ha of forest land for the construction of Shree Jagannath International Airport, to be built at a cost of ₹5,631 crore.

Officials said the committee, which visited the proposed site, has assessed the ecological and social impact of the project and is largely satisfied with the measures suggested by the project proponent.

"The recommendations were related to forest clear-

ance and sustainable construction practices. Since the forest land applied for diversion is DLC forest land, the decision on EC will hinge on the forest clearance. Therefore, the grant of EC will be subject to Stage-I forest clearance," a senior official said.

In December last year, the ministry had asked the state government for a detailed study on the habitat and migration route of Olive Ridley turtles as well as Irrawaddy dolphins besides obtaining the coastal regulation clearance. It had also deferred its decision on clearance on the grounds of unauthorised construction of boundary wall besides directing action against the erring officials involved in it.

"The temporary compound wall raised to protect airport land has been removed by the project proponent. As many as 13,504 trees will be felled and for that an area of 29.939 ha of non-forest land has been identified in Anipatia and Banabarada villages under Kakatpur tehsil for compensatory afforestation at a cost of ₹2.23 crore," the official added.



# 7 EXPRESS NETWORK

## Ministry defers forest land nod for Puri airport, cites concerns over Olive Ridley turtles, migratory birds

**NIKHIL GHANEKAR**  
NEW DELHI, JULY 3

THE ENVIRONMENT Ministry's Forest Advisory Committee (FAC) has deferred its clearance for the proposed international airport in Odisha's Puri, citing its regional office's concerns about potential harm to Olive Ridley turtles, Irrawaddy dolphins and migratory birds, and the impact of the loss of 13,000 trees that protect the coastline from cyclones.

The FAC, which scrutinises proposals seeking forest land for large projects, asked the Odisha government to take a precautionary approach and refer the matter to the Wildlife Institute of India (WII).

"Keeping in view the concerns raised with regard to the migration routes, threats, and conservation requirements of Olive Ridley turtles, Irrawaddy dolphins along the Puri coast and

migratory birds coming to Chilka Lake, the state shall seek the comments and recommendations of WII on the subject matter," the FAC said, show the minutes of a June 24 meeting.

The Shree Jagannath International Airport project, cleared by the Union Aviation Ministry on May 5, is proposed to come up on around 471 hectares of land in Puri district's Sipasarubali. The state government has sought approval for the use of 27.88 hectares of forest land for the project, which will cost an estimated ₹5,631 crore.

The regional office raised concerns that cutting the 13,000 trees — mostly casuarina, cashew, acacia and noni — would remove a natural shield against cyclones in Puri. The FAC directed the Odisha government to justify the felling and submit a mitigation plan for "climate eventualities". Odisha is a particularly cyclone-prone state.

In a detailed site inspection



AP file

**Odisha told the panel that 345 Olive Ridley turtle nests were detected in the Brahmagiri range as on March 20, 2025**

report, the regional office also raised potential risks to not only turtle nesting sites in Brahmagiri forest division, adjoining the project site, but also lakhs of migratory birds that visit the Chilika estuarine lake. It flagged the potential of bird hits on airplanes.

"The Chilika (satpada) lake boundary is at a distance of approximately 10-11 km from the

proposed area. The Olive Ridley nesting site at Balukhand wildlife sanctuary is at a distance of 2.3 km from the proposed airport site, and it is also contiguous to the sea and beach adjacent to the site", the inspection report stated.

The Odisha government told the FAC that as on March 20 this year, 345 Olive Ridley turtle nests were detected in the Brahmagiri

range, 39,811 eggs were collected and 388 hatchlings were released into the sea.

In response to concerns raised by the ministry on turtles, the state said that a site-specific wildlife conservation plan could be formulated, which would include detailed mitigation measures. On concerns over dolphins, the state said that the Zoological Survey of India's regional office in Gopalpur was conducting a study.

On concerns about the project's impact on the flyway, or routes of migratory birds, the Odisha government said flights from eastern to southern cities already operate in the same airspace..

"All such flights usually passes over Chilika lake through the said Central Asian Flyway and no adverse impact on migration of birds have been noticed," the state commerce and transport department said. The ZSI will also study the likely impact of the project on migratory birds.

The Central Asian Flyway is one among the world's nine major flyways or migration routes. It is used by lakhs of birds, especially waterbirds. The flyway links the northernmost breeding grounds in Siberia, Russia to South Asia and West Asia. India is a critical stopover site for these birds.

The inspection report had also flagged that the state government ought to have declared that more forest land was required for the project, based on official records. Members of the regional office also found that a 1,400 metre-long boundary wall was also built on the forest land sought for the project, in violation of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980, as well as Coastal Regulation Zone.

The state government said that the boundary wall was a temporary one to prevent encroachment of the proposed project site by locals and was dismantled.



THAT THE BELOW ATTACHED PHOTOGRAPH DATED 12/07/2025 SUGGEST THE USER AGENCY HAS CONSTRUCTED BOUNDARY WALL WITHOUT OBTAINING PERMISSIONS.



THAT THE BELOW ATTACHED PHOTOGRAPH SUGGEST THE USER AGENCY HAS CONSTRUCTED BOUNDARY WALL UPTO THE SEA WITHOUT OBTAINING PERMISSIONS



THAT THE BELOW ATTACHED PHOTOGRAPH SUGGEST THE USER AGENCY HAS CONSTRUCTED BOUNDARY WALL WITHOUT OBTAINING PERMISSIONS AND BY FELLING TREES.



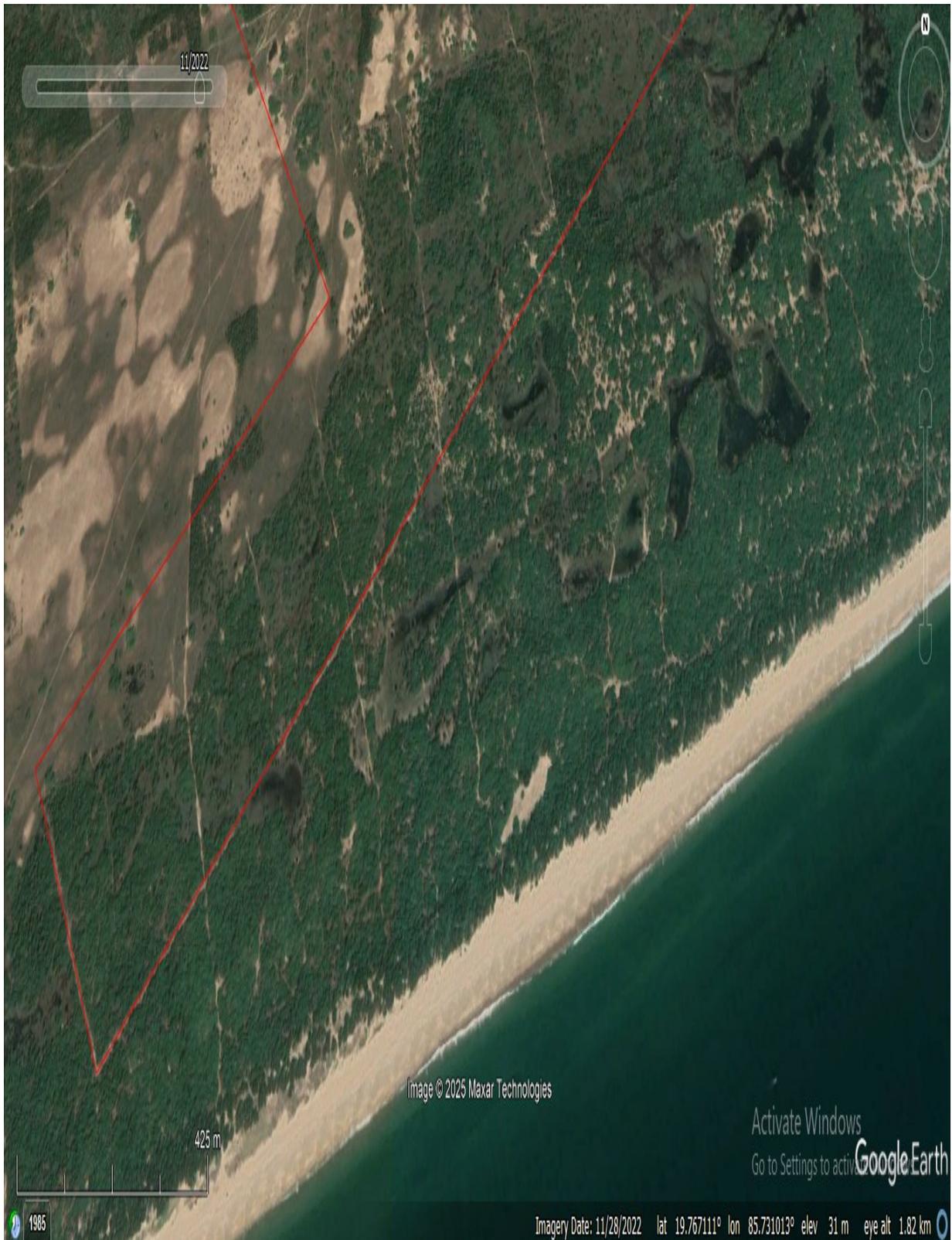
THAT THE BELOW ATTACHED PHOTOGRAPH SUGGEST THE USER AGENCY HAS CONSTRUCTED BOUNDARY WALL WITHOUT OBTAINING PERMISSIONS AND BY FELLING TREES.



THAT THE BELOW ATTACH GOOGLE EARTH IMAGE DATED 15/03/2022 SUGGESTS THERE EXIST NUMBER OF TREES IN THE BOUNDARY LINE OF THE AIRPORT.



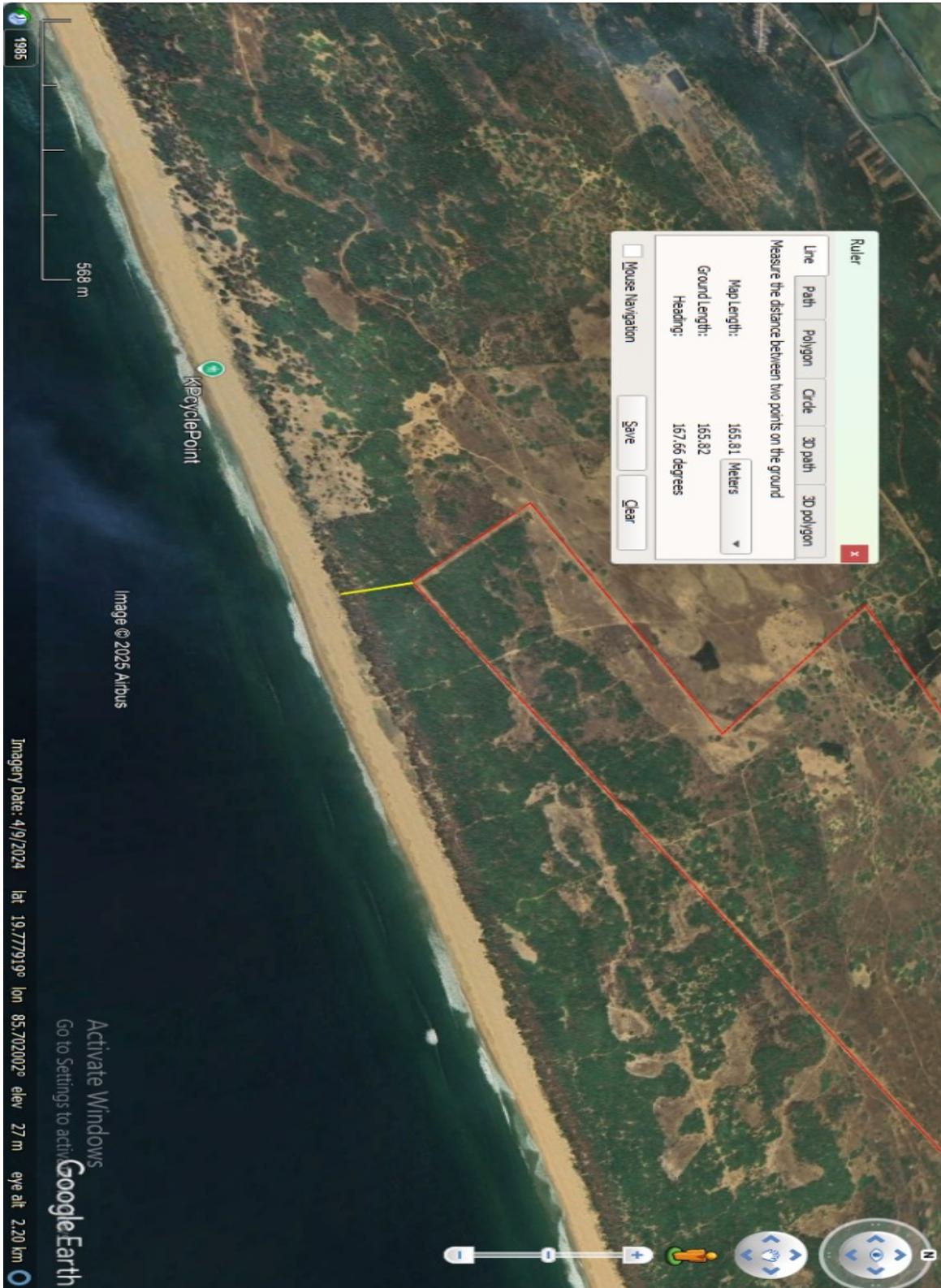
THAT THE BELOW ATTACH GOOGLE EARTH IMAGE DATED 28/11/2022 SUGGESTS THERE EXIST NUMBER OF TREES IN THE BOUNDARY LINE OF THE AIRPORT.



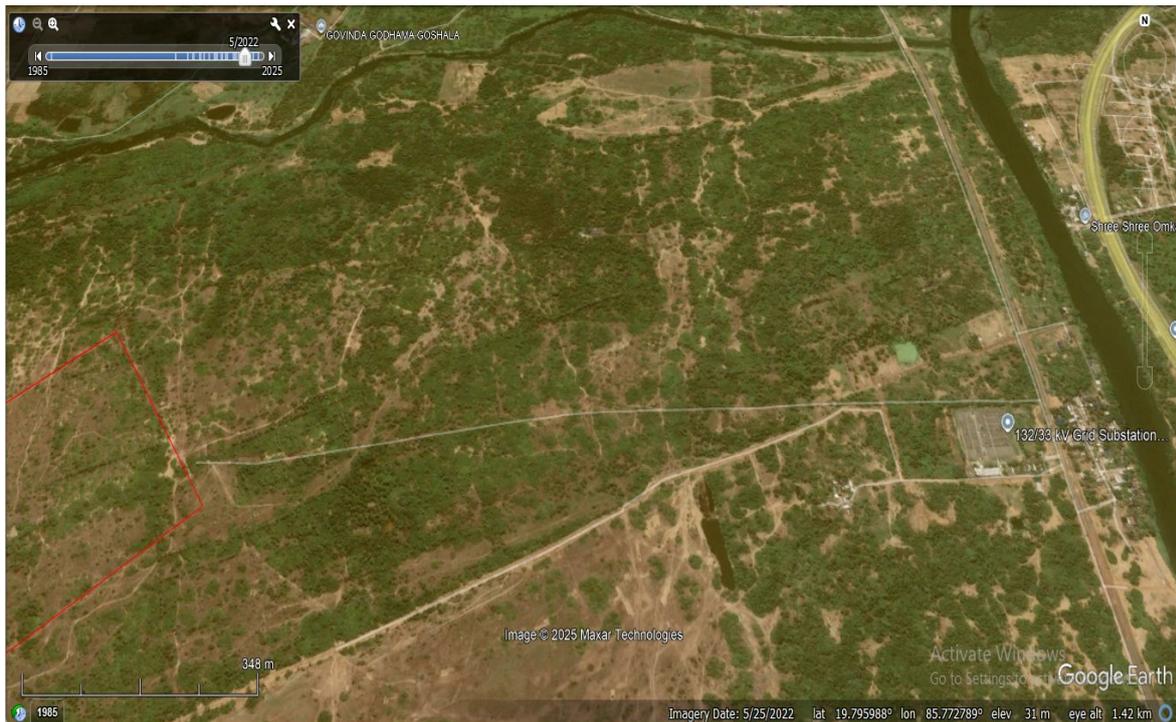
THAT THE BELOW ATTACH GOOGLE EARTH IMAGE DATED 09/04/2024 SUGGESTS THE USER AGENCY HAS FELLED NUMBER OF TREES NEAR THE BOUNDARY LINE TO CONSTRUCT BOUNDARY WALL.



THAT THE BELOW ATTCHED GOOGLE EARTH IMAGE SUGGESTS THE LANDINQUESTION IS ONLY 165 METERS AWAY FROM THE SEASHORE.



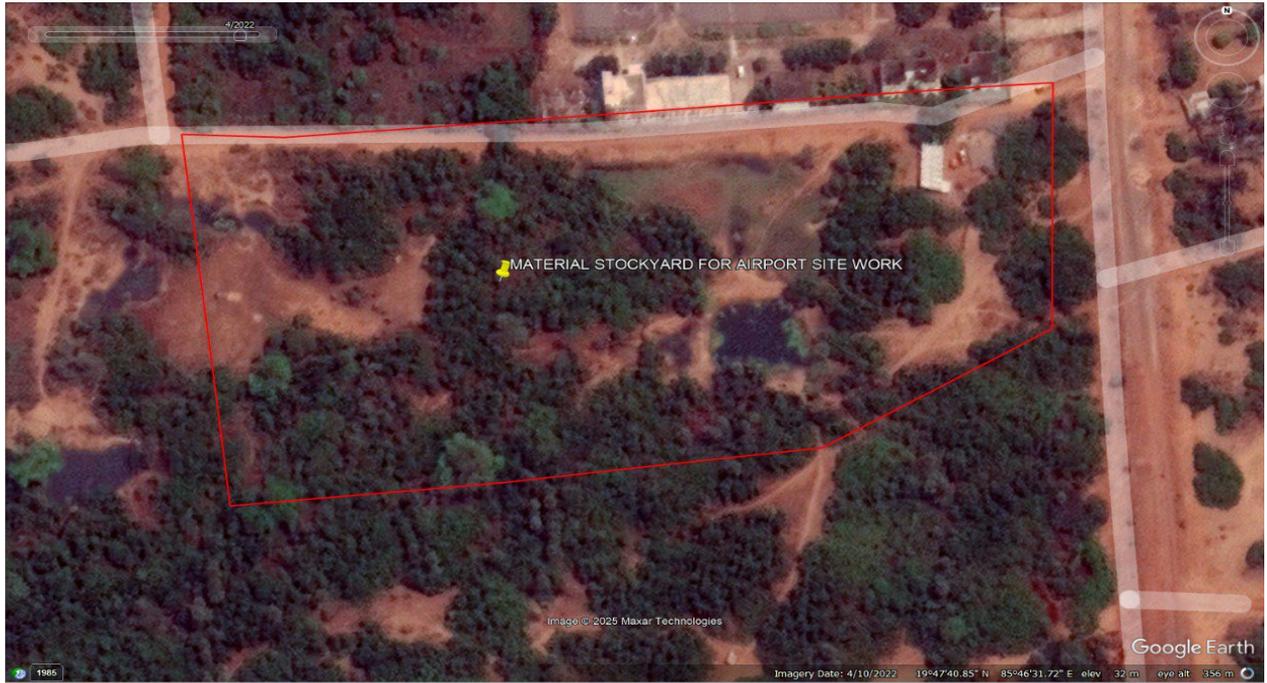
Google earth image dated 25/05/2022 suggests full of greenery exists over the approach road in question.



That the below attached google earth image dated 23/03/2025 suggests the approach road constructed by the user agency is 40 feet wide and trees have been felled illegally to construct the same.



Google earth image dated 4/10/2022 suggesting full of greenery and trees exists over the material stock yard in question.



Google earth image dated 23/03/2025 suggesting the user agency has felled trees to construct material stock yard.



**Undertaking to Submit FRA Certificate from Collector along with  
Resolution of SDLC & DLC**

This is to certify that, I additional secretary, C & T (Transport) Department, Govt. of Odisha hereby undertake that, an area of 27.887 ha of forest land is required for **Shree Jagannath International Airport** in Puri Wildlife Division. The district administration has been requested for issuance of FRA Certificate as per Forest Right Act 2006 Vide this office letter No. **4145** Dt. **13.04.2023** (Copy enclosed). The same shall be submitted after receipt of the same from the competent authority.

Date-

Place-

Countersigned by:



Additional Secretary to Govt.  
C & T (Transport) Department

**Additional Secretary to Govt.  
C & T (Transport) Deptt.**



Divisional Forest Officer  
Puri Wildlife Division  
Official Seal \_\_\_\_\_

**Divisional Forest Officer  
Puri Wildlife Division, Puri**

**Government of Odisha**  
**Commerce & Transport (Transport) Department**

\*\*\*\*

No. PT1-TRN-AV-GEN-0001-2021- 4145/T, Bhubaneswar Dated 13/04/23  
From

Smt. Debadutta Suranjita jena, OAS (SAG)  
Additional Secretary to Government

To

The District Magistrate & Collector, Puri

Sub: **Diversion of forest land measuring 69.909 Ac for Shri Jagannath International Airport at Puri**

Sir,

In inviting a reference to the above cited subject, I am directed to say that 68.909 Ac of Revenue Forest land (DLC land) is proposed for diversion for Shri Jagannath International Airport at Puri. As per the provision under Forest Conservation Act, 1980 a certificate in schedule form is required to be furnished stating that the Forest Right in respect of the schedule land has been settled as per Odisha Schedule Tribe Rule-2006.

Hence, it is requested to kindly take necessary steps for issuance of the required certificate in respect of the land as per schedule submitted by Tahasildar, Brahmagiri.

**Encl:** As Above

Yours faithfully,

  
13.04.23

Additional Secretary to Government

Memo No. 4146/T, Dated 13/04/23

Copy forwarded to Chief General Manager (P & C)/ Chief General Manager (Land) IDCO, Bhubaneswar for information and necessary action.

  
13.04.23

Additional Secretary to Government

Memo No. 4147/T, Dated 13/04/23

Copy forwarded to the Sub-Collector, Puri for information and necessary action.

  
13.04.23

Additional Secretary to Government

**ODISHA COASTAL ZONE MANAGEMENT AUTHORITY**

Forest, Environment &amp; Climate Change Department, Government of Odisha

File No.: OCZMA/14/2024 - 79/OCZMADt. 16/03/2024

Proposal No.: IA/OR/CRZ/459561/2024

To

The Secretary,  
Ministry of Environment, Forest & Climate Change,  
Indira Paryavaran Bhavan,  
Aliganj, Jorbagh Road, New Delhi-110003

Sub: Development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by Commerce and Transport Department, Govt. of Odisha – Recommendation to MoEF&CC for CRZ Clearance Reg.

Sir,

This has reference to the proposal submitted by the Additional Secretary, Commerce and Transport Department, Govt. of Odisha vide Letter No. GAD-AV RES-0005-2016-1046 dt.24.01.2024 & Letter No. GAD-AV RES-0005-2016-1732 dt.12.02.2024 for “Development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District” seeking CRZ Clearance.

The proposal was considered by the Authority in the 50th meeting held on 2.03.2024 in the light of provisions under Coastal Regulation Zone Notification, 2019. The details of the project as per the documents submitted and presented during the aforesaid meeting are as under:

- i. The project is for development of a new aviation infrastructure in the name of “Shree Jagannatha International Airport” at Sipasarubali village, Brahmagiri Tehsil, in Puri District.
- ii. The proposed site is 65 km away from the Biju Pattnaik International Airport(BPIA). Bhubaneswar. Due to non-availability of the land no further expansion or extension of runway is possible in BPIA site. Airport Authority of India (AAI) and Govt. of Odisha mutually decided for the proposed development based on the significant airside capacity constraints.
- iii. The objectives of the project are to undertake flights of VVIPs/VIPs and high dignitaries of the State/Central Govt. for emergent public works like aerial survey of natural calamities, review of various developmental works, supervision of flood and drought relief works and law & order in different districts and increase in domestic and international flight connectivity to/from the State besides these the project also intended to cater the increasing tourist demand at Puri and increase connectivity to all corners of Odisha including coastal cities to world through aviation network. The airport will also complement to the Biju Pattnaik International Airport, Bhubaneswar.

Major Features	Specifications-Phase I
Runway	3700mX 45m
Apron	1500m X 275 m for 35 numbers Code C Aircraft with built in capacity to accommodate up to 11 numbers Code E aircraft.
Taxiway	2 Link Taxi and Parallel End to End Taxiway
Integrated Terminal Building	54000 sq.m for Peak 1337 pax. Capacity
Air Traffic Control cum Technical Building	3063 sq. m.
Cargo Terminal Building	7000 sq. m.
Admin Buidling	3000 sq. m.
Car & Bus Parking	800 cars, 100 Bikes and 8 Buses
Utilities Service Block	5000 sq. m.
Operational wall	2.9 m
Fire Station	Category-9
Power House	Electrical Substation
	Distribution Substation
	AGL and Visual Aids to support CAT 1 operations
	METFARM
Property Boundary Wall, E & M	
Facilities, Isolation Bay	
<b>Major Features-Phase II</b>	
Expansion of Terminal Building by 39000 sq. m for peak 3121 Pax. Capacity	
Apron expansion to achieve overall size of 2000m X 275 m for additional 25 Code C aircraft bays and 3 additional Code E aircraft bays	
Two rapid Exit Taxi track fo Runway 05/23	
Expansion of Cargo Terminal Building by 23890 sq. m so as to achieve Total Built-up Area of 30890sq. m	
Two Hangers to accommodate 2 aircraft of Code 4C or 1 aircraft of Code E	
Augmentation of all the utilities to match the enhanced infrastructure	
<b>Major Features-Phase III</b>	
Apron expansion to achieve overall size of 3400m X 275 m for additional 67 aircraft bays	
Construction of New Terminal Building of 1,57,650 sq. m. to cater for 5255 peak hour passengers	
Expansion of Cargo Terminal Building by 37,000 sq. m so as to achieve Total Built-up Area of 67,000sq. m	
One Hanger to accommodate 2 aircraft of Code 4C or 1 aircraft of Code E	
Up- gradation to Cat II approach lights	
MRO Facilities	
Augmentation of all the utilities to match the enhanced infrastructure	

- iv. Ministry of civil aviation has issued a site clearance Certificates vide Letter No. AV-2001 5/1 12012-AD dated 22.09.2023.
- v. The total land area acquired for the proposed project is 471.401 Ha. Out of which 353.883 Ha. is Government land, 89.632 Ha. is Private land and 27.854 Ha of Forest land comes under Sipasarubali area.
- vi. Forest Clearance has already been submitted vide proposal no. FP/OR/Airport/426096/2023 date: 14.04.2023 which was recommended by Regional Empowered Committee, Bhubaneswar to RO, MoEF&CC, New Delhi for the diversion of Forest Land.

- vii. The development proposed over the land area includes plot no. 96,99,109,113,115,116,132,133,137,139 & 221 in village Sipasurubili, Brahmagiri tehsil, Puri district, Odisha
- viii. The estimated total water demand for Phase-I is 6 MLD, and for final Phase is 25 MLD. The total fresh water/potable water demand in Phase I is 1.6 MLD. The water demand will be fulfilled by Water Corporation of Odisha (WATCO). The overall estimated sewerage generation is 15 MLD, while for Phase-I it would be 1.07 MLD. A Sewage Treatment Plant (ETP) will be developed for treating the waste water from all the units/sources. In Phase- I, MBBR based Sewage Treatment Plant (STP) of 1.3 MLD has been proposed. In final phase two separate STPs have been planned for Puri Airport.
- ix. Total power requirement for Phase-I is 16 MW approximately. The power demand for the project shall be sourced from Tata Power Central Odisha Distribution Limited and 10% of the total power shall be met through solar energy.
- x. It is a greenfield airport thus the impact on the environmental parameters is negligible and restricted to Construction period only and regular monitoring is proposed for this project to identify the impacts both during construction as well as operation period.
- xi. The estimated total solid waste generation for Phase-I is 3tons/day, while for the final phase it is expected to touch 20tons/day.
- xii. The project will generate employment opportunities to about 2000 persons.
- xiii. The Disaster Management Plan is prepared considering the Natural disaster as well as aircraft accident-related disasters. Provisions for constitution of an Airport Emergency Managing Committee for Operation and Management Control of Disasters.
- xiv. The geographical co-ordinates of the project boundaries are (i) 19°45'52.9"N&85°43'15.0"E(ii)19°46'11.8"N,85°43'38.5"E(iii)19°46'29.4"N,85°43'23.9"E(iv) 19°47'48.3"N, 85°45'01.7" E (v) 19°47'30.7"N,85°45'16.4"E (vi) 19°47'51.0"N, 85°45'41.5"E (vii) 19°47'41.2"N, 85°45'49.6"E (viii) 19°45'43.2"N,85°43'23.2"E.
- xv. Part of the project site falls within CRZ Map no. 24 & Sheet No. E 45 B9/SE and Map No. OD-25 Sheet No. E 45B 13/SW. National Centre for Sustainable Coastal Management (NCSCM) has carried out the CRZ study of the area and prepared the CRZ report CRZ Map. As per report the proposed Project boundary of Airport falls on No Development Zone and CRZ IIIB (200m to 500m from HTL) category.

Proposed Project Site	CRZ Categories (Area in Hectares)		
	No Development Zone CRZ-III A	200 m to 500 m from HTL - CRZ IIIB	Out of CRZ Area
Proposed Airport Boundary	0.0204 Ha.	15.0929	455.118

- xvi. The project comes under Category A - 7(a) Airports (Sector-29) of EIA notification, 2006. The project accorded TOR from MoEF & CC vide letter / file no. 21-40/2023-IA.III dated 20th November, 2023.
- xvii. The proposed project is 9.95 km from the ESZ of Balukhand Wildlife Sanctuary.
- xviii. As per the EIA Report an amount of Rs. 1130 Lakhs is kept towards capital cost and Rs. 150 Lakhs towards recurring cost per annum for implementation of Environmental Management Plan.

xix. The proposed activity is a permissible activity in CRZ -III area under the following clause of CRZ Notification, 2019:

5.3(v) Development of airports in wastelands and non-arable lands in CRZ-III areas with adequate environmental safeguards.

xx. Authority after detail deliberation and discussion decided to recommend the proposal to MoEF & CC, Govt. of India as per Para 7(ii) of the CRZ-Notification 2019 for grant of composite EC & CRZ Clearance with the following condition:

a) The area of 0.02 Ha. falls in CRZ-IIIA (No Development Zone) should be excluded from the proposed development area.

  
Director, Environment-cum-  
Special Secretary to Govt. and  
Member Secretary, OCZMA

Memo. No. 80 /OCZMA

Dt. 16 / 03 / 2024

Copy forwarded to the Additional Secretary to Govt., Commerce & Transport Department, Govt. of Odisha for information and necessary action.

  
Director, Environment-cum-  
Special Secretary to Govt. and  
Member Secretary, OCZMA



# ପ୍ରଗତିଶୀଳ ପାଠକ୍ରମ,ପୁରୀ

(PROGRESSIVE STUDY CIRCLE) PURI-752002, Date: 09.05.2025

To

The Secretary, Ministry of Environment and climate change ,MOEFCC,India  
Paryavaran Bhawan  
Jorbagh Road, New Delhi-110003

Sub-Regarding Sri Jagannath International Airport at Puri, Odisha

Dear Sir/Madam

We the following signees as member of Civil Society want to raise some important points in regard to the proposed International airport for your kind consideration and appropriate action.

1. Is it sensible to fell lakhs of trees and destroy natural sand dunes when the entire Odisha coast (especially puri beach area) is Tsunami and cyclone prone?
2. Whether this process will adversely impact environment including wild animals and birds?
3. When DJ music is banned near the temple for its destruction effect on to Srimandir. How can throbbing vibrations from powerful jet engines (four engines) be not destructive to ancient monuments of Puri including the Srimandir.
4. In recent years the coastal areas have been more prone to Tsunami and cyclone. Keeping in view of this the international Civil Aviation Organization (ICAO) has categorically directed to avoid building airport near and shift existing airports to more interior areas (Goa & Vishakhapatnam) airports are being shifted.
5. It is apprehended that once thousand families will be deprived of their livelihood which they earned form collecting vegetables, fruits and fire wood from the earmarked forest area.
6. We all know that endangered species of Olive Ridleys they nest near the costal Puri including the Baliharchandi area which is going to be adversely affected by the airport. Is there any EIA be in respect of these turtles? Moreover total destruction of marine life near the airport other fishery will also be badly affected.

7. Is not it commercially nonviable to built a new airport with in just 60km of BBSR (Biju Pattanaik international Airport) The CAG has clarified about the failure of "UDAAN " Scheme.
8. It is worth mentioning that a memorandum containing thousand signatures was submitted before Her Excellency, the President of India for the complete prohibition of construction of high rise hotels, ports and airports along coastal areas for safeguarding the life as well as environment.
9. Keeping in view of the present Situation your good office is requested to cancel the approval recently given to the proposed airport at Puri.

**Contact Address:**

Surendra Tapasu  
 General Secretary  
 Progressive Study Circle, Puri  
Jagannath Colony, Near Railway Crossing  
 Postbox No.: -54  
 Puri-752001  
 Mob.8249163439

Yours Faithfully



Members of Civil Society, Puri  
 Odisha

  
 Krishna Chandra Behara  
 ଶ୍ରୀକୃଷ୍ଣ ଚନ୍ଦ୍ର  
 Harshar Senapati  
 Banamali Sahu  
 ଶ୍ରୀମତୀ ସୁମିତ୍ରା  
 Passuram Pradhan  
 ପ୍ରସୁରାମ ପ୍ରଧାନ  
 Pyosthanamayee Mishra  
 ପିୟୋଷ୍ଠନାମୟେ ମିଶ୍ରା

E0652363166IN NW:49796523  
 P PURI STATION ROAD 9.0 07  
 Counter No:1,13/05/2025.01  
 To:THE SECRETARY,GOVT OF INDIA  
 PIN:751001, Bhubaneswar G.P.O.  
 From:SURENDRA TA.AT-JAGANNATH COL  
 Wt:20gms  
 Amt:41.30,Tax:6.30,Amt.Paid:41.00(Cash)  
 <Track on www.indiapost.gov.in>  
 (Dial 18002666868)<Wear mask -Stay safe>.



## BEFORE THE NATIONAL GREEN TRIBUNAL, KOLKATA

Original Application No. \_\_\_\_\_ of 2025

Surendra Tapasu and Others .....

Applicant

VERSUS

Union Of India and Others .....

Respondents

KNOW ALL to whom these present shall come that, We- **Surendra Tapasu**, S/o Jagganath Behera, aged about 66 years, At/Po- Jagganath Colony, Dist- Puri, Pin-752002, **Harihar Senapati**, S/o Ramchandra Senapati, aged about 56 years At- Keshakera, Ambapada, Po- Bramhagiri, Dist-Puri, 752011, **Gopal Pradhan** S/o- Anand Pradhan, aged 55 years resident of At/po- Gorual, PS-Puri sadar, Dist-Puri, **Raghunath Sahoo**, S/o- Binod Sahoo, aged about- 55 years, At/Po- Gorual, Dist- Puri, Pin-752002, **Sumitra Barik**, D/O- Gangadhar Barik, aged about 33 years, At/Po- Talajang, Dist- Puri, **Deviprasana Rath**, S/o- Mrutunjaya Rath aged about 42 years, At/Po- Satya vihar, Dist-Puri, Pin- 752002, **Sitakant Mohanty**, S/o- Braja Kishor Mohanty, aged about- 53 years, At/Po- Narasingha Ballav Patna, Mohanty Sahi, Puri, 752002, **Narayan Mishra**, S/o- Madam mohan Mishra, aged about 64 years, At/Po- Gadarodhang, Bramhagiri, Puri, **Jyostnamayee Mishra**, D/o- Baidyanath Mishra, aged about -67 years, At/Po- PHD Colony, water works Road, Puri, 752002, **Parshuram Pradhan**, S/o- Jatadhari Pradhan, aged about 52 years, At/Po- Baliguali, Puri, 752002.

The above named APPLICANTS do hereby appoint (herein after called the advocate/s) to be my/our Advocate in the above noted case authorized him :-**Sankar Prasad Pani, Ashutosh Padhy, Advocates, Address-Plot—2132/4814, Nageswartangi, Bhubaneswar, 751002, ENROLMENT NO O-785/2007, Email-sankarprasadpani@gmail.com**

To act, appear and plead in the above-noted case in this Court or in any other Court in which the same may be tried or heard and also in the appellate Court including High Court subject to payment of fees separately for each Court by me/ us. To sign, file verify and present pleadings, appeals cross objections or petitions for execution review, revision, withdrawal, compromise or other petitions or affidavits or other documents as may be deemed necessary or proper for the prosecution of the said case in all its stages. To file and take back documents to admit and/or deny the documents of opposite party.

To withdraw or compromise the said case or submit to arbitration any differences or disputes that may arise touching or in any manner relating to the said case. And I/We the undersigned do hereby agree to ratify and confirm all acts done by the Advocate or his substitute in the matter as my/our own acts, as if done by me/us to all intents and purposes.

And I/We undertake that I / we or my /our duly authorized agent would appear in the Court on all hearings and will inform the Advocates for appearance when the case is called.

And I /we undersigned do hereby agree not to hold the advocate or his substitute responsible for the result of the said case. The adjournment costs whenever ordered by the Court shall be of the Advocate, which he shall receive and retain himself.

And I /we the undersigned do hereby agree that in the event of the whole or part of the fee agreed by me/us to be paid to the Advocate remaining unpaid he shall be entitled to withdraw from the prosecution of the said case until the same is paid up. The fee settled is only for the above case and above Court. I/We hereby agree that once the fee is paid. I /we will not be entitled for the refund of the same in any case whatsoever. If the case lasts for more than three years, the advocate shall be entitled for additional fee equivalent to half of the agreed fee for every addition three years or part thereof.

IN WITNESS WHEREOF I/We do hereunto set my /our hand to these presents the contents of which have been understood by me/us on this 11th day of August 2021.

Accepted subject to the terms of fees.

*Sankar Prasad Pani*  
Advocate

*Surendra Tapasu*  
Client

Client

*Sitakanta Mohanty*  
*Raghunath Sahoo*

*Harihar Senapati*

*050418 9218*

*Jyostnamayee Mishra*

*Narayan Mishra*

*09990425 29*

*Sumitra Barik*

*Parshuram Pradhan*

AUTHORISATION

We, **Harihar Senapati**, S/o Ramchandra Senapati, aged about 56 years At- Keshakera, Ambapada, Po- Bramhagiri, Dist-Puri, 752011 , **Gopal Pradhan** S/o- Anand Pradhan, aged 55 years resident of At/po- Gorual, PS-Puri sadar, Dist-Puri, **Raghunath Sahoo**, S/o- Binod Sahoo, aged about- 55 years, At/Po- Gorual, Dist- Puri, Pin-752002, **Sumitra Barik**, D/O- Gangadhar Barik, aged about 33 years, At/Po- Talajang, Dist- Puri, **Deviprasana Rath**, S/o- Mrutunjaya Rath aged about 42 years, At/Po- Satya vihar, Dist-Puri, Pin- 752002, **Sitakant Mohanty**, S/o- Braja Kishor Mohanty, aged about- 53 years, At/Po- Narasingha Ballav Patna, Mohanty Sahi, Puri, 752002, **Narayan Mishra**, S/o- Madam Mohan Mishra, aged about 64 years, At/Po- Gadarodhang, Bramhagiri, Puri, **Jyosthnamayee Mishra**, D/o- Baidyanath Mishra, aged about -67 years, At/Po- PHD Colony, water works Road, Puri, 752002, **Parshuram Pradhan**, S/o- Jatadhari Pradhan, aged about 52 years, At/Po- Baliguali, Puri, 752002, authorize the applicant No 1, **Surendra Tapasu**, S/o Jagganath Behera, aged about 66 years, At/Po- Jagganath Colony, Dist- Puri, Pin- 752002, Odisha to swear the affidavit on behalf of us for filing the Original application.

Date-

*Parashuram Pradhan*  
*Jyosthnamayee Mishra*

*Surendra Tapasu*  
*Harihar Senapati*  
*Narayan Mishra*

SIGNATURE

*Sita Kantamohanty*  
*Sumitra Barik*  
*6811112 9416*  
*69999 22 24*  
*Raghunath Sahoo*