

**BEFORE THE NATIONAL GREEN TRIBUNAL;
EASTERN ZONE BENCH; KOLKATA**

O.A. NO. 158/2025/EZ

Surendra Tapasu & Others

....APPLICANTS

Vrs.

Union of India & Others

....RESPONDENTS

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Dt. 10 .11.2025



ADVOCATE FOR RESPONDENT NO.5
PRONOY MOHANTY
ENROLMENT NO.734/2016
MOBILE NO.8658525777

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**BEFORE THE NATIONAL GREEN TRIBUNAL;
EASTERN ZONE BENCH; KOLKATA**

O.A. NO. 158/2025/EZ

Surendra Tapasu & OthersAPPLICANTS

Vrs.

Union of India & OthersRESPONDENTS

**COUNTER AFFIDAVIT FILED ON BEHALF OF
RESPONDENT NO.5 (ODISHA INDUSTRIAL
INFRASTRUCTURE DEVELOPMENT CORPORATION)**

I, Arendhati Patra, aged about- 57-years, D/o-
Late Samickhor Patra, at present working as Land Officer,

Odisha Industrial Infrastructure Development Corporation (IDCO), Janpath, Bhubaneswar, Dist- Khurda, do hereby solemnly affirm and state as follows:

1. That, I have been duly authorized to swear this affidavit on behalf of Respondent No.5 in this case.
2. That, I have gone through the contents of the original application and have understood the same. I am also otherwise acquainted with the facts of the case.
3. That, in the original application, the applicant has prayed to take necessary action against the respondent no.5 & 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 and to direct the Respondent No.7 to take necessary action against the erring officers and persons concerned for felling the trees illegally and without

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authority. Further prayed to restrain the MoEFCC from apprising the project and grant of Environmental Clearance, Forest Clearance and CRZ Clearance under Fresh project category without violation also hold and declare the construction activity carried out by the Respondent No.6 as illegal. Also prayed to direct the Respondent No.2, 3 & 6 to restore the damages caused by tree felling and impose and exemplary penalty against the violators and direct the Respondent No.1 to declare Sipasarubali area as Ecologically Fragile/Sensitive Area under Environment protection Act, 1986, on the basis of all misconceived facts and law, which are traversed in view of the averments made herein below, while in course of replying to the averments made in the appeal, in view of which the appeal is liable to be dismissed, being not sustainable in the eye of law.

4. That, in reply to the averments made in Para-1 of the O.A., it is humbly submitted that, Sri Jagannath International Airport at Puri is a much-awaited project of the state to accommodate the ever increasing air travel passenger load of Bhubaneswar airport which has no scope for further expansion due to space constraint. This project will also give a boost to Tourism by enhanced air connectivity and economical and social developments in around Puri. In the Public Hearing held for Environmental Clearance by SPCB, Odisha on the site, local people overwhelmingly welcomed it.

Annebati Pathran
Land Officer
IDCO, Bhubaneswar

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It is pertinent to submit that, the DFO, Puri WL Division in his Site Inspection Report on 10.05.2023 in presence of Tahasildar Brahmagiri and other Revenue officials has observed, "**NO violation of Forest Conservation Act has been noticed**". Further, the DFO, Puri WL Division, on 14.10.2024 basing on his field inspection on 13.08.2024 has reported that, "**No tree felling has been done, no damage to flora and fauna has been done**". Copies of the Site Inspection Report on 10.05.2023 & Report on 14.10.2024 of the DFO, Puri WL Division are annexed herewith as Annexures-A/5 & B/5 respectively.

The OCZMA on dt.16.03.2024 has accorded approval for **CRZ Clearance** to the project and has recommended MoEF & CC, Govt of India for grant of composite clearance of CRZ clearance along with Environment Clearance. Copy of the OCZMA approval for CRZ Clearance dt.16.03.2024 is annexed herewith as Annexures-C/5.

The MoEF&CC after conducting site visit has approved the combined clearance for **Environment Clearance and CRZ Clearance** with a condition for issuance of the same after sanction of Stage -I clearance for forest diversion. Copy of the ^{extract of} minutes of agenda of the _{dt. 11.08.2025} MoEF&CC is annexed herewith as Annexures-D/5.

The Forest Diversion Proposal for 27.887 ha (68.909 Ac) of DLC land after being examined and recommended by DFO, Puri (WL) Division, PCCF, Odisha and Forest & Environment Dept was submitted to MoEF&CC. The

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Regional Empowered Committee, MoEF&CC, Regional Office, Bhubaneswar in their 95th meeting held on 16.10.2023 deliberated on the proposal along with reply of State Govt. and recommended the proposal to Ministry of EF&CC, New Delhi for approval with following conditions.

- a) *During landing and taking off of flights, flying over Balukhand sanctuary will be avoided.*
- b) *User agency shall obtain clearance from OCZMA for the area coming under CRZ-III before submission of compliance of Stage-1 clearance conditions, if In-principle approval is granted.*

Copy of the 95th meeting of the Regional Empowered Committee, MoEF&CC held on 16.10.2023 is annexed herewith as **Annexures-E/5.**

The Regional Empowered Committee, MoEF&CC Bhubaneswar in their 97th meeting held on 14.12.2023 again deliberated as per advice of MoEF&CC, New Delhi and examined the three alternatives explored by the User agency and recommended by Forest & Environment Department and found for the establishment of green field International Airport depending upon technical feasibility study by Airport Authority of India, orientation and dimension of the runway for Code - 4E aircraft, operation with single runway based on wind direction cannot be altered and this alternative has the least amount of forest land involved. The Committee also observed that since the runway orientation is specific to the location (site finalized by AAI); involvement of such limited extent of DLC forest land (5.91% of the total area) is unavoidable. The Committee

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decided to recommend the proposal for diversion of 27.854 ha of DLC forest land to Ministry. Copy of the 97th meeting of the Regional Empowered Committee, MoEF&CC held on 14.12.2023 is annexed herewith as Annexures-F/5.

In order to ascertain the position of study on Oliver Ridley turtle, Irrawaddy dolphin and Central Asian Flyway, an central institute of repute, Zoological Survey of India was entrusted to take up the study as desired by MoEF&CC. ZSI have submitted their interim study report basing on their recommendation that, Site Specific Wildlife Conservation/ Management Plan is being prepared.

Copy of the interim study report of the ZSI is annexed herewith as Annexures-G/5.

Advisory Committee, MoEF & CC in their 6th meeting on 24.06.2025 has observed that, *"in view of the concerns raised with regard to the migration routes, threats and conservation requirements of Olive Ridley turtles Irrawady dolphins along the Puri coast and migratory birds coming to Chilika lake, the state shall seek the comments/ recommendations of WLL on the subject matter. The conservation measures and mitigation activities so identified will be integrated in to a Site Specific Wildlife Conservation/Management Plan for the project which shall be approved by the CWLW, Odisha"*. A team of scientists from WLL, Dehradun has visited the site from dtd. 22.07.2025 to 23.07.2025 and their recommendation will be integrated in the Site Specific Wildlife Management Plan, as advised. Copy of the 6th meeting dt.24.06.2025 of the

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Advisory Committee, MoEF & CC is annexed herewith as Annexures-H/5.

5. That, the averments made in Para-2 of the O.A. needs no reply.
6. That, in reply to the averments made in Para-3 of the O.A., it is humbly submitted that, as per the tree enumeration jointly done by Revenue & Forest Officials there are 13504 nos of trees in the project area of 471.401 ha of land out of which 1291 nos of trees are in 27.887 ha DLC forest land and 12213 nos of trees are in 443.514 ha non forest land over. Copy of the details of the tree enumeration is annexed herewith as Annexures-J/5.

More than 90% of the trees are Cashew, Acacia and Casuarina, which were initially planted during 1970 to 1980, as per the Site Inspection Report of the DFO, Puri. Although, the agency which has undertaken the plantation is not ascertained, the Cashew plants are most likely were planted by Cashew Development Corporation and abandoned after the plants have lost their fruiting vigor and scattered Casuarina and Acacia plants were planted by Social forestry scheme as village woodlots to meet fuelwood demand. Most of the plants are top broken and in moribund form. As per the Site Inspection Report of DFO, Puri (WL) Division the vegetation density of DLC forest land is 0.4 to 0.5 with Eco Value Class-III (Annexure-A/5).

The density of trees over the entire land comes less than 29 nos of trees / ha (13504 nos/471.401 ha) which attribute to a density of an open forest, i.e. 0 to 0.4. The

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same might have been depicted in Survey of India Topo sheet mentioned in area as an open mixed jungle. In Topo sheet, which is of 2008 edition and is of Scale 1:150000, with scattered miscellaneous tree growth has been reflected as jungle, as it was not put to any other class of land use.

7. That, in reply to the averments made in Para-4 of the O.A., it is humbly submitted that, the presumption the trees were planted and serving as coastal shelterbelt is not true. Because the pattern of plantation does not match with Costal Shelter Belt plantation, which emphasizes plantation of Casuarina (Jhaun) at a close spacing of 1mt/1mt in staged manner which serves as a shield against the coastal wind. The available plants in the project area are predominately Cashew followed by other species like Jhaun, Acacia and sporadic Coconut and Palm trees. This type of sporadic plants with majority of Cashew plants does not suggest it has been done under Costal Shelter Belt scheme. Cashew tree are not enough adequate height to check the sea wind. Most of the other plants in the project area are top broken and stunted growth. The existing open vegetation of low height is not effective against cyclone, which needs a coastal shelterbelt plantation of strong and tall species like Casuarina at a close spacing of 1m x 1m.

As regards, the DSS Analysis Report in Parivesh Web Portal, Moderate Dense Forest of 89.00 ha and open dense forest of 83.01 ha of vegetated area, this is to mention that, the phenology and branching pattern of Cashew trees is such that, the branches lay on ground and that gives an

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impression of vegetation from above. So the non-forest area with Cashew and Acacia plants giving an impression of moderate dense forest and open forest is not based on field condition.

As per tree enumeration conducted by DFO, Puri WL Division and Tahasildar, Brahmagiri the density of trees is as under:

DLC Forest land (27.885 ha) - 1291 numbers i.e. 46 trees per ha (10,000sqm)

Non-forest land (443.514 ha) - 12,213 nos i.e. 27.5 trees per ha (10,000sqm)

Total area (471.401 ha) - 13,504 nos i.e. 28.6 trees per ha (10,000sqm)

This indicates the area is wide open with a density of 0.4.

The DFO, Puri WL Division in his report dtd. 21.09.2023 has stated that,

"The impact of existing vegetation in the project area on cyclone as out of 13504 number of trees are 10374 trees are (1291 in DLC land and 9083) are under (30-59) cm girth class which have hardly any role to check the cyclonic wind. Due to stunted growth and top broken condition of existing vegetation and growth pattern of Cashew which constitutes almost 50 percent of the vegetation, the overall impact of the existing vegetation on wind control is low.

Apart from taking up 29.939 ha of Compensatory Afforestation against the project, Puri WL Division has already taken up Casuarina Shelterbelt plantation over 45 Ha - 1.78 lakhs plants and kia fencing (3.6 KMs) in nearby of the project area after the FANI cyclone -2019 to protect the coast from natural disaster. In the remaining stretches of coastal area also, coastal afforestation works are underway by Puri WL Division."

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Copy of the report dtd.21.09.2023 of the DFO, Puri WL Division is annexed herewith as **Annexures-K/5.**

As per the direction of the Forest Advisory Committee dtd.24.06.2025, a team of scientists of Wildlife Institute of India, Dehradun have visited the site 22.07.2025 to 23.07.25. Their views / comments will be integrated in the Site Specific Wildlife Conservation/Management Plan which is being prepared.

8. That, in reply to the averments made in Para-5 of the O.A., it is humbly submitted that, as per tree enumeration conducted by DFO, Puri WL Division and Tahasildar, Brahmagiri, the density of trees is as under:

DLC Forest land (27.885 ha)- 1291 numbers i.e. 46 trees per ha(10,000sqm)

Non-forest land (443.514 ha) - 12,213 nos i.e. 27.5 trees per ha(10,000sqm)

Total area (471.401 ha) - 13,504 nos i.e. 28.6 trees per ha (10,000sqm)

This indicates the area is wide open with a density of 0.4.

The Topo sheet showing the area has 'open mixed jungle mainly Casuarina' does not corroborate with the field condition. Cashew is predominately spread over the area with fewer numbers of Casuarina and Acacia trees. Cashew plants having low height are not efficient enough against cyclonic wind. So, the scattered trees available in the project area are serving as shelter belt against cyclone is not true. In Topo sheet, which is of 2008 edition and is of Scale 1:150000, with scattered miscellaneous tree growth has

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been reflected as jungle, as it was not put to any other class of land use.

9. That, in reply to the averments made in Para-6 of the O.A., it is humbly submitted that, the Casuarina, Cashew and Acacia trees are not good habitat for wild lives. As per Site Inspection Report of DFO, Puri WL Division, the proposed site is 11.28 km from Balukhand RF towards east and does not form part of any Wildlife Sanctuary or Biosphere Reserve. Sporadic movement of wild animal like Hyena, Porcupine, Spotted Deer, Jackals are noticed in the area besides this reptiles like Snakes, Common Chameleon and birds are found moving in the area. There is no movement of rare/ endangered WL species in the area.

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The DFO, Puri WL Division in his report dtd 05.12.2023 has observed that the project area is at an aerial distance of 9.95 kms from Eco Sensitive Zone of Balukhand Sanctuary and the project area is expecting a least impact on wild lives in general and bird movement in particular. Copy of the report dt.05.12.2023 is annexed herewith as Annexures-L/5.

PCCF (WL), Odisha has also agreed to the views of DFO Puri WL Division. Impact of the proposed project on birds' movement in particular and wildlife in general is minimal. Copy of the Letter of PCCF (WL) agreeing on views of DFO Puri WL Division is annexed herewith as Annexures-M/5.

10. That, in reply to the averments made in Para-7 of the O.A., it is humbly submitted that, sporadic nesting of Olive Ridley

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Turtle happens all over the eastern cost of Odisha. The nearest mass nesting center is Devi Muhan which is around 45 km away from the proposed site.

As per annual Dolphin census conducted by Forest Deptt., no Irrawaddy dolphins are cited in the coastal area of Bay of Bengal near the project site. A detailed report in this regard has been furnished in compliance to EDS of FAC vide Letter No. 11499 dtd. 27.05.2025 of PCCF, Odisha to MoEF & CC, New Delhi. Copy of the Letter No. 11499 dt.27.05.2025 of PCCF, Odisha to MoEF & CC, New Delhi is annexed herewith as **Annexures-N/5.**

However, in view of the concern for wild lives, State Govt has engaged a central Govt. entity, Zoological Survey of India, to carry out a detailed study the probable impact of the project on Olive Ridley turtle, Irrawaddy dolphins and central Asian Flyway and suggest conservation needs to support sustainable and protection measures which will be included in the Site Specific WL Management Plan. Copy of the Letter of Govt engaging ZSI is annexed herewith as **Annexures-P/5.**

11. That, in reply to the averments made in Para-8 of the O.A., it is humbly submitted that, as regards the Central Asian Flyway (CAF), Zoological Survey of India (ZSI), a central Institute under MoEF&CC, Govt of India, has been entrusted with the job of conducting a detailed study and suggesting mitigation plan, which will be implemented after due approval of Chief (WL.) Warden, Odisha.

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12. That, in reply to the averments made in Para-9 of the O.A., it is humbly submitted that, there is a separate proposal for 6 lane expressway, which will link Bhubaneswar to Puri is meant to improve the connectivity between 2 major Tourism Hubs, which is not directly related to the airport project. Compliance in this regard has been submitted to FAC vide Letter No. 11499 dtd.27.05.2025 of PCCF, Odisha to MoEF&CC, New Delhi.

Amohati Patra
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13. That, in reply to the averments made in Para-10 of the O.A., it is humbly submitted that, there is no further scope of the expansion of Biju Patnaik Airport keeping in view the ever expanding demand due to space constraint and other technicalities. Compliance in this regard has been submitted to FAC vide Letter No. 11499 dtd. 27.05.2025 of PCCF, Odisha to MoEF&CC, New Delhi.

14. That, in reply to the averments made in Para-11 of the O.A., it is humbly submitted that, boundary wall with pre-fabricated material (easy to fix and easy to dismantle) which is normally done by IDCO, were done on sides prone to encroachment over 13.3 kms out of the total boundary of 16 kms to prevent encroachment of the land by land grabbers as there is incidence of encroachment in nearby areas. This has been intimated in the compliance to EDS by FC, vide Letter No. 11499 dtd.27.05.2025 of PCCF, Odisha to MoEF&CC, New Delhi. Even there have been incidences of destroying the boundary wall for which Divisional Head of IDCO had lodged compliant with local police on 22.03.2024. Copy of the complaint of Divisional Head of

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IDCO dt.22.03.2024 is annexed herewith as Annexures-Q/5.

This is pertinent to mention here that, construction of boundary wall and security sheds are permissible activities prior to sanction of Environment Clearance, as per notification dtd.29.03.2022 of MoEF&CC, Govt. of India. Copy of notification dtd.29.03.2022 of MoEF&CC, Govt. of India is annexed herewith as Annexures-R/5.

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15. That, in reply to the averments made in Para-12 of the O.A., it is humbly submitted that, National Centre for Sustainable Coastal Management (NCSCM), Ministry of Environment, Forest and Climate Change (MoEFCC), Government of India, Chennai has prepared project level CRZ map by demarcating the High Tide Line (HTL), Low Tide Line (LTL) and Ecological Sensitive Areas (ESAs) for the proposed project site, to obtain environmental clearances. NCSCM is an as an autonomous institution of MoEFCC and one of the seven authorized agency who prepares Coastal Regulation Zone study reports and site-specific maps.

In this regard, NCSCM has visited the site and investigated the project site to demarcate HTL and ESAs. Demarcation of the HTL, LTL, ESAs and identification of Coastal Regulation Zones (CRZ) have been carried out in 1:4000 scale to provide detailed information on the CRZ categories with respect to the proposed project site. CRZ map of 1:4000 scale was prepared based on the approved CZMP of Odisha as per CRZ Notification, 2019.

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Category Wise Area Distribution of the proposed project site as per approved CZMP 2019, Odisha is as under:

	No Development Zone in Ha	200 m to 500 m From HTL - CRZ IIIB in Ha	Out of CRZ Area
Project Area	0.0204	15.0929	455.118

No sand dune is coming inside the project area.

Accordingly, CRZ clearance was applied for to OCZMA who after thorough deliberation recommended MoEF & CC for sanction of combined EC&CRZ clearance after carving out of 0.0204 ha of CRZ-IIIA(NDZ) area from the project area.

16. That, in reply to the averments made in Para-13 of the O.A., it is humbly submitted that, the temporary boundary wall with pre-fabricated material was constructed during June 2023 to October 2023 to protect the Govt. land from encroachment. The extra boundary wall has no relation with the airport site and only meant to save the left over land beyond the project area from encroachment. The construction noticed in CRZ area has been demolished.

17. That, in reply to the averments made in Para-14 of the O.A., it is humbly submitted that, no tree felling has been taken up in the project area for construction of temporary boundary wall. No damage to flora and fauna has been made. No road has been constructed inside the project area. No violation under EC has been done.

18. That, in reply to the averments made in Para-15 of the O.A., it is humbly submitted that, as per Shore Line Change Atlas of Indian Coast, Volume-5, Odisha & West Bengal,

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prepared by Space Application Centre (ISRO), Ahmedabad, the proposed airport site near to Puri coast is showing no erosion (as per map 74E09SE- page 65 of 214 and 74E13SW-page 66 of 214). Rather, there is more accretion in the coastal area. Copy of the study report is published in December 2023 is annexed herewith as **Annexures-S/5**.

As per the above report summary, the Puri coast is showing accretion not erosion.

19. That, the averments made in Para-16 of the O.A. needs no reply.

20. That, in reply to the averments made in Para-17 of the O.A., it is humbly submitted that, there will be minimum number of tree felling for the project and sufficient number of trees will be planted in and around the project area to enhance the greenery alongwith further development Coastal Shelter Belt Plantation. The detail plan was explained to the local public in the public hearing and their suggestions and proposals were included in the plan.

It has also been elaborately explained in the report of PCCF, Odisha in his report to MoEF&CC dtd 27.05 2025 that, the whatever environmental loss will be there, that will be compensated/minimized following the remedial measures advised by external agencies like Zoological Survey of India and Wild Life Institute of India and also as per directions issued in conditions of EC and Forest Diversion.

21. That, the averments made in Para-18 of the O.A. needs no reply.

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22. That, in reply to the averments made in Para-19 of the O.A., it is humbly submitted that, no tree felling has been done neither no road has been constructed in the project area. Report of DFO, Puri clearly indicates regarding no cutting of trees. Since there are only 27 trees per ha of area i.e. 10,000square meters (as per tree enumeration) the area is nearly 70 percent vacant land in field. Miscellaneous bushes reflected in Google image might have been misinterpreted as tree cover. The electric transformer site is not within the project area and has no connection with the airport project.
23. That, since the averments made in Para-20 of the O.A. has already been replied, while replying the Para-19 of the O.A., the same needs no reply.
24. That, the averments made in Para-21 of the O.A. needs no reply.
25. That, in reply to the averments made in Para-22 of the O.A., it is humbly submitted that, the villagers have full access to the project area as nearly 2 KMs of boundary is open. No complaint in this aspect was raised in the public hearings held for Environmental clearance and land acquisition.
26. That, in reply to the averments made in Para-23 of the O.A., it is humbly submitted that, as per direction of OCZMA, the 0.02ha of CRZ- III land which was coming within the project area due to negligible technical glitch in DGPS survey has been removed from project area and fresh map was submitted which was accepted by MoEF&CC, Gol and combined EC and CRZ clearance has been recommended.

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Exact distance cannot be ascertained from Google Earth image and HTL is not marked on Google Earth image.

27. That, in reply to the averments made in Para-24 of the O.A., it is humbly submitted that, no tree felling has been done which has been ascertained from the Inspection Report of DFO, Puri done in presence of Tahasildar, Brahmagir, and other Revenue officials.
28. That, in reply to the averments made in Para-25 of the O.A., it is humbly submitted that, no violation under FC, EC or CRZ regulations has been done as no construction activity under the proposed project has been started.
29. That, it is further pertinent to mention here that, action has also been taken against the encroachers U/s.6 & 7 of the OPLE Act, 1972 for illegally constructing a boundary wall over the forest and non-forest land of Shri Jagannath International Airport at Puri, on the basis of an enquiry being conducted by the R.I., Gorual along with Revenue Supervisor, wherein it is ascertained as per its Letter No.113/dt.26.09.2025 that, one unknown person had illegally constructed a boundary wall over the forest land of Mouza-Sipasurubali, P.S.-78 and during the course of enquiry, it is learnt that, the said boundary wall has already been demolished by the said unknown person from the case land and now the suit land is free from encroachment, as per the Letter No.3545/dt.10.10.2025 of the Tahasildar, Brahmagiri. Copies of the Letter No.113/dt.26.09.2025 & Letter No.3545/ dt.10.10.2025 of the Tahasildar,

Anaghaty Sachin
Land Officer
IDCO, Bhubaneswar

Pradipta
AG

M

PRADIPTA KUMAR MOHANTY
NOTARY, CUTTACK TOWN
REGD.No-ON-04/1995

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Brahmagiri are annexed herewith as Annexure-T/5 & U/5 respectively.

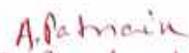
30. That, the Petitioner has not come to this Hon'ble Tribunal with clean hands and is not entitled to get any equitable relief therefore. The original application is devoid of any merit and, therefore, is liable to be dismissed.
31. That, the rest of the averments which have not been specifically admitted in this affidavit, may be deemed to have been denied.
32. That, in view of the averments made, considering the facts and circumstances of the case, the O.A. being devoid of any merit, is liable to be dismissed with exemplary cost, for filing such frivolous application and wasting the precious time of this Hon'ble Tribunal.
33. That, the deponent craves leave of this Hon'ble Tribunal, to file any such further affidavit, if so required, in the course of hearing, for proper adjudication of the matter.
34. That, the facts stated above are true to the best of my knowledge, belief & materials on record.

Identified by

 Advocate
 Pradyumna Mohanty


 DEPONENT
 Land Officer
 IDCO, Bhubaneswar



Solemnly sworn before me by..... 
 being identified by..... 
 at Cuttack Town Dated: 10/11/2025
 10/11/2025

P.K. MOHANTY, Notary, Cuttack Town
 Regd. No-ON-04/1995

- X -

VERIFICATION

I, Amohati Patraen - , aged about 57 years, D/o-
Late Ramkrishna Patraen at present working as Land Officer ,
 Odisha Industrial Infrastructure Development Corporation
 (IDCO), Janpath, Bhubaneswar, Dist- Khurda, do hereby
 verify that the contents of the above affidavit are true to my
 knowledge, belief and materials on record, and nothing has
 been concealed there from.

Verified at Cuttack on 10 day of ^{November} ~~October~~, 2025.

Amohati Patraen
 VERIFICANT

Land Officer
IDCO, Bhubaneswar

CERTIFICATE

Due to non-availability of Cartridge Papers, Plain thick
 white papers have been used in this matter.

Cuttack.

Dt. 10 .11.2025



ADVOCATE
PRONOY MOHANTY
 ENROLMENT NO.734/2016
 MOBILE NO.8658525777

Not
10/11/2025

PRADIPTA KUMAR MOHANTY
NOTARY, CUTTACK TOWN
 REGD.No-ON-04/1995

-22-
Annexure - A/589

SITE INSPECTION REPORT

Sl.No	Name of Items	Compliance												
01	02	03												
1.	Name of the Project	Proposal for diversion of 27.887 ha of DLC forest land for Shree Jagannath International Airport, Puri												
2.	Name of the Division/ District	Puri Wildlife Division/ Puri District												
3.	Date of Inspection	10.05.2023												
4.	Name and Designation of Inspection Officer	Sri Ramasamy P, IFS Divisional Forest Officer, Puri Wildlife Division.												
5.	Name and Designation of Other Officers who attend the inspection including representative of User Agency	<ol style="list-style-type: none"> 1. Sri Uttam Kumar Gadnayak, Assistance Conservator of Forest, Puri Wildlife Division. 2. Sri Chandrasekhar Sahu Dy. Range officer, Brahmagiri Wildlife Range. 3. Prasana Kumar Pati, Forester, Harachandi Section 4. Sri Umakanta Barik, Land Acquisition Officer, Commerce & Transport Department, Govt. of Odisha 5. Sri Soumya Rajan Satapathy, Tahasildar Brahmagiri 6. Sri Dushmanta Dalei, Revenue Inspector, Goruala Circle 												
6.	Legal status of forest land with area proposed for diversion	Revenue DLC Forest land = 27.887ha <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Sl.No.</th> <th>Village</th> <th>Total Area Required (in Ha.)</th> <th>Tahasil</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>5</td> </tr> <tr> <td>1</td> <td>Sipasurubuli</td> <td>27.887</td> <td>Brahmagiri</td> </tr> </tbody> </table>	Sl.No.	Village	Total Area Required (in Ha.)	Tahasil	1	2	3	5	1	Sipasurubuli	27.887	Brahmagiri
Sl.No.	Village	Total Area Required (in Ha.)	Tahasil											
1	2	3	5											
1	Sipasurubuli	27.887	Brahmagiri											
7.	If area required for diversion has been demarcated on the ground.	The area required for diversion has been demarcated on the ground in 4 patches and 50 no's of RCC pillars have been fixed up to 2' height from ground level. Each pillar is colored with green paint and inscribed with DGPS coordinates.												
8.	Item wise break up of the forest land proposed for diversion													
	The item-wise break-up of forest land proposed for diversion is as follows													
1	Airside	16.003 Ha												
2	Apron	4.814 Ha												
3	Passenger Terminal Building	0.037 Ha												
4	Transport Use	1.956 Ha												
5	Runway	3.427 Ha												
6	Utility	1.650 Ha												
	Total	27.887 Ha												
9.	Condition of vegetation and type of forest in applied area.	The forest type of the applied area is Tropical Dry Deciduous Moderate Forest covered with mostly Casuarina, Cashew, Acacia species & <i>Mangifera indica</i> which were initially planted during 1970-80. Based on the canopy & crown density of the applied area, the vegetation is considered as dense Forest having density 0.4 to 0.5 and the area comes under Eco Value Class-III.												
10.	Position of wild life in General	The area proposed for diversion is not coming under any National Park/ Sanctuary/Biosphere Reserve/any notified wildlife corridor.												

		However, the sporadic movements of Wild animals like Hyaena, Porcupine, Spotted Deer, Jackals are often noticed inside the applied area. Besides this, the reptiles like Snakes, Common Chameleon and birds like flycatcher, Brahminy kite etc are found moving in the applied area.
11	Whether the applied area is involved with any Eco-Sensitive Zone/ National Park/ Sanctuary	No. But, the area is coming under the Costal Regulation Zone.
12	No. of trees to be felled and its impact on the Ecosystem	A total 13,504 no's of trees (Forest- 1291 (+) non-Forest- 12213) have been enumerated to be felled in the entire area and there will have some impact on the ecosystem. The Class and Species wise abstract of the tree enumeration both forest & non-forest area have been enclosed at Checklist-9 of the Diversion Proposal.
13	Details of broken up area and reclamation done if any (Mining Cases)	Not applicable
14	Position of displacement of people and adequacy of rehabilitation if any.	No
15	Position of rare and endangered species available or importance of area from Eco-Social point of view	There is no movement of rare/endangered wildlife species noticed significantly in the applied area.
16	Area selected for diversion if including in DLC report or not.	Yes, the applied area selected for diversion is included in the DLC report.
17	Suitability of the identified non-forest area for compensatory afforestation.	An area of 29.939 ha of non-forest govt. land have been identified in Anipatia and Banabarada Village of Kakatapur Tahasil for Compensatory Afforestation. The land Suitability Certificate of the Compensatory Afforestation is enclosed at Checklist-17 of the Diversion Proposal.
18	Violation of Forest (Conservation) Act, 1980 if any and action taken thereof.	No violation of Forest (Conservation) Act, 1980 has been noticed till date.


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

P. K. Akhota
Shankar
12/12

Annexure - B/5

-X-

ANNEXURE - IX

OFFICE OF THE DIVISIONAL FOREST OFFICER, PURI WILDLIFE DIVISION;
CHAKRATIRTHA ROAD, PURI - 752002

E-Mail:- dfo.puriw@odisha.gov.in, Tel-06752-228281

Letter No. 6283/3F-05/2024.

Dated, Puri, the 14th October' 2024.

Annexure - II

To

The Principal Chief Conservator of Forests (Forest Diversion & Nodal Officer),
O/o the Principal Chief Conservator of Forests Odisha,
Bhubaneswar.

Sub:-

Compliance to the EDS raised by the Nodal Officer at Parivesh Portal related to
application for Forest Land diversion for Shree Jagannath International Airport
at Mouza Sipasarubali in Brahmagiri Tahasil of Puri District - reg.

Ref:-

1. Proposal Number: FP/OR/Airport/426096/2023.
2. Reply to EDS raised by DFO Puri WL by your office vide Letter No. 10688 dated 07.10.2024 of Additional Secretary to Government of Odisha Commerce & Transport Department.

Sir,

I am to inform you that one of the two EDS raised by the Nodal Officer to DFO, Puri pertains to Violation of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980. DFO Puri has been directed to submit necessary compliance to the EDS raised by the IRO Head.

EDS Raised by the Nodal Officer and its compliances:-

EDS No. 2:

Query Title:- Violation of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980
Query Description- 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:-

- (a) 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.

Compliance to Query 2(a):-

In compliance to the above, it is to intimate that Project proponent vide their letter under reference 2 has submitted that no construction work/project activities had been carried out over the DLC forest land except boundary wall. A temporary fence was constructed over the non-forest area to demarcate the land for identification and inspection purpose only. As the area was encroached by the local peoples, in order to protect the project area from encroachment the temporary fence has been constructed. The contractor without knowing the status of the land has constructed temporary fence over the DLC forest land.

A FIR had also been lodged against the local villagers vide IDCO letter No. 602 dtl. 22.03.2024 to the IIC Sadar Police Station. 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.

-2X-

The DFO Puri (WL) Division has made the site visit along with revenue authority and project proponent on 13 August, 2024. Boundary wall which was created using the removable pillars and slabs have been dismantled by the project proponent. 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.

- (b) 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.

Compliance to Query 2(b):-

Details of violation:-

- (i) 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.
- (ii) No tree felling has been done over the forest as well as non-forest area. No damage has been done to the existing flora and fauna and also the vegetation has not been disturbed.
- (iii) The work had started since June 2023 and stopped since Sept 2023. After getting the information regarding the violation over the forest land, the temporary fence has been removed. Photographs of dismantled compound wall are enclosed herewith for your kind reference.
- (iv) There is no obstruction to access the forest area.

Present Status of the Work:- As per the site inspection on 13.08.2024, boundary wall has been removed by the Project Proponent from the boundary of DLC Forest land.

Action taken to stop the work:- It has been informed by the project proponent that PP has instructed the contractor not to do any further boundary construction work on the site. No ongoing construction was found during the site inspection.

- (c) 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
Compliance to Query 2(c):-

The letter of acceptance was issued by 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 year 2023.

Divisional Forest Officer,
Puri Wildlife Division, Puri

*Rec. Attached
Dhanraj*



Amendment - C/5

ODISHA COASTAL ZONE MANAGEMENT AUTHORITY
Forest, Environment & Climate Change Department, Government of Odisha

File No.: OCZMA/14/2024 - 79/OCZMA
Proposal No.: IA/OR/CRZ/459561/2024

Dt. 16/03/2024

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.

-2X-

Major Features	Specifications-Phase I
Runway	3700m X 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 Building	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	
Major Features-Phase II	
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	
Major Features-Phase III	
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.

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- 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.

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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.

[Signature]
16/03/24
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.

[Signature]
16/03/24
Director, Environment-cum-
Special Secretary to Govt. and
Member Secretary, OCZMA

*Pr. A. K. S. Red
D. K. S.
7/24*

Annexure-IV

Annexure-D/5



सत्यमेव जयते

-X0-

Government of India
Ministry of Environment, Forest and Climate Change
IA Division
(INFRA-2)



Minutes of Agenda for 148th Meeting of Expert Appraisal Committee (Infra-2), for
 Projects related to Airports 7(a); Common Hazardous Waste Treatment, Storage and
 Disposal Facilities 7(d); Common Bio-Medical Waste Treatment Facilities 7(da);
 Common Effluent Treatment meeting INFRA-2 held from 05/08/2025 to 05/08/2025
 Date: 11/08/2025

MoM ID: EC/MOM/EAC/536429/7/2025

Agenda ID: EC/AGENDA/EAC/536429/7/2025

Meeting Venue: N/A

Meeting Mode: Virtual

Date & Time:

05/08/2025	03:00 PM	06:00 PM
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1. Opening remarks

The Member Secretary of the Expert Appraisal Committee (Infra-2), hereinafter referred to as EAC (Infra-2), welcomed the Chairman / Members of the committee and stated briefly the agenda items of the meeting. The Member Secretary also reiterated the decision of the Ministry that all the members are required to declare their conflict of interest and recuse from the meeting if required. In case, it is revealed later that in spite of the conflict of interest, the Member had participated in the meeting, the responsibility for the same shall lie with the concerned Member and it may lead to her / his removal from the membership of EAC. In view of this, he requested all the participating members to inform if they have any conflict of interest with regard to any agenda items to be discussed in this meeting. The Chairman thereafter requested the Member Secretary to initiate deliberations. The list of participating EAC Members is placed in Annexure 1.

2. Confirmation of the minutes of previous meeting

The EAC confirmed the Minutes of the 147th meeting held on 18th July, 2025. Further, it is being observed that sometimes positioning of texts/contents used to change in the PARIVESH generated Minutes. In view of this limitation of PARIVESH portal, in case any discrepancy occurs due to displacement of text/content of the Minutes, the pdf copy enclosed at the end of portal-generated Minutes shall be considered as the final one and be referred as the Minutes of the Meeting. Typo errors, if any, noticed during the processing of these cases may be corrected appropriately in the light of relevant facts and figures.

3. Details of proposals considered by the committee

Day 1 -05/08/2025



3.1. Agenda Item No 1:

3.1.1. Details of the proposal

Development of Greenfield Shree Jagannath International Airport at Sipasarubali, Puri District, Odisha by Transport Department located at PURI, ODISHA			
Proposal For		Fresh EC	
Proposal No	File No	Submission Date	Activity (Schedule Item)
LA OR INFRA 2/472127/2024	21-40/2023-IA.III	13/09/2024	Airports (7(a))

3.1.2. Project Salient Features

The proposal is for the grant of combined Environmental Clearance and Coastal Regulation Zone (EC+CRZ) for the Development of a Greenfield Shree Jagannath International Airport in an area of 471.401 ha at Sipasarubali, Puri District, Odisha by M/s Commerce & Transport Department, Govt. of Odisha.

148.1.2 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 by the sectoral EAC at the central level. This proposal was considered by the EAC in its 131st meeting held during 30.09.2024 - 01.10.2024. After detailed deliberation, the EAC decided to conduct a site visit to assess the ground area scenario. Accordingly, the sub-committee consisting of EAC members was formed and thereby visited the site during 04.04.2025 to 06.04.2025 and submitted the factual report. Thereafter, sub-committee report was considered and accepted by the EAC in its 143rd meeting held on 22.05.2025. Based on this and further information submitted by PP, the proposal was reconsidered by the EAC in its 145th meeting held on 26.06.2025.

After detailed deliberation, the committee has decided that the PP should not develop any activity, including green belt development, in the No Development Zone (NDZ) area and the PP should permit the permissible activity in the NDZ area as per the CRZ Notification, 2019. It was desired by EAC that the instant project shall be sent to Ministry's CRZ division for their opinion/appraisal/deliberation since the proposal is for grant of EC and CRZ together. The comments/conditions proposed by the CRZ Division (if any) shall be incorporated prior to grant of Environmental Clearance.

Based on the above recommendation of the EAC, the e-file with all the documents submitted by PP i.e. EIA report, site map, recommendation of the Odisha Coastal Zone Management Authority (OCZMA), summary of the project, Feasibility Study of Puri Airport, Public Hearing Proceedings & MoM, site clearance for Puri greenfield airport, Summary of BDC, overall layout plan of Puri airport phase 1, MOM of the EACs and etc was send to CRZ Division for their comments/inputs/opinion. The CRZ sector has provided the comments and mentioned that "the adequacy of the Marine Environment Plan, DMP, and proposed mitigation measures related to the project may be examined by the concerned Sector or EAC-Infra-2, during the appraisal process".

In view of the above background, this proposal is being reconsidered by the EAC in the current meeting. Further, the committee has also invited the Member Secretary of the CRZ sector as a special invitee for the consideration of the proposed DMP and mitigation measures related to the proposed project. During the meeting, the Member Secretary of the CRZ sector informed that the Odisha coastal area has already prepared the Coastal Regulation Zone (CRZ) map under the CRZ Notification, 2019, and therefore, currently CRZ Notification, 2019 is applicable in the state of Odisha. It was observed that the National Centre for Sustainable Coastal Management (NCSCM), Chennai, has prepared the Coastal Regulation Zone (CRZ) map (1:4000) for the project site as per the CRZ Notification, 2019 and based on that CZMP of Odisha has been approved. Further, the committee has observed that the Odisha Coastal Zone Management Authority (OCZMA) has recommended the project, and a letter has been issued vide File

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No. OCZMA/14/2024-79/OCZMA dated 16th March 2024. As per the recommendation letter, it is observed that 0.0204 ha area falling under CRZ-IIIA (No Development Zone) is excluded from the proposed project area. However, the area of 15.0929 Ha (CRZ IIIB) is recommended for airport use by OCZMA.

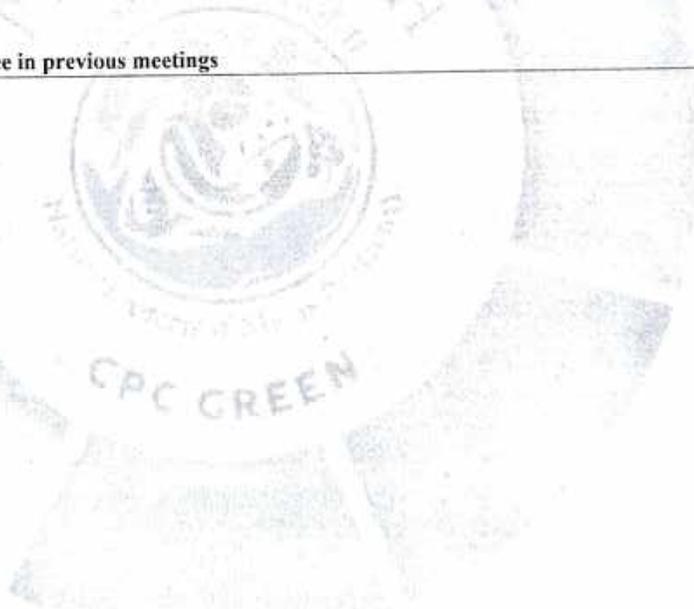
Furthermore, the committee expressed concern about bird migration in the region. Accordingly, the committee instructed the PP to conduct a detailed study on bird migration in the area and submit the same to the Regional Office of the Ministry. The PP has accepted the same and informed that the Zoological Survey of India (ZSI) is undertaking a comprehensive study on the proposed project area. Further, PP shall strictly implement appropriate environmental protection measures to safeguard migratory birds and their habitats in and around the project site based on the recommendation of the study report. These measures must be designed in consultation with relevant ecological and wildlife experts and incorporated into the Environmental Management Plan.

Further, the committee discussed the shoreline protection mitigation measures of the proposed area. In this regard, the PP informed that gaps along the shore shall be filled with the plantation of trees i.e. *Casuarina* sp. The committee has directed that PP shall consult the Forest Department of the state of Odisha for guidance to ensure that tree plantation is carried out in accordance with the regional marine ecosystem. Only those trees shall be planted that are native to the geographical region.

It was observed that queries raised by the Member Secretary (CRZ) were addressed by the Project Proponent. It was informed that all airport works are confined to the airport boundary only. No work will be carried out in the marine part. Only CAT I Lighting system will come in the CRZ area. Hence, the Marine Environmental Plan is not applicable to the proposed airport project. Further, DMP and proposed mitigation measures were duly addressed during the meeting.

3.1.3. Deliberations by the committee in previous meetings

Date of EAC 1 :30/09/2024



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Deliberations of EAC 1 :

The EAC, during deliberations noted the following:
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 by sectoral EAC at central level.

for the project has been obtained vide letter No. 21-40/2023-IA.III dated 20th November, 2023 and the Baseline data collection has been carried out from October to December 2023. The Public Hearing was conducted on 4th March 2024 at the project site under the chairmanship of ADM.

existing land-use pattern of the proposed project is barren, agricultural and forest land. The total land area required for the proposed project is 471,348 ha. Out of the total land, 353,883 ha is Government land, 89,632 ha is Private land and 27,854 ha is Forest land. The PP has informed that the Government land is already in possession of the PP while the private land needs to be acquired.

: PP has applied for Forest Clearance through the PARIVESH portal vide proposal number FP/OR/Airport/426096/2023 date 14.04.2023 and the application has already been recommended by the Regional Empowered Committee, IRO-Bhubaneswar to Advisory Committee, MoEFCC, New Delhi for the diversion of forest land 27,854 hectares.

committee has noted that 15,1133 ha of the area within the demarcated plot comes under Coastal Regulation Zone (CRZ) area, out of which 0.0204 ha comes under No Development Zone (NDZ) area and 15.0929 ha area comes under CRZ IIIB. The PP in this regard has obtained a CRZ recommendation from the Odisha Coastal Zone Management Authority (OCZMA) vide File No. OCZMA/14/2024-79/OCZMA dated 16.03.2024 for development of the proposed airport.

committee has noted that about 60 project-affected families are to be compensated for acquiring their agricultural land. The PP has assured that these affected families will be adequately compensated as per the RFTLARR Act, 2013 (The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act) through District Administration.

ther based on the ToR compliance, the PP obtained a certificate from the Chief Wildlife Warden of Odisha vide No. 2456/CWLW-FDWCFD-0059-2023 dated 22.02.2024 which states that the area for the proposed project does not include any National Park or Wildlife Sanctuary and the impact of the proposed project on bird movement in particular and wildlife in general is minimal. No eco-sensitive area such as National Park / Wildlife Sanctuary/Biosphere Reserves are present within 10 km radius of the proposed project. The Balukhand Wildlife Sanctuary is about 11 km away from the proposed project site.

schedule I species has been found in the area.

131.2.4 The EAC, after deliberations observed that instant project is greenfield airport which involves forest land and coastal land. State Authorities has recommended the project in terms of CRZ and application of forest clearance has been filed but yet to be obtained. It was informed that after obtaining EC, the project shall be handed over to the developer for construction and operation, for which EAC desired that State Government shall submit the undertaking that the compliance of EC conditions shall be included in the said Agreement and sole responsibility to comply to the EC condition shall lie with State Government / Commerce & Transport Department.

It was opined that PP shall conduct a study of the forest land which may be the breeding grounds of local or migratory birds. Also, the details of nearby wetlands with conservation measures shall be submitted. Further, the compliance of issues raised during Public Hearing within the proposed budget shall be spent. Further, it was observed that mitigation measures during construction of the project in terms of fugitive dust, transportation of raw materials and human resources shall be submitted. The increase in concentration of environmental parameters during construction activity shall be assessed and submitted. The connecting road to the proposed with adequate width and timeline to increase the width of road shall be submitted. It was informed that the pipeline for water transportation during construction and operation is being explored. EAC desired that PP shall submit the timeline for such activity. Accordingly, the budget of the Environment Management Plan by considering mitigation during construction and operational phase shall be submitted.

Later, PP requested for site visit of the EAC members to assess the ground situation, for which EAC has agreed to conduct the site visit of sub-committee as early as possible since the project involves forest land, private land, CRZ area, etc. In view of above, EAC desired that PP shall submit the

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details/documents as per its observation mentioned above and below:

- i. Site visit by the EAC sub-committee may be conducted to assess the ground scenario as early as possible
- ii. Status of Stage I Forest Clearance for forest land involved in the project required for non-forestry activity.
- iii. Fugitive Dust Modeling during construction and operation and accordingly the EMP shall be revised.
- iv. Details of NO_x emission and control measures during flight operation.
- v. State Government shall submit the undertaking that the compliance of EC conditions shall be included in the said Agreement with the developer and sole responsibility to comply the EC condition shall lie with State Government / Commerce & Transport Department
- vi. PP shall conduct study of the effect of forest land which may be the breeding grounds of local or migratory birds.
- vii. Details of nearby wetlands with conservation measures shall be submitted.
- viii. Compliance of issues raised during Public Hearing within the proposed budget shall be spent within the timeline.
- ix. Details of connecting road to the proposed site with adequate width and timeline and to increase the width of road shall be submitted. Traffic Influx modeling connecting the proposed Airport's road to that of the main Highway.
- x. Details of pipeline for water transportation during construction and operation shall be submitted and timeline of completion
- xi. Copy of the approval of the Ministry of Civil Aviation for the proposed Airport shall be submitted.
- xii. Details of Passenger Influx study has to be submitted.
- xiii. Details of the Rainwater harvesting plan with map shall be submitted.
- xiv. Site-specific Disaster Management Plan shall be submitted.

In view of above, the proposal was *deferred* by the committee.

Date of EAC 2 :26/06/2025

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Deliberations of EAC 2 :

The EAC, after deliberation observed that the total area of proposed project is 471.348 Ha (353.862 Ha is Government land, 89.632 Ha is Private land and 27.854 Ha is Forest land) and the PP had acquired land about 80% of the required land. Further, the PP has informed that acquisition process for the remaining portion is currently underway. Also, PP has submitted all land acquisition notifications in its name.

The EAC deliberated that the project proponent (PP) conducted a study of the forest land, which may serve as breeding grounds for local or migratory birds. Additionally, details regarding nearby wetlands and conservation measures were submitted. The EAC acknowledged compliance with the issues raised during the public hearing, as outlined in the proposed budget. After thorough deliberation, the EAC accepted the subcommittee's findings and recommendations based on the site inspection report.

The EAC observed that the project proponent has not obtained Forest (In - principle Approval/Stage-I) Clearance for forestland from DFO. The PP has submitted forest clearance application under proposal number FP/OR/Airport/426096/2023 on 14.04.2023, and has been recommended by the Regional Empowered Committee, Regional Office, MoEFCC, Bhubaneswar to the MoEFCC, New Delhi, for the diversion of 27.854 hectares of forest land. Stage-I Forest Clearance from MoEFCC is currently awaited. Government of Odisha has recommended the proposal to RO after due deliberations on replies submitted by Project Proponent on 29/05/2025. RO, Bhubaneswar has recommended the proposal to MoEFCC on 09/06/2025. The proposal will be taken up in the forthcoming Forest Advisory Committee meeting to be scheduled on June 2025. Further Stage-II Forest Clearance has not obtained from MoEF&CC and waiting for the approval.

Also the EAC has observed that the PP has informed that the approval for Rs 90 Crore is for budget for the affected families as per the RFCTLARR Act, 2013 is pending from approving authority. Further, the EAC suggested that available medical health center can be operated and converted to regular 10 bedded hospital for surrounding villagers, for which PP agreed and revised budget of Rs. 7 crores is submitted under compliance of PH/CER activity.

Furthermore, the Committee observed that the proposed water usage of 6 MLD is very significant quantity and thus instructed that the PP shall implement Zero Liquid Discharge to consume optimum water. Additionally, it was observed that the PP has proposed the transportation of water for construction through mobile water tankers. However, the committee did not agree and suggested that permanent water pipeline (instead of mobile water tankers) shall be constructed prior to the initiation of major construction activity. Accordingly, the PP has submitted an undertaking to comply with this direction of the committee.

The EAC also observed that Flight path, site of NOx analysis for resultant Ground Level Concentration (GLC), wind-rose and habitation towards the north side of sea superimposed the map and DTP model.

As proposed project area is vulnerable to tsunami and cyclones as it lies on the coastal belt of Bay of Bengal. Thus, EAC desired that Cyclone shelters shall be planned as part of mitigation measures outside and inside of the airport complex. Moreover, an activity under the comprehensive Disaster Management Plan of 40 lakhs will be utilised for creations of new shelters instead of awareness in order to strengthen the efforts to mitigate the impact of hazards.

Further, the Committee has observed that the Project Proponent has not obtained the No Objection Certificate (NOC) from the Archaeological Survey of India (ASI) as per the recommendations of the sub-committee. Based on this, the Project Proponent has informed that a request letter had been submitted to the ASI, however, no response had been received to date. The Committee directed the Project Proponent to follow up with the ASI.

The committee has observed that during the public hearing, villagers demanded improved road connectivity to Kaithuda Village from the highway, prioritization of local employment, development of Anganwadis, provision of drinking water, and planting of shade trees in Kaithuda Village. The committee has directed that the PP should comply the commitment given during the Public hearing without fail.

Further, the committee has observed that the project would be handed over to a developer for construction and operation. Further, the Committee stressed that the PP shall remain fully responsible for complying with all Environmental Clearance conditions during the construction phase and shall not evade on this. No third party, developer, or agency shall be considered responsible for EC compliance during this period. After the completion of construction, the responsibility for compliance may be transferred to another agency or operator only through a proper

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legal agreement. The PP has submitted an undertaking to comply with this direction of the committee. Further, the committee has observed that 15.1133 ha of the area within the demarcated plot comes under Coastal Regulation Zone (CRZ) area, out of which 0.0204 ha comes under CRZ IIIA which is No Development Zone (NDZ) area of the CRZ Notification, 2019. Thus, the committee has desired that the PP should not develop any activity including green belt development in No Development Zone (NDZ) area and the PP should permit the permissible activity in the NDZ area as per the CRZ Notification, 2019.

It was desired by EAC that instant project shall be sent to Ministry's CRZ division for their opinion/appraisal/deliberation since the proposal is for grant of EC and CRZ together. The comments/conditions proposed by CRZ Division (if any) shall be incorporated prior to grant of Environmental Clearance. Further, since the Stage I Forest Clearance for non-forestry activity of 27.854 Ha forest land is yet to be obtained by the project proponent, the EC shall be granted only after the submission of Stage I FC as per the procedure laid down in EIA Notifications, 2006.

Therefore, based on the information submitted and clarifications provided by the Project Proponent and detailed discussion held on all the issues, the EAC arrived at the conclusion that, the PP has submitted all the documents, furnishing all information as asked during the meeting and therefore **recommended** granting Environmental Clearance to the project subject to the following specific conditions and other Standard EC Conditions as specified by the Ministry vide OM dated 04.01.2019 for the said project/activity:

3.1.4. Deliberations by the EAC in current meetings

Therefore, based on the information submitted and clarifications provided by the Project Proponent and detailed discussion held on all the issues during the meeting, the committee has **recommended** granting combined Environmental Clearance and Coastal Regulation Zone (CRZ) with due agreement of CRZ Division to the project, subject to the conditions already provided in the 145th EAC meeting held on 26.06.2025 and following additional conditions for the said project/activity:

3.1.5. Recommendation of EAC

Recommended

3.1.6. Details of Environment Conditions

3.1.6.1. Specific

Specific Conditions	
1.	
2.	
3.	
4.	PP shall consult the Forest Department of the state of Odisha for guidance to ensure that tree plantation is carried out in accordance with the regional marine ecosystem.

3.1.6.2. Standard

7(Airports

a)	
Statutory compliance	
1.	The project proponent shall obtain forest clearance under the provisions of Forest (Conservation) Act, 1980, in case of the diversion of forest land for non-forest purpose involved in the project.
2.	The project proponent shall obtain clearance from the National Board for Wildlife, if applicable.
3.	The project proponent shall prepare a Site-Specific Conservation Plan & Wildlife Management Plan and approved by the Chief Wildlife Warden. The recommendations of the approved Site-Specific Conservation Plan Wildlife Management Plan shall be implemented in consultation with the State Forest Department. The implementation report shall be furnished along with the six-monthly compliance report (in case of the presence of schedule-I species in the study area).
4.	The project proponent shall obtain Consent to Establish / Operate under the provisions of Air (Prevention & Control of Pollution) Act, 1981 and the Water (Prevention & Control of Pollution) Act, 1974 from the concerned State Pollution Control Board/ Committee.
5.	The project proponent shall obtain the necessary permission from the Central Ground Water Authority, in case of drawl of ground water / from the competent authority concerned in case of drawl of surface water required for the project.
6.	Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
7.	A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project should be obtained.
8.	All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department shall be obtained, as applicable by project proponents from the respective competent authorities.
Air quality monitoring and preservation	
1.	The project proponent shall install system to carryout Ambient Air Quality monitoring for common criterion parameters relevant to the main pollutants released (e.g., PM10 and PM2.5 in reference to PM emission, and SO2 and NOx in reference to SO2 and NOx emissions) within and outside the airport area at least at four locations (one within and three outside the plant area at an angle of 120°each), covering upwind and downwind directions.
2.	Diesel power generating sets proposed as source of backup power should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
3.	A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.
4.	Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet

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5.	The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
6.	Excavated materials shall be handled and transported in a manner that they do not cause any problems of air pollution.
7.	The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.
Water quality monitoring and preservation	
1.	Run off from chemicals and other contaminants from aircraft maintenance and other areas within the airport shall be suitably contained and treated before disposal. A spillage and contaminant containment plan shall be drawn up and implemented to the satisfaction of the State Pollution Control Board.
2.	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc. shall be provided.
3.	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
4.	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area. Domestic and industrial waste water shall not be allowed to be discharged into storm water drains.
5.	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Rain water harvesting structures shall conform to CGWA designs. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease.
6.	Total fresh water use shall not exceed the proposed requirement as provided in the project details. Prior permission from competent authority shall be obtained for use of fresh water.
7.	Sewage Treatment Plant shall be provided to treat the wastewater generated from airport. Treated water shall be reused for horticulture, flushing, backwash, HVAC purposes and dust suppression
8.	A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point should be obtained.
9.	A detailed drainage plan for rain water shall be drawn up and implemented.
Noise monitoring and prevention	
1.	Noise level survey shall be carried as per the prescribed guidelines and report in this regard shall be submitted to Regional Officer of the Ministry as a part of six-monthly compliance report.
2.	Noise from vehicles, power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipment's.
3.	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
4.	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations.
5.	Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.

Energy Conservation measures	
1.	Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning.
Waste management	
1.	Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimized. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical).
2.	The project activity shall conform to the Fly Ash notification issued under the E.P. Act of 1986.
3.	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
4.	Any wastes from construction and demolition activities related thereto shall be managed so as to strictly conform to the Construction and Demolition Waste Management Rules, 2016.
5.	The project proponents shall implement a management plan duly approved by the State Pollution Control Board and obtain its permissions for the safe handling and disposal of: a. Trash collected in flight and disposed at the airport including segregation, collection and disposed. b. Toilet wastes and sewage collected from aircrafts and disposed at the Airport. c. Wastes arising out of maintenance and workshops d. Wastes arising out of eateries and shops situated inside the airport complex. e. Hazardous and other wastes
6.	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out. Solid wastes shall be disposed in accordance to the Solid Waste Management Rules, 2016 as amended.
7.	A certificate from the competent authority handling municipal solid wastes should be obtained, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
8.	Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.
Green Belt	
1.	Green belt shall be developed in area as provided in project details, with native tree species in accordance with Forest Department. The greenbelt shall inter alia cover the entire periphery of the Air Port.
null	
1.	Top soil shall be separately stored and used in the development of green belt.
Public hearing and Human health issues	
1.	Construction site should be adequately barricaded before the construction begins.
2.	Traffic congestion near the entry and exit points from the roads adjoining the airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
3.	Provision of Electro-mechanical doors for toilets meant for disabled passengers, Children nursing feeding room to be located conveniently near arrival and departure gates.

4.	Emergency preparedness plan based on the Hazard Identification and Risk Assessment (HIRA) and Disaster Management Plan shall be implemented.
5.	Provision shall be made for the housing of construction labour within the site with all necessary infrastructure and facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical health care, crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.
6.	Occupational health surveillance of the workers shall be done on a regular basis.
Miscellaneous	
1.	The project proponent shall make public the environmental clearance granted for their project along with the environmental conditions and safeguards at their cost by prominently advertising it at least in two local newspapers of the District or State, of which one shall be in the vernacular language within seven days and in addition this shall also be displayed in the project proponent's website permanently.
2.	The copies of the environmental clearance shall be submitted by the project proponents to the Heads of local bodies, Panchayats and Municipal Bodies in addition to the relevant offices of the Government who in turn has to display the same for 30 days from the date of receipt.
3.	The project proponent shall upload the status of compliance of the stipulated environment clearance conditions, including results of monitored data on their website and update the same on half-yearly basis.
4.	The project proponent shall submit six-monthly reports on the status of the compliance of the stipulated environmental conditions on the website of the ministry of Environment, Forest and Climate Change at environment clearance portal.
5.	The company shall have a well laid down environmental policy duly approved by the Board of Directors. The environmental policy should prescribe for standard operating procedures to have proper checks and balances and to bring into focus any infringements/deviation/violation of the environmental / forest /wildlife norms/ conditions. The company shall have defined system of reporting infringements / deviation / violation of the environmental / forest / wildlife norms / conditions and / or shareholder's / stake holders. The copy of the board resolution in this regard shall be submitted to the MoEF&CC as a part of six-monthly report.
6.	A separate Environmental Cell both at the project and company head quarter level, with qualified personnel shall be set up under the control of senior Executive, who will directly report to the head of the organization.
7.	Action plan for implementing EMP and environmental conditions along with responsibility matrix of the company shall be prepared and shall be duly approved by competent authority. The year wise funds earmarked for environmental protection measures shall be kept in separate account and not to be diverted for any other purpose. Year wise progress of implementation of action plan shall be reported to the Ministry/Regional Office along with the Six Monthly Compliance Report.
8.	Self-environmental audit shall be conducted annually. Every three years third party environmental audit shall be carried out.
9.	The project proponent shall submit the environmental statement for each financial year in Form-V to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently and put on the website of the company.
10.	The criteria pollutant levels namely; PM10, PM2.5, SO2, NOx (ambient levels) shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.
11.	The project proponent shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities, commencing the land development work and start of production operation by the project.

1 2.	The project authorities must strictly adhere to the stipulations made by the State Pollution Control Board and the State Government.
1 3.	The project proponent shall abide by all the commitments and recommendations made in the EIA/EMP report, commitment made during Public Hearing and also that during their presentation to the Expert Appraisal Committee.
1 4.	No further expansion or modifications in the plant shall be carried out without prior approval of the Ministry of Environment, Forests and Climate Change (MoEF&CC).
1 5.	Concealing factual data or submission of false/fabricated data may result in revocation of this environmental clearance and attract action under the provisions of Environment (Protection) Act, 1986.
1 6.	The Ministry may revoke or suspend the clearance, if implementation of any of the above conditions is not satisfactory.
1 7.	The Ministry reserves the right to stipulate additional conditions if found necessary. The Company in a time bound manner shall implement these conditions.
1 8.	The Regional Office of this Ministry shall monitor compliance of the stipulated conditions. The project authorities should extend full cooperation to the officer (s) of the Regional Office by furnishing the requisite data/information/monitoring reports.
1 9.	The above conditions shall be enforced, inter-alia under the provisions of the Water (Prevention & Control of Pollution) Act, 1974, the Air (Prevention & Control of Pollution) Act, 1981, the Environment (Protection) Act, 1986, Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and the Public Liability Insurance Act, 1991 along with their amendments and Rules and any other orders passed by the Hon'ble Supreme Court of India / High Courts/NGT and any other Court of Law relating to the subject matter.
2 0.	Any appeal against this EC shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

3.2. Agenda Item No 2:

3.2.1. Details of the proposal

Proposed 0.75MLD Common Effluent Treatment Plant at Industrial Estate Samalkha, Distt. Panipat, Haryana By HSIIDC. by HARYANA STATE INDUSTRIAL AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED located at PANIPAT, HARYANA			
Proposal For		Fresh EC	
Proposal No	File No	Submission Date	Activity (Schedule Item)
<u>IA/HR/INFRA2/502637/2025</u>	IA3-21/15/2025-IA.III	24/07/2025	Common Effluent Treatment Plants (CETPs) (7(h))

3.2.2. Project Salient Features

The proposal is for Environmental Clearance for a proposed 0.75 MLD Common Effluent Treatment Plant (CETP) in an area of 1925 sq.m located at Industrial Estate Samalkha, Panipat District, Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC).

148.2.2 The project proponent (M/s Haryana State Industrial and Infrastructure Development

Handwritten signature and initials:
A.C. Anand
D.S.
A.S.

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Minutes of the 95th meeting of Regional Empowered Committee (REC) of Regional Office, Ministry of Environment, Forest & Climate Change, Bhubaneswar held on 16th October, 2023.

The 95th meeting of the Regional Empowered Committee (REC) of Regional Office, Ministry of Environment, Forest & Climate Change, Bhubaneswar was conducted on 16.10.2023 through hybrid mode and process was undertaken by circulation under provisions of Rule 7 of Forest (Conservation) Rules, 2022. The following members/ representatives of the State Govt. of Odisha, Sikkim and West Bengal were present during the meeting.

1.	Shri A. T. Mishra, Dy. Director General of Forests (Central), Ministry of Environment, Forest & Climate Change, Regional Office, Bhubaneswar, Odisha	Chairperson
2.	Shri J. D. Sharma, 10054, Prestige Shantiniketan, Bangalore- 560048	Non-Official Member (by virtual mode)
3.	Shri S. S. Srivastava, Flat No. B-31, Raheja Atlantis, Secto-31, Gurgaon, Haryana - 122 001	Non-Official Member (by virtual mode)
4.	Dr. Subrata Maity, B2/210, Kalyani, Nadia, West Bengal - 741 235	Non-Official Member (by virtual mode)
5.	Mrs. Padma Mahanti, Dy. Inspector General of Forests (Central), Ministry of Environment, Forest & Climate Change, Regional Office, Bhubaneswar, Odisha	Member Secretary
6.	Mrs. Ellora Samal, Joint Secretary, Revenue & Disaster Management Deptt., Government of Odisha.	Special Invitee (Not attended)
7.	Mrs. Smaraki Mahapatra Joint Secretary, Land & Land Reforms Refugee Relief & Rehabilitation Department, Govt. of West Bengal, 35, Survey of Building, Gopal Nagar Road, Kolkata - 711 106	Special Invitee (by virtual mode)
8.	The Joint Secretary, Land Revenue & DM Department, Govt. of Sikkim, Gangtok.	Special Invitee (Not attended)
9.	Ms. Kana Talukdar, APCCF-cum- Nodal Officer (FCA), Forest Department, Govt. of West Bengal, Aranya Bhawan, LA-10A, Sector-III, 4 th to 6 th Floor, Salt Lake City, Kolkata-700098.	Special Invitee (by virtual mode)
10.	Shri Brijendra Swaroop, APCCF-cum- Nodal Officer (FCA), Forest Department, Govt. of Sikkim, Gangtok.	Special Invitee (by virtual mode)
11.	Shri S. N Beura, IFS CF & Nodal Officer (FC) Forest Department, Govt. of Odisha	Special Invitee (by Physical mode)
12.	Shri Bhaskar, CF (Working Plan) Forest Department, Govt. of West Bengal	Attended (by Physical mode)

The agenda items and the recommendations by the members through circulations over emails and video conferencing/telephonic discussions of the members with Dy. DGF (Central)-cum-Chairperson REC are as follows:

Agenda No.95.1 (Odisha)

Online Proposal No. FP/OR/Airport/426096/2023

Diversion of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport (SJIA), Puri in Puri (Wildlife) Division.

1. The proposal was earlier discussed in the REC meeting held on 07.09.2023. The Committee observed that the instant project is around 50 Km aerial distance from Biju Patnaik International Airport, Bhubaneswar. The project is also coming within the 200 meter from High Tide Line. The DFO, Puri (WL) Division has not reported the nearest Wildlife Sanctuary and distance of ESZ from the Protected Area. The Committee returned the proposal and decided to seek following information from State Govt.
 - 1) Whether the proposal has been approved under CRZ?
 - 2) Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar
 - 3) Whether the project coming under the ESZ of any Protected Area?
 - 4) What is impact of cyclone on the area as large number of trees will be felled during construction?
 - 5) State Govt. to explore possibility to avoid the forest land as the forest land is seen to be on the edges of the proposed project site.
2. Accordingly, Regional Office vide letter dated 18.09.2023 has requested the State Govt. to furnish the above information.
3. The PCCF & Nodal Officer (FCA), Odisha vide letter dated 25.09.2023 has furnished point wise compliance of the observation made in the above letter to this office which is as below:

Obsevation-1 :

Whether the proposal has been approved under CRZ?

Compliance:

State Govt. reported that most of the project is outside the CRZ. However, part of the project area that is 14.75 ha is coming within the CRZ. Out of the same, 0.02 ha of area is coming within CRZ-IA and the balance area in CRZ-III. The area which is coming within the CRZ-IA has been removed from the project proposal and for the rest of 14.73 ha in the CRZ area, action has been initiated for submission of application to Odisha Coastal Zone Management Authority (OCZMA) for approval, as airport is a permissible activity under CRZ-IIIB, as per Ministry Gazette Notification published on 8th March, 2019.

From the applied area of 27.887 ha, DGPS survey has been done and map has been prepared wherein the applied area has reduced to 27.854 ha by removing the CRZ-IA area. Construction of the Airport will be taken up only after clearance form OCZMA.

Observation-2:

Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar

Compliance:

State Govt. has submitted the following justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar.

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

Bhubaneswar airport 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.

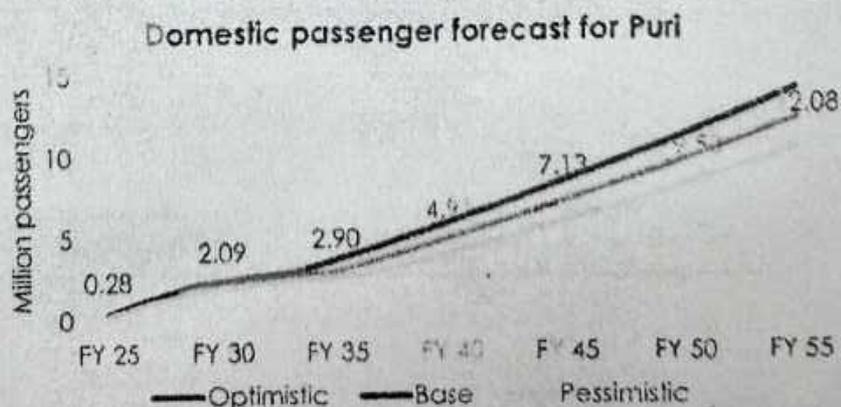
Basis discussion between AAI and State Govt., it has been mutually agreed that due to non-availability of desired land area, no further expansion or extension of runway is possible at BPIA and this places significant airside capacity constraints.

Such capacity constraints 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 7-8 million passengers which is expected to reach by 2030.

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

The estimation of domestic passengers for Puri Airport has been done basis a regression model factoring for growth of historic air traffic in the region, estimated GDP and estimated population growth figures. To assess the impact on Bhubaneswar traffic, the following assumptions guided the approach.

- i) Operations at Bhubaneswar Airport would be limited by capacity constraints as the airport is operating near its terminals capacity of 4 million passengers per annum with limited scope for air side expansion. The expected maximum capacity of 8 million would be reached by 2030.
- ii) Bhubaneswar airport would continue to retain the domestic passengers whose final leg of journey falls within the districts of Khordha and Cuttack.
- iii) The estimated future air travel demand in Odisha would be split between Bhubaneswar and Puri based upon stakeholder consultations/surveys and Deloitte analysis. Therefore, a phased shift of passengers from Bhubaneswar Airport to Puri Airport is expected given exhaustion of total possible capacity at BPIA. Beyond FY 30, 45% of projected traffic is expected to shift to Puri given capacity constraints at BPIA.

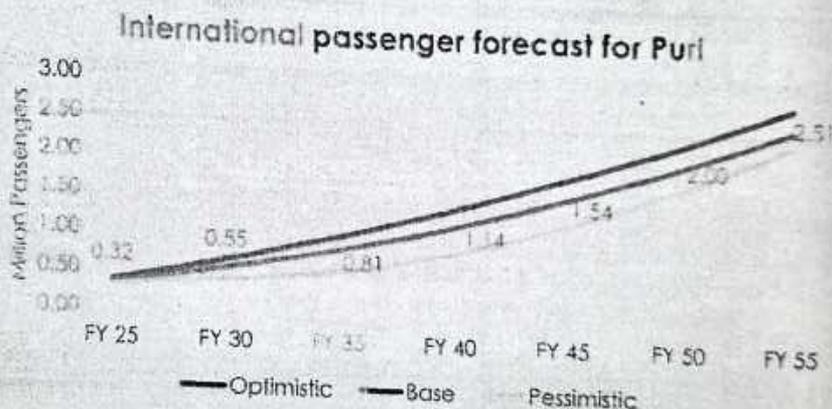


Source: TEFR for Puri Airport

3. International Traffic

With respect to existing international passengers transiting via BPIA, it is expected that there would be a complete shift to Puri Airport. This was basis following considerations:

- Puri Airport would resolve capacity constraints at Bhubaneswar Airport especially for international operations: Bhubaneswar Airport has been facing challenges in airside Runway Expansion & Land acquisition which has restricted its capacity expansion plans. Runway at BPIA is designed to handle 4C aircrafts viz. single aisle aircrafts. The proposed runway at Puri airport is designed to be Code 4E IFR operations, which would make it capable to handle wide bodied long haul aircrafts preferred for international operations.
- Running two international airports within a distance about 50 Kms would not be feasible in a catchment of this size and Puri airport is likely to subsume entire international traffic to be handled by BPIA in future. It is pertinent to highlight that International air traffic in Odisha is projected to grow significantly in future as evident from below:



Source: TEFR for Puri Airport

- Proposed airport at Puri is better placed to meet this demand not only because of capacity constraints at BPIA but also because of its strategic location:
 - **Puri as cultural and leisure tourism hub:** Puri is home to Jagannath Temple which is one of the original Char Dham pilgrimage sites. On average, 35-40% of total tourist arrivals in Odisha (85 lakhs in 2023/1.5 crore in pre covid 2020) visit Puri District (2.5 million in 2023/45 lakhs in 2020). In addition, annual Ratha Yatra festival draws more than ~ 10 lakh tourist and about 1 lakh tourists on a daily basis. Puri district is known for its popular places visit like Konark Temple, Ragurajpur-the Heritage Village, white sand beach at Jahania and Dolphin sightseeing.
 - **Gateway to Western Odisha, Largest Industrial ecosystem in State:** Proposed airport is expected to be gateway to Western Odisha which is one of the largest industrial hubs of the Country. Jagatsinghpur/Kendrapara/ Angul cluster is home to Paradeep and Dhamra port (among the largest ports of India), largest Steel Ores and Industrial manufacturing hubs with more than 1200 large, medium to small scale establishments, which draw a lot of international investors. This region's rich mineral reserves constitute 28% Iron ore, 24% coal, 59% Bauxite and 98% Chromite of India's total deposits. As per Govt. of Odisha's estimates, the expected industrial volumes are expected to increase by 2.5 from 143 million tons in 2021-2 to 363 million tons in 2035 basis committed investments alone.

4. **Summary:** To summarize, Bhubaneswar Airport will be utilizing its capacity fully and the spill over traffic will be handled by Puri Airport. Further, we believe that Puri Airport will complement existing Bhubaneswar Airport with regards to passenger traffic, especially international traffic by providing much needed airside capacity for double aisle aircrafts, thereby resolving capacity constraints and would also additionally subsume any expected excess demand within its catchments area. The proposed Puri airport could also act as a potential base for dedicated air cargo operations and value added services, such MRO hub or FBO services, which has been conspicuously absent from the Bhubaneswar Airport.

Observation-3:

Whether the project coming under the ESZ of any Protected Area?

Compliance:

State Govt. reported that the entire proposed project is outside the Protected Area of Balukhand Wildlife Sanctuary and its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhand Wildlife Sanctuary. The aerial distance map of the applied land from the boundary of ESZ of Balukhand Wildlife Sanctuary is shown on Sol Toposheet.

Observation-4:

What is impact of cyclone on the area as large number of trees will be felled during construction?

Compliance:

State Govt. reported that out of 13504 number of trees marked for felling (DLF forest : 1291 trees, Non-forest land: 12213 trees), 10374 trees are coming under the girth class ranging from 30 cm to 60 cm. IN which *Anacardium occidentale*, *Casuarina equisetifolia*, *Mangifera indica* & *Acacia auriculiformis* are comprised more and those trees growth are stunted due to the Impact of FANI Cyclone 2019 & it has been marked for felling (almost top broken/canopy & branches damaged). The remaining 3130 number of trees are also marked considering the nature of the infrastructure (Admin Office, Airside, Cargo Terminal, Mix use Commercial, Open space, Passenger Terminal Building, Transport Use, Runway, Utility) to be carried out for smooth functioning of Airport. Hence, the impact of cyclone will be considerably minimum in nature because of the meager number of bigger size trees marked for felling. And these scattered small trees also would not have reduced the speed of cyclonic wind in the area.

Apart from taking up 29.939 ha of compensatory afforestation plantation against the project, Puri Wildlife Division has already taken up Casuarina Shelterbelt plantation (45 ha - 1.78 lakh) and KIA fencing (3.6 Km) nearby area of airport project after the FANI Cyclone-2019 to protect the coast from natural disaster. In the remaining stretches of coastal area also, coastal plantation works are underway by Puri WL Division.

Observation-5:

State Govt. to explore possibility to avoid the forest land as the forest land is seen to be on the edges of the proposed project site.

Compliance:

State Govt. reported that the proposed project site was selected over entire non-forest area of 471.401 ha. However, later checking with the DLC record some non-forest area is coming within the DLC forest category and the extend of the DLC forest is 27.887 ha, which is 5.91% total area. The DLC forest land required for diversion is unavoidable and the barest minimum for the project. However, the forest land involved in Plot No.109 of Khata No.520, on the edge of the proposed site having an area of 0.033 ha, coming under CRZ-IA has been removed from the proposal and the forest area required for diversion has been revised from 27.887 ha to 27.854 ha, which cannot be avoided.

4. The Fact sheet of the proposal is as follows:

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- i) State Govt. informed that the nearest airport to Puri, Bhubaneswar airport is constrained by the space available for expansion of its facilities. It is likely to reach its saturation volume in the coming decade. In view of the same, Commerce & Transport Department on behalf of Govt. of Odisha intends to proceed with the planning, design, construction and commissioning of a Greenfield International Airport at Mouza Sipasarubali in Brahamagiri Tahasil of Puri District to cater the demand of the region including the rising demand for Puri. Development of airport is expected to connect cities such as Puri, Jagatsinghpur, Berhampur etc. to world's aviation network. This will provide boost to tourism sector by increasing traffic inflows at the existing tourist sites and create more avenues for the development of new tourist centers. Improvement in the air connectivity may also improve industrialization in the region as it will integrate the industries in the hinterland to the global value chains. The proposed airport will complement the Biju Patnaik International (BPI) Airport in Bhubaneswar and catalyze the air connectivity in Odisha specially international air connectivity. The Govt. of Odisha has prioritized the Puri Airport project by systemically assessing the aviation infrastructure in the State using various criteria, including network connectivity, socio-economic impact and traffic volume. Techno-Economic Feasibility study conducted for the project investigated and recommended the most technically feasible, cost effective and sustainable options for developing the Greenfield airport.
- i) Giving justification, State Govt. reported that Puri is located on the east coast of India on the Bay of Bengal. It is also known as Sri Jagannath Dham, after the 12th century Jagannath Temple located in the city. It is one of the original Char Dham pilgrimage sites. It has within 67 Km coastal stretch of sandy beaches that extends between Chilika Lake and the south of Puri city. It lies between 19.8135°N, 85.8312°E and 0.1 m above mean sea level. Puri city is about 63 Km away from the Capital City Bhubaneswar and is well connected by NH-316. Apart from the annual Rath Yatra festival, Puri district is known for its popular places of visits like Konark Temple, Raghurajur – the Heritage village, white sands beach at Jahania, Dolphin sightseeing at Satapada etc. Besides, the IT hub at Bhubaneswar, there are Mega Industrial hubs situated in Jajpur and Jagatsinghpur districts, which draw a lot of international investors. Total number of tourists visiting to Puri has grown at a CAGR of 6% from the year 2014-17, along with the number of international tourists increasing at a CAGR of 8.62% over the same period. The nearest airport at Puri, Bhubaneswar airport, is constrained by the space available for expansion of its facilities. It is likely to reach its saturation volume in the coming decade. Therefore, there is an urgent need and in view of the same, Commerce & Transport Department on behalf of Govt. of Odisha intends to proceed with the planning, design, construction and commissioning of a Greenfield International Airport at Mouza Sipasarubali in Brahmagiri Tahasil of Puri district to cater to the demand of the region including the rising tourist demand for Puri. The airport planning, design and construction totally depends upon the wind direction and wind speed of a region. Therefore, the present selected site is preferably the best and only location in the coast line of Puri District to construct the Airport. Total 1164.833 Ac of land required for the construction of Shree Jagannath International Airport, out of which 68.91 Ac (5.91%) of DLC forest land is required for diversion which is unavoidable and the barest minimum for the project. The project has no rehabilitation and resettlement. In view of the above fact the selected site for construction of the Airport is the best suitable location and may be considered as site-specific project.
- ii) 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 land schedule of the forest and non-forest land involved in this project duly authenticated by the Tahasildar, Brahmagiri and countersigned by DFO, Puri (WL) Division has been furnished with the proposal. The land schedule along with the status of land as per Govt. records as on 25.10.1980 of total forest and non-forest land area involved in the project has been furnished with the proposal. The purpose wise break up of total land involved in this project is furnished below:

~~4/B~~

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
	Total	27.887	353.882	89.632	443.514	471.401

iv) FACT SHEET

1.	Name of the Proposal	Diversion of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport.(SJIA), Puri in Puri (Wildlife) Division.
2.	Location	
	(i) State	Odisha
	(ii) District	Puri
	(iii) Village/Taluk	
3.	Particulars of Forests	
	(i) Name of Forest Division	Puri (WL) Division
	(ii) Forest area involved	27.887 ha
	(iii) Legal Status/Sy. No	DLC Forest
	(iv) Density of vegetation	0.5 (Eco Value Class-III).
	(v) Species wise and diameter class wise enumeration of trees.	Total 13,504 nos. of trees (Forest 1,291 + non-forest 12213) have been enumerated over forest and non-forest involved in the project. The species wise & girth class wise and abstract of tree enumerated over forest and non-forest land in the project has been furnished with the proposal.
4.	Brief note on topography and vulnerability of the forest land proposed to be utilized for to erosion.	The DFO, Puri (WL) Division reported that applied area is not vulnerable to erosion.
5.	Approximate distance of forest land proposed to be utilized for from boundary of the forest land	The DFO, Puri (WL) Division reported that the proposed site is 11.28 Km away from Balukhanda RF towards East.
6.	Whether forms part of National Park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor etc. (if, so, the details of area, comments of CWLW)	The DFO, Puri (WL) has reported that the applied area does not coming under any National Park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor etc. But the area is coming under the Coast Regulation Zone.
7.	Whether any rare or	The DFO, Puri (WL) has reported that no rare and

	endangered or unique species of flora and fauna found in the area, if so details thereof:	<p>endangered or unique species of flora and fauna area found in the applied area.</p> <p>The forest types of the applied area is Tropical Dry Deciduous Moderate Forest covered with mostly Casuarina, Cashew & Acacia species which were initially planted during 1970-1980.</p> <p>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.</p>
8.	Whether any protected archaeological/heritage/defence establishment or any other important monument is located in the area:	No protected archaeological/heritage/defence establishment or any other important monuments is located in the applied area.
9.	Whether requirement of forest land as proposed by user agency is unavoidable and bare minimum for the project.	The DFO, Puri (WL) has reported that the forest land as proposed by the user agency is unavoidable and barest minimum for the project.
10.	Whether any work in violation of FC Act or guidelines issued there under has been carried out (Yes/No). If yes, details of the same including period of work, action taken on erring officials. Whether work violation is still under progress	The DFO, Puri (WL) has reported that no violation has been committed by the User Agency under Forest (Conservation) Act, 1980.
11.	Details of Compensatory afforestation Scheme.	<p>In lieu of 27.887 ha of forest land proposed for diversion, State Govt. has identified 29.939 ha of non-forest land in Anipatia and Banabarada village of Kakatpur Tahasil of Puri (WL) Division for raising compensatory afforestation. The Tahasildar, Kakatpur has furnished non-encumbrances and non-encroachment certificate in the Joint Verification Report. The DFO, Puri (WL) Division has furnished land suitability certificate with the proposal. The distance of C.A. area is 3.5 Km from Konark East Reserve Forest.</p> <p>The DFO, Puri (WL) has prepared the C.A. Scheme over 29.939 ha of non forest land in Block Plantation mode @ 1600 seedlings per ha with provision to protect the plantation from grazing and other biotic interference. It will be provided with angle Iron & Chain link mesh fencing over entire area.</p> <p>The PCCF (Nodal), Odisha has technically approved the C.A. Scheme for Rs.2,22,87,500/- as per one time cost norm.</p> <p>The choice of species to be planted under the C.A. Scheme are Jhaun (<i>Casuarina equisetifolia</i>), Polanga (<i>Calophyllum tinophyllum</i>), Karanj (<i>Pongamia pinnata</i>), Neem (<i>Azadirachta indica</i>), Sahada (<i>Ziziphus spp.</i>), Portia</p>

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		(<i>Thespesia populnea</i>), Tentuli (<i>Tamarindus indica</i>), Khair (<i>Acacia catechu</i>), Amla (<i>Emblicia officinalis</i>), Terminalia (<i>Terminalia spp.</i>), Bara (<i>Ficus bengalensis</i>), Koitha (<i>Feronia elephantum</i>) etc.
12.	FRA certificate:	No FRA certificate has been furnished with the proposal. However, the user agency has furnished an undertaking to submit the FRA certificate as soon as it is received from the District Collector, Puri.
13.	Environmental Clearance	The State Govt. has reported that user agency has furnished an undertaking regarding submission of Environmental Clearance as soon as it received from the competent authority.
14.	Resettlement & Rehabilitation	The State Govt. has reported that there will be no displacement of any human habitation. So, the Rehabilitation and Resettlement plan is not required for this project.
15.	Cost Benefit Analysis	The State Govt. informed that the total benefit due to the proposed project comes to Rs.13,811 Crores. The loss to the proposed forest diversion including environmental loss, NPV cost etc. comes to Rs.8.73 Crores. Hence, the Cost Benefit ratio of the project is 1 : 1582.
16.	Recommendation	
	(a) D.F.O.	Yes
	(b) PCCF & Nodal Officer	Yes
	(c) State Govt.	Yes

- v) The user agency has submitted an undertaking to pay the cost of C.A. and NPV with the proposal.
- vi) The user agency has submitted an undertaking to obtain CRZ Clearance and submit as when it is received from the competent authority.
- vii) The user agency has submitted SoI Toposheet, DGPS map of proposed forest land and non-forest land identified for C.A. with the proposal.
- viii) DSS analysis of C.A. areas:

Sl.	Forest Cover	Area (ha)
1.	Open Forest	0.00
2.	Scrub	0.00
3.	Non-forest	30.00
Total		30.00

ix) Net Present Value

Sl. No.	Division	Forest Area (in ha)	NPV Rate (in Rs. per ha)	Crown Density	Eco-Class	Total (in Rs.)
1.	Puri (WL)	27.887	12,28,590/-	0.5	III	3,42,61,689/-

Decision of REC:

The REC deliberated upon the proposals along with the reply submitted by the State Govt. The State Govt. reported that most of the project is outside the CRZ. However, part of the project area that is 14.75 ha is coming within the CRZ. Out of the same, 0.02 ha of area is coming within CRZ.

IA, which has been removed from the project proposal and for the rest of 14.73 ha in CRZ-III, action has been initiated for submission of application to OCZMA for approval. From the applied area of 27.887 ha, DGPS survey has been done and map has been prepared wherein the applied area has reduced to 27.854 ha by removing the CRZ-IA area. The State Govt. also reported that the entire proposed project is outside the Protected Area of Balukhanda Wildlife Sanctuary and its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhanda Wildlife Sanctuary.

The Committee observed that landing and taking up of Flights over the Balukhanda WL Sanctuary may cause disturbance to the Wild life. The user agency has informed that the Balukhanda WL Sanctuary is about 10 KM away from the Runway of the proposed Airport.

The Committee recommended the proposal to Ministry for approval with the following conditions.

- During landing and taking off flights, flying over the Balukhanda WL Sanctuary shall be avoided.
- The user agency shall obtain clearance from OCZMA for the area coming under CRZ-III before submission of compliance of Stage-I Conditions, if In-principle approval is granted.

Approval conveyed by
e-mail dated 19.10.2023
(J. D. Sharma)

Non-Official Member, REC

Approval conveyed by
e-mail dated 19.10.2023
(S. S. Srivastava)

Non-Official Member, REC

Approval conveyed by
e-mail dated 19.10.2023
(Dr. Subrata Maity)

Non-Official Member, REC

Padma Mahanti

(Padma Mahanti)

DIGF (C) & Member Secretary - REC
MoEF&CC, IRO, Bhubaneswar

A.T. Mishra

(A.T. Mishra)

Dy. DGF (C) & Chairperson - REC
MoEF&CC, IRO, Bhubaneswar

*T.C. Attestd
Dhans
ABW*

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Annexure F/5

Minutes of the 97th meeting of Regional Empowered Committee (REC) of Regional Office, Ministry of Environment, Forest & Climate Change, Bhubaneswar held on ~~14.12.2023~~

The 97th meeting of the Regional Empowered Committee (REC) of Regional Office, Ministry of Environment, Forest & Climate Change, Bhubaneswar was conducted on 14.12.2023 through hybrid mode and process was undertaken by circulation under provisions of Rule 7 of Forest (Conservation) Rules, 2022. The following members/ representatives of the State Govt. of Odisha, and West Bengal were present during the meeting.

1.	Shri A. T. Mishra, Dy. Director General of Forests (Central), Ministry of Environment, Forest & Climate Change, Regional Office, Bhubaneswar, Odisha	Chairperson
2.	Shri Anurag Shrivastava, PH3, CI, Meridian, Aakrifi Eco City, Bawadiya Kala, Bhopal-462026, Madhya Pradesh	Non-Official Member (by virtual mode)
3.	Shri Sahil Aggarwal, 120, Sector-14, Sonipat, Haryana-131001.	Non-Official Member (Not attended)
4.	Shri Ishwar Singh, C-II, Satya Marg, Chanakyapuri, New Delhi - 110021.	Non-Official Member (by Physical mode)
5.	Mrs. Padma Mahanti, Dy. Inspector General of Forests (Central), Ministry of Environment, Forest & Climate Change, Regional Office, Bhubaneswar, Odisha	Member Secretary
6.	Mrs. Ellora Samal, Joint Secretary, Revenue & Disaster Management Deptt., Government of Odisha.	Special Invitee (Not attended)
7.	Shri S. N. Beura, IFS CP & Nodal Officer (FCA) Forest Department, Govt. of Odisha	Special Invitee (by Physical mode)

The agenda items and the recommendations by the members through circulations over emails and video conferencing/telephonic discussions of the members with Dy. DGF (Central)-cum-Chairperson REC are as follows:

Agenda No.97.1 (Odisha)

Online Proposal No: FF/OR/Others/149695/2021

Diversion of 41.297 ha of forest land for Conveyor Corridor System connecting between Pattangi Bauxite Mines and Alumina Refinery Plant at Damanjodi by M/s NALCO Ltd. in Koraput Forest Division.

1. State Govt. informed that M/s NALCO as a part of its future expansion programme, is planning to set up 5th Stream Alumina Refinery at Damanjodi adjacent to existing Streams of Alumina Refineries, with a capacity of 1.0 MTPA sourcing the ore from Pottangi Bauxite deposit. Pottangi Bauxite Mine is approximately 25 Km away from proposed Alumina Refinery at Damanjodi and for transportation of bauxite from mine to Refinery, Over Land Conveyor System is to be established as per the proper feasibility study. The conveyor system includes conveyor belt along with maintenance road, power transmission line, water pipeline etc. To

Agenda No.97.3 (Odisha)

~~Original Proposal No. F.F.O.R./Airport/426096/2023~~

Diversion of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport (SJIA), Puri in Puri (Wildlife) Division.

1. The Fact sheet of the proposal is as follows:
 - i) State Govt. informed that the nearest airport to Puri, Bhubaneswar airport is constrained by the space available for expansion of its facilities. It is likely to reach its saturation volume in the coming decade. In view of the same, Commerce & Transport Department on behalf of Govt. of Odisha intends to proceed with the planning, design, construction and commissioning of a Greenfield International Airport at Mouza Sipasarubali in Brahmagiri Tahasil of Puri District to cater the demand of the region including the rising demand for Puri. Development of airport is expected to connect cities such as Puri, Jagatsinghpur, Berhampur etc. to world's aviation network. This will provide boost to tourism sector by increasing traffic inflows at the existing tourist sites and create more avenues for the development of new tourist centers. Improvement in the air connectivity may also improve industrialization in the region as it will integrate the industries in the hinterland to the global value chains. The proposed airport will complement the Biju Patnaik International (BPI) Airport in Bhubaneswar and catalyze the air connectivity in Odisha specially international air connectivity. The Govt. of Odisha has prioritized the Puri Airport project by systemically assessing the aviation infrastructure in the State using various criteria, including network connectivity, socio-economic impact and traffic volume. Techno-Economic Feasibility study conducted for the project investigated and recommended the most technically feasible, cost effective and sustainable options for developing the Greenfield airport.
 - ii) Giving justification, State Govt. reported that Puri is located on the east coast of India on the Bay of Bengal. It is also known as Sri Jagannath Dham, after the 12th century Jagannath Temple located in the city. It is one of the original Char Dham pilgrimage sites. It has within 67 Km coastal stretch of sandy beaches that extends between Chilika Lake and the south of Puri city. It lies between 19.8135^oN, 85.8312^oE and 0.1 m above mean sea level. Puri city is about 63 Km away from the Capital City Bhubaneswar and is well connected by NH-316. Apart from the annual Rath Yatra festival, Puri district is known for its popular places of visits like Konark Temple, Raghurajur – the Heritage village, white sands beach at Jahania, Dolphin sightseeing at Satapada etc. Besides, the IT hub at Bhubaneswar, there are Mega Industrial hubs situated in Jajpur and Jagatsinghpur districts, which draw a lot of international investors. Total number of tourists visiting to Puri has grown at a CAGR of 6% from the year 2014-17, along with the number of international tourists increasing at a CAGR of 8.62% over the same period. The nearest airport at Puri, Bhubaneswar airport, is constrained by the space available for expansion of its facilities. It is likely to reach its saturation volume in the coming decade. Therefore, there is an urgent need and in view of the same, Commerce & Transport Department on behalf of Govt. of Odisha intends to proceed with the planning, design, construction and commissioning of a Greenfield International Airport at Mouza Sipasarubali in Brahmagiri Tahasil of Puri district to cater to the demand of the region including the rising tourist demand for Puri. The airport planning, design and construction totally depends upon the wind direction and wind speed of a region. Therefore, the present selected site is preferably the best and only location in the coast line of Puri District to construct the Airport. Total 1164.833 Ac of land required for the construction of Shree Jagannath International Airport, out of which 68.91 Ac (5.91%) of DLC forest land is required for diversion which is unavoidable and the barest minimum for the project. The project has no rehabilitation and resettlement. In view of the above fact the selected site for construction of the Airport is the best suitable location and may be considered as site-specific project.
 - 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 land schedule of the forest and non-forest land involved in this project duly authenticated by the Tahasildar, Brahmagiri and countersigned by DFO, Puri (WL) Division has been

furnished with the proposal. The land schedule along with the status of land as per Govt. records as on 25.10.1980 of total forest and non-forest land area involved in the project has been furnished with the proposal. 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
	Total	27,887	353,882	89,632	443,514	471,401

iv) FACT SHEET

1.	Name of the Proposal	Diversion of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport (SJIA), Puri in Puri (Wildlife) Division.
2.	Location	
	(i) State	Odisha
	(ii) District	Puri
	(iii) Village/Taluk	
3.	Particulars of Forests	
	(i) Name of Forest Division	Puri (WL) Division.
	(ii) Forest area involved	27.887 ha
	(iii) Legal Status/Sy. No	DLC Forest
	(iv) Density of vegetation	0.5 (Eco Value Class-III).
	(v) Species wise and diameter class wise enumeration of trees.	Total 13,504 nos. of trees (Forest 1,291 + non-forest 12213) have been enumerated over forest and non-forest involved in the project. The species wise & girth class wise and abstract of tree enumerated over forest and non-forest land in the project has been furnished with the proposal.
4.	Brief note on topography and vulnerability of the forest land proposed to be utilized for to erosion.	The DFO, Puri (WL) Division reported that applied area is not vulnerable to erosion.
5.	Approximate distance of forest land proposed to be utilized for from boundary of the forest land	The DFO, Puri (WL) Division reported that the proposed site is 11.28 Km away from Balukhanda RF towards East.
6.	Whether forms part of National Park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor etc. (if, so, the details of area, comments of CWLW)	The DFO, Puri (WL) has reported that the applied area does not coming under any National Park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor etc. But the area is coming under the Coast Regulation Zone.
7.	Whether any rare or endangered or unique species of flora and fauna found in the	The DFO, Puri (WL) has reported that no rare and endangered or unique species of flora and fauna area found in the applied area.

	area, if so details thereof:	<p>The forest types of the applied area is Tropical Dry Deciduous Moderate Forest covered with mostly Casuarina, Cashew & Acacia species which were initially planted during 1970-1980.</p> <p>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.</p>
8.	Whether any protected archaeological heritage/defence establishment or any other important monument is located in the area:	No protected archaeological/heritage/defence establishment or any other important monuments is located in the applied area.
9.	Whether requirement of forest land as proposed by user agency is unavoidable and bare minimum for the project.	The DFO, Puri (WL) has reported that the forest land as proposed by the user agency is unavoidable and bare minimum for the project.
10.	Whether any work in violation of FC Act or guidelines issued there under has been carried out (Yes/No). If yes, details of the same including period of work, action taken on erring officials. Whether work violation is still under progress	The DFO, Puri (WL) has reported that no violation has been committed by the User Agency under Forest (Conservation) Act, 1980.
11.	Details of Compensatory afforestation Scheme.	<p>In lieu of 27.887 ha of forest land proposed for diversion, State Govt. has identified 29,939 ha of non-forest land in Anipatia and Banabarada village of Kakatpur Tahasil of Puri (WL) Division for raising compensatory afforestation. The Tahasildar, Kakatpur has furnished non-encumbrances and non-encroachment certificate in the Joint Verification Report. The DFO, Puri (WL) Division has furnished land suitability certificate with the proposal. The distance of C.A. area is 3.5 Km from Konark East Reserve Forest.</p> <p>The DFO, Puri (WL) has prepared the C.A. Scheme over 29,939 ha of non forest land in Block Plantation mode @ 1600 seedlings per ha with provision to protect the plantation from grazing and other biotic interference, it will be provided with angle iron & Chain link mesh fencing over entire area.</p> <p>The PCCF (Nodal), Odisha has technically approved the C.A. Scheme for Rs.2,22,87,500/- as per one time cost norm.</p> <p>The choice of species to be planted under the C.A. Scheme are Jhaun (<i>Casuarina equisetifolia</i>), Polanga (<i>Colophyllum inophyllum</i>), Karanj (<i>Pongamia pinnata</i>), Neem (<i>Azadirachta indica</i>), Sahada (<i>Ziziphus spp.</i>), Portia (<i>Thespesia populnea</i>), Tentuli (<i>Tamarindus indica</i>), Khair (<i>Acacia catechu</i>), Amla (<i>Emblia officinalis</i>), Terminalia (<i>Terminalia spp.</i>), Bara (<i>Ficus bengalensis</i>), Koitha (<i>Feronia elephantum</i>) etc.</p>
12.	FRA certificate:	<p>No FRA certificate has been furnished with the proposal.</p> <p>However, the user agency has furnished an undertaking to submit the FRA certificate as soon as it is received from the District Collector, Puri.</p>

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13.	Environmental Clearance	The State Govt. has reported that user agency has furnished an undertaking regarding submission of Environmental Clearance as soon as it received from the competent authority.
14.	Resettlement & Rehabilitation	The State Govt. has reported that there will be no displacement of any human habitation. So, the Rehabilitation and Resettlement plan is not required for this project.
15.	Cost Benefit Analysis	The State Govt. informed that the total benefit due to the proposed project comes to Rs.13,811 Crores. The loss to the proposed forest diversion including environmental loss, NPV cost etc. comes to Rs.8.73 Crores. Hence, the Cost Benefit ratio of the project is 1 : 1582.
16.	Recommendation	
	(a) D.F.O.	Yes
	(b) PCCF& Nodal Officer	Yes
	(c) State Govt.	Yes

- v) The user agency has submitted an undertaking to pay the cost of C.A. and NPV with the proposal.
- vi) The user agency has submitted an undertaking to obtain CRZ Clearance and submit as when it is received from the competent authority.
- vii) The user agency has submitted Sol Toposheet, DGPS map of proposed forest land and non-forest land identified for C.A. with the proposal.
- viii) DSS analysis of C.A. areas:

Sl.	Forest Cover	Area (ha)
1.	Open Forest	0.00
2.	Scrub	0.00
3.	Non-forest	30.00
Total		30.00

ix) Net Present Value

Sl. No.	Division	Forest Area (in ha)	NPV Rate (in Rs. per ha)	Crown Density	Eco-Class	Total (in Rs.)
1.	Puri (WL)	27.887	12,28,590/-	0.5	III	3,42,61,689/-

2. The proposal was earlier discussed in the [REDACTED]. The Committee observed that the instant project is around 50 Km aerial distance from Biju Patnaik International Airport, Bhubaneswar. The project is also coming within the 200 meter from High Tide Line. The DFO, Puri (WL) Division has not reported the nearest Wildlife Sanctuary and distance of ESZ from the Protected Area. The Committee returned the proposal and decided to seek following information from State Govt.
- 1) Whether the proposal has been approved under CRZ?
 - 2) Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar
 - 3) Whether the project coming under the ESZ of any Protected Area?
 - 4) What is impact of cyclone on the area as large number of trees will be felled during construction?
 - 5) State Govt. to explore possibility to avoid the forest land as the forest land is seen to be on the edges of the proposed project site.
3. Accordingly, Regional Office vide letter dated 18.09.2023 has requested the State Govt. to furnish the above information.

4. The PCCF & Nodal Officer (FCA), Odisha vide letter dated 25.09.2023 has furnished point wise compliance of the observation made in the above letter to this office which is as below:

Obsevation-1 :

Whether the proposal has been approved under CRZ?

Compliance:

State Govt. reported that most of the project is outside the CRZ. However, part of the project area that is 14.75 ha is coming within the CRZ. Out of the same, 0.02 ha of area is coming within CRZ-IA and the balance area in CRZ-III. The area which is coming within the CRZ-IA has been removed from the project proposal and for the rest of 14.73 ha in the CRZ area, action has been initiated for submission of application to Odisha Coastal Zone Management Authority (OCZMA) for approval, as airport is a permissible activity under CRZ-IIIB, as per Ministry Gazette Notification published on 8th March, 2019.

From the applied area of 27.887 ha, DGPS survey has been done and map has been prepared wherein the applied area has reduced to 27.854 ha by removing the CRZ-IA area. Construction of the Airport will be taken up only after clearance form OCZMA.

Observation-2:

Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar

Compliance:

State Govt. has submitted the following justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar.

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

Bhubaneswar airport 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.

Basis discussion between AAI and State Govt., it has been mutually agreed 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.

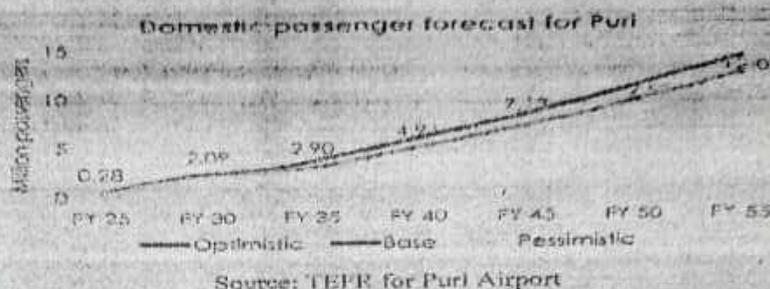
Such capacity constraints at BPIA would substantially influence the capability to meet air travel demand going forward for Odisha. The domestic terminal at BPIA which has a capacity to handle 4 million passengers per annum, clocked its peak capacity in FY 19. Further, basis existing capacity available from a Code 4C runway, BPIA can handle maximum 7.8 million passengers which is expected to reach by 2030.

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

The estimation of domestic passengers for Puri Airport has been done basis a regression model factoring for growth of historic air traffic in the region, estimated GDP and estimated population growth figures. To assess the impact on Bhubneswar traffic, the following assumptions guided the approach.

- i) Operations at Bhubaneswar Airport would be limited by capacity constraints as the airport is operating near its terminals capacity of 4 million passengers per annum with limited scope for air side expansion. The expected maximum capacity of 8 million would be reached by 2030.
- ii) Bhubaneswar airport would continue to retain the domestic passengers whose final leg of journey falls within the districts of Khordha and Cuttack.
- iii) The estimated future air travel demand in Odisha would be split between Bhubaneswar and Puri based upon stakeholder consultations/surveys and Deloitte analysis. Therefore, a phased shift of passengers from Bhubaneswar Airport to Puri Airport is expected given

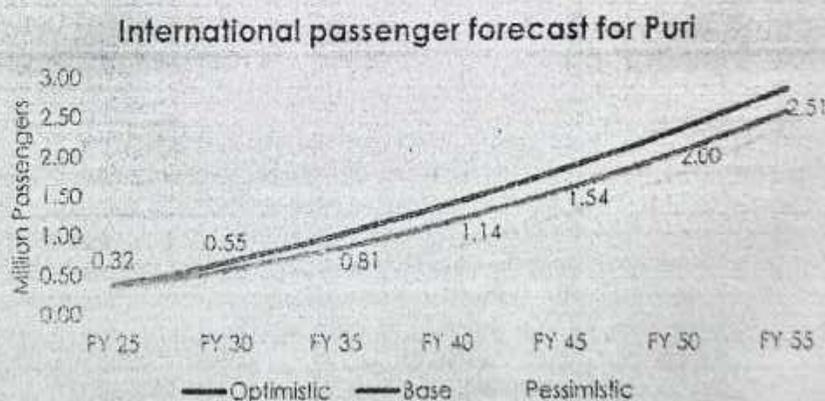
exhaustion of total possible capacity at BPIA. Beyond FY 30, 45% of projected traffic is expected to shift to Puri given capacity constraints at BPIA.



3. International Traffic

With respect to existing international passengers transiting via BPIA, it is expected that there would be a complete shift to Puri Airport. This was based on the following considerations:

- Puri Airport would resolve capacity constraints at Bhubaneswar Airport especially for international operations. Bhubaneswar Airport has been facing challenges in airside Runway Expansion & Land acquisition which has restricted its capacity expansion plans. Runway at BPIA is designed to handle 4C aircrafts viz. single aisle aircrafts. The proposed runway at Puri airport is designated to be Code 4E IFR operations, which would make it capable to handle wide bodied long haul aircrafts preferred for international operations.
- Running two international airports within a distance about 50 Kms would not be feasible in a catchment of this size and Puri airport is likely to subsume entire international traffic to be handled by BPIA in future. It is pertinent to highlight that International air traffic in Odisha is projected to grow significantly in future as evident from below:



- Proposed airport at Puri is better placed to meet this demand not only because of capacity constraints at BPIA but also because of its strategic location:
 - **Puri as cultural and leisure tourism hub:** Puri is home to Jagannath Temple which is one of the original Char Dham pilgrimage sites. On average, 35-40% of total tourist arrivals in Odisha (85 lakhs in 2023/1.5 crore in pre covid 2020) visit Puri District (2.5 million in 2023/45 lakhs in 2020). In addition, annual Ratha Yatra festival draws more than ~ 10 lakh tourist and about 1 lakh tourists on a daily basis. Puri district is known for its popular places visit like Konark Temple, Ragurajpur-the Heritage Village, white sand beach at Jahana and Dolphin sightseeing.

o Gateway to Western Odisha, Largest Industrial ecosystem in State: Proposed airport is expected to be gateway to Western Odisha which is one of the largest industrial hubs of the Country. Jagatsinghpur/Kendrapara/ Angul cluster is home to Paradeep and Dhamra port (among the largest ports of India), largest Steel/Ores and Industrial manufacturing hubs with more than 1200 large, medium to small scale establishments, which draw a lot of international investors. This region's rich mineral reserves constitute 28% Iron ore, 24% coal, 59% Bauxite and 98% Chromite of India's total deposits. As per Govt. of Odisha's estimates, the expected industrial volumes are expected to increase by 2.5 from 143 million tons in 2021-2 to 363 million tons in 2035 basis committed investments alone.

4. **Summary:** To summarize, Bhubaneswar Airport will be utilizing its capacity fully and the spill over traffic will be handled by Puri Airport. Further, we believe that Puri Airport will complement existing Bhubaneswar Airport with regards to passenger traffic, especially international traffic by providing much needed airside capacity for double aisle aircrafts, thereby resolving capacity constraints and would also additionally subsume any expected excess demand within its catchments area. The proposed Puri airport could also act as a potential base for dedicated air cargo operations and value added services, such MRO hub or FBO services, which has been conspicuously absent from the Bhubaneswar Airport.

Observation-3:

Whether the project coming under the ESZ of any Protected Area?

Compliance:

State Govt. reported that the entire proposed project is outside the Protected Area of Balukhanda Wildlife Sanctuary and its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhand Wildlife Sanctuary. The aerial distance map of the applied-land from the boundary of ESZ of Balukhand Wildlife Sanctuary is shown on Sol Toposheet.

Observation-4:

What is impact of cyclone on the area as large number of trees will be felled during construction?

Compliance:

State Govt. reported that out of 13504 number of trees marked for felling (DLF forest : 1291 trees, Non-forest land: 12213 trees), 10374 trees are coming under the girth class ranging from 30 cm to 60 cm. IN which *Anacardium occidentale*, *Casuarina equisetifolia*, *Mangifera indica* & *Acacia auriculiformis* are comprised more and those trees growth are stunted due to the Impact of FANI Cyclone 2019 & it has been marked for felling (almost top broken canopy & branches damaged). The remaining 3130 number of trees are also marked considering the nature of the infrastructure (Admin Office, Airside, Cargo Terminal, Mix use Commercial, Open space, Passenger Terminal Building, Transport Use, Runway, Utility) to be carried out for smooth functioning of Airport. Hence, the impact of cyclone will be considerably minimum in nature because of the meager number of bigger size trees marked for felling. And these scattered small trees also would not have reduced the speed of cyclonic wind in the area.

Apart form taking up 29.939 ha of compensatory afforestation plantation against the project, Puri Wildlife Division has already taken up Casuarina Shelterbelt plantation (45 ha - 1.78 lakh) and KIA fencing (3.6 Km) nearby area of airport project after the FANI Cyclone-2019 to protect the coast from natural disaster. In the remaining stretches of coastal area also, coastal plantation works are underway by Puri WL Division.

Observation-5:

State Govt. to explore possibility to avoid the forest land as the forest land is seen to be on the edges of the proposed project site.

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Compliance:

State Govt. reported that the proposed project site was selected over entire non-forest area of 471.401 ha. However, later checking with the DLC record some non-forest area is coming within the DLC forest category and the extend of the DLC forest is 27.887 ha, which is 5.91% total area. The DLC forest land required for diversion is unavoidable and the barest minimum for the project. However, the forest land involved in Plot No.109 of Khata No.520, on the edge of the proposed site having an area of 0.033 ha, coming under CRZ-IA has been removed from the proposal and the forest area required for diversion has been revised from 27.887 ha to 27.854 ha, which cannot be avoided.

5. The proposal was again discussed in the REC meeting held on 16.10.2023. The REC deliberated upon the proposals along with the reply submitted by the State Govt. The State Govt. reported that most of the project is outside the CRZ. However, part of the project area that is 14.75 ha is coming within the CRZ. Out of the same, 0.02 ha of area is coming within CRZ-IA, which has been removed from the project proposal and for the rest of 14.73 ha in CRZ-III, action has been initiated for submission of application to OCZMA for approval. From the applied area of 27.887 ha, DGPS survey has been done and map has been prepared wherein the applied area has reduced to 27.854 ha by removing the CRZ-IA area. The State Govt. also reported that the entire proposed project is outside the Protected Area of Balukhanda Wildlife Sanctuary and its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhanda Wildlife Sanctuary. The Committee observed that landing and taking up of Flights over the Balukhanda WL Sanctuary may cause disturbance to the Wild life. The user agency has informed that the Balukhanda WL Sanctuary is about 10 KM away from the Runway of the proposed Airport. The Committee recommended the proposal to Ministry for approval with the following conditions
 - a) During landing and taking off flights, flying over the Balukhanda WL Sanctuary shall be avoided.
 - b) The user agency shall obtain clearance from OCZMA for the area coming under CRZ-III before submission of compliance of Stage-I Conditions, if In-principle approval is granted.
6. ~~As per practice, the abstract and Minutes of REC meeting held on 16.10.2023 was submitted to Ministry through e-File. Ministry has informed that REC has not deliberated on the issue of non avoidance of Forest Land as this is a non site specific case. This should be discussed by REC and should ask State Govt. to explore alternative sites not involving forest area.~~
7. Thus, the proposal was again discussed in the REC meeting held on 17.11.2023. The Committee deliberated upon the comments of Ministry. The Committee decided to seek justification for non avoidance of forest land as this is a non site specific case and State Govt. to explore alternative sites not involving forest area. The committee also decided that after receipt of the above information from State Govt. Regional Office, Bhubaneswar shall submit the proposal to Ministry for approval.
8. Accordingly, Regional Office on 04.12.2023 has sought above information from State Govt.
9. The Nodal Officer (FCA), Odisha vide letter dated 05.12.2023 has informed that three alternative sites and the finally selected site i.e. Site-3 at Sipusarubali and Sandhapur proposed for establishment of a green field International Airport at Puri depending upon technical feasibility study by Airport Authority of India, orientation and dimensions of the Runway for Code-4E aircraft operations with single runway based on wind direction, which cannot be altered and this alternative has the least amount of forest land involved. And furthermore, it has been stated by the user agency that as per HAL Revenue records, the entire project area for the proposed Airport is over non-forest land of 471.401 ha. However, upon verification with DLC records, an extent of 27.887 ha non-forest area (reduced to 27.854 ha after omitting the NDZ area of CRZ) coming under the Airport alignment and has been recorded as DLC forest category. Since, the runway orientation is specific to the location (site finalized by AAI), involvement of such limited extent of DLC forest land (5.91% of the total area is unavoidable.

The user agency has explored the following three alternatives for the project:

Alternative-1 :

In order to develop a Greenfield International Airport an area of 1 Km x 5 Km (5 Sq. Km) area selected that is at village Hasnipur & Budhisahi (Lat: 19° 44' 53.19" N, Long: 85° 36' 22.59" E, to Lat: 19° 46' 49.92" N, Long: 85° 38' 49.27" E). The area is 1.4 Km away from NH230A. The site involves total area of 540.86 ha out of which the private land is 370.56 ha, Govt. land 114.95 ha and forest land 55.35 ha (Kadalibadi PRF 13.93 ha). The site is abandoned due to high involvement of forest area and 13.93 ha of forest area from Kadalibadi PRF. An estimated more than 38,000 number of trees may require for felling. The area is 20 Km far from Shri Jagannath temple. The area is closer to Chilika Lake, the construction of an airport will have an adverse impact of Migratory Birds, More importantly there will be partial rehabilitation of village Hasinapur and Salepur.

Alternative-2 :

Another site towards 1.6 Km North Eastern site of 1st alternative has been explored at village Chandiput and Moto (Lat : 19° 21' 46.49" N, Long: 85° 53' 50.20" E to Lat: 19° 54' 0.30" N, Long: 85° 30' 11.20" E). The area is 3.98 Km away from NH230A. The site having total area of 596.50 ha out of which the private land is 404.87 ha, Govt. land 127.25 ha and forest area of 64.38 ha. The site is abandoned due to high involvement of forest area. An estimated of more than 27,000 number of trees may require for felling including some casuarinas plantation. More importantly there will be partial rehabilitation of village Sipasarubali, Palanka and Champamanik.

Alternative-3:

Another site towards 2.5 Km North Eastern of the 2nd alternatives has been explored at village Sipasarubali and Sandhapur (Lat : 19° 45' 52.50" N, Long: 85° 43' 15.46" E to Lat: 19° 47' 10.92" N, Long: 85° 30' 11.20" E) and river Mangala is on the East side. The area is 1.5 Km away from NH 230A and 5.56 Km away from Shree Jagannath temple. The site having total area of 471.401 ha out of which the private land is 89.632 ha, Govt. land 353.882 ha and 27.887 ha of Revneue DLC forest land (5.91%). The site has low involvement of forest area. Total 13,504 number of trees (Forest 1291 + non-forest 12,213) required for felling. The project also has not rehabilitation and resettlement. This site has the following advantage:

- Least involvement of forest area in comparison to other two alternatives.
- Zero displacement and free from habitation.
- No bird activity was observed around Mangala river. Chilika Lake is situated at an aerial distance of 21 Km West of the site where bird migration path will not impact aircraft operations.
- The site accessible from Puri City through an existing two-lane city road connected to NH-230A/316.
- The topography of the proposed site appears to be almost flat.
- No water bodies like Pond, Lake, Natural drainage, archeological structure monuments etc. passing the proposed site.
- Highest Flood Level (HFL) is below the site level. Incidences of flooding of the site due to High Tide have not been witnessed.
- No major obstacles were visually observed from the proposed site.

Therefore, the present site, where the Site Clearance Certificate has been issued by the Ministry of Civil Aviation (MoCA) on 22.09.2023 and ToR for Environment Clearance has been approved by the MoEF&CC, Govt. of India on 20.11.2023, is the best and only location around Puri to construct the Airport and the DLC forest land required for diversion is unavoidable and the barest minimum for the project.

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Decision of REC:

The REC deliberated upon the proposal and ~~on the basis of the State Govt. in April 2023~~. The State Govt. informed that Site-3 at Sipusarubali and Sandhapur proposed for establishment of a green field International Airport at Puri depending upon technical feasibility study by Airport Authority of India, orientation and dimensions of the Runway for Code-4E aircraft operations with single runway based on wind direction, which cannot be altered and this alternative has the least amount of forest land involved. And furthermore, it has been stated by the user agency that as per HAL Revenue records, the entire project area for the proposed Airport is over non-forest land of 471.401 ha. However, upon verification with DLC records, an extent of 27.887 ha non-forest area (reduced to 27.854 ha after omitting the NDZ area of CRZ) coming under the Airport alignment and has been recorded as DLC forest category. ~~the runway orientation~~

The Committee observed that the instant project is for establishment of a green field International Airport and the runway orientation is specific which is finalized by AAI. The area proposed is 27.887 ha of DLC forest land which is about 6% of the total land requirement. ~~The Committee~~

Approval conveyed by
e-mail dated 20.12.2023
(Anurag Shrivastava)
Non-Official Member, REC

(Not present)
(Sahil Aggarwal)
Non-Official Member, REC

Approval conveyed by
e-mail dated 16.12.2023
(Ishwar Singh)
Non-Official Member, REC

Padma Mahanti

(Padma Mahanti)
DIGF (C) & Member Secretary - REC
MoEF&CC, IRO, Bhubaneswar

Am

(A.T. Mishra)
Dy. DGF (C) & Chairperson - REC
MoEF&CC, IRO, Bhubaneswar

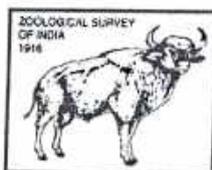
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**IMPACT ASSESSMENT ON THE FAUNA AROUND
THE PROPOSED SHREE JAGANNATH
INTERNATIONAL AIRPORT (SJIA) AT PURI, WITH
SPECIAL REFERENCE TO DOLPHIN, SEA TURTLES
AND MIGRATORY BIRDS OF CHILIKA**

INTERIM REPORT

**Submitted to:
Commerce & Transport (Transport) Department
Government of Odisha**



**Zoological Survey of India
(Ministry of Environment, Forests and Climate Change)
Estuarine Biology Regional centre
Hilltop, Gopalpur-on-Sea
Ganjam, Odisha, 761002**

September, 2025

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Project Interim Report

IMPACT ASSESSMENT ON THE FAUNA AROUND THE PROPOSED SHREE JAGANNATH INTERNATIONAL AIRPORT (SJIA) AT PURI, WITH SPECIAL REFERENCE TO DOLPHIN, SEA TURTLES AND MIGRATORY BIRDS OF CHILIKA

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Duration: One Year (May, 2025–April 2026)

REPORTING PERIOD: MAY 2025 TO AUGUST 2025

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PREAMBLE

Odisha is home for several key flagship species including the Olive ridley turtles, Irrawaddy Dolphin (*Orcaella brevirostris*), other marine mammals and reptiles as well as migratory birds visiting the coastal areas of the state particularly to Chilika Lake during winter months. Puri being a coastal district of Odisha is home to the Irrawaddy dolphins occur in the Chilika and adjacent coastal area of the district are nesting sites of Olive ridley turtles and the coastal waters are inhabited by several other marine mammals (dolphins, finless porpoise and whales). Several species of migratory birds winter visitors to Chilika lagoon, which covers part of Puri district. The proposed Shree Jagannath International Airport (SJIA) at Puri will have possible impact on these species, due to the presence of the infrastructure in proximity of the Chilika lagoon and Bay of Bengal and particularly since Chilika is known to be the Central Asian Flyway (CAF) for migratory birds. The proposed study aims to scientifically assess the likely potential impact on the fauna (dolphin, sea turtle and migratory birds) due to coming up of the airport development and infrastructure proposed to be built up.

The study aims to assess the population, habitat, threats, and conservation need and mitigation measures for these species in support of management and protection efforts by the developer.

In this context, the Commerce & Transport (Transport) Department, Government of Odisha consulted the Zoological Survey of India, Estuarine Biology Regional Centre, Gopalpur-on-Sea for carrying out a study on the following two aspects:

1. To conduct studies on effect of the proposed Shree Jagannath International Airport (SJIA) at Puri on the migratory birds of the Central Asian Flyway in Chilika Lake, Odisha to scientifically assess the potential adverse effects of the airport development on bird populations and their migration patterns, and associated habitats.
2. To conduct study on Dolphin habitats, Irrawaddy Dolphins and Olive ridley turtles in the coast of Puri, Odisha which aims to assess the population, habitat, threats and conservation needs of these dolphins to support sustainable management and protection efforts.

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OBJECTIVES:

- Identify the species and population of migratory birds coming to Chilika Lake through the adjoining area of the project.
- Analyse flight paths, resting zones, and seasonal movement patterns of key species.
- Assess the impact of the upcoming Greenfield Airport, including habitat disturbance, noise pollution, light pollution, and potential collision risks.
- Evaluate the cumulative impact of increased tourism, urbanization, and infrastructure development.
- Recommend mitigation strategies and conservation measures to minimize negative effects on migratory bird populations.
- Conducting a population survey of Irrawaddy dolphins and other dolphins and Marine mammals in the Puri coastal region.
- Assessing habitat conditions, prey availability, and anthropogenic impacts.
- Recommending conservation and management strategies based on scientific findings.

STUDY AREA

The proposed site is located near Sipasarubali in Puri District of Odisha (Location: Lat. 19° 45' to 19° 48' N & Long. 85° 42' to 85° 46' E) (Figure 1). The layout of the site is rectangular with running parallel to the coast of Bay of Bengal from east to west and towards the landward site from 500 m from HTL to 5 km perpendicularly, precisely in a diagonal manner. The surrounding areas and zone of influence on the east is Bay of Bengal known for migratory olive ridley sea turtles nesting site on the beach and breeding habitat in the sea as well as various species of Dolphins trespassing in the nearshore waters between Devi River mouth and Chilika mouth. The proposed site is within ~ 5 km from northern end of Chilika lagoon, known for migratory birds visiting the wetland every winter.

Secondary sources of information from published and unpublished literature were gathered on information available on the Olive ridley sea turtles, dolphins and migratory birds reported from the proposed project site and adjacent coastal areas as well as from Chilika. Also, information gathered from official records available with Divisional Forests Officers of Puri Wildlife Division and Chilika Wildlife Division.

The project assigned to ZSI was initiated from May 2025 with collation of necessary documents from the project proponent and discussion with officials concerned with the project. A reconnaissance survey by was conducted during 02nd June 2025 to 04th June 2026 and 22nd July to 25th July, 2025 by the scientists from ZSI, EBRC, Gopalpur-on-Sea, WRC, Pune and ZSI HQ, Kolkata and project team of ZSI, EBRC, Gopalpur-on-Sea accompanied by officials from Commerce & Transport Department, Revenue Inspector and other officials from Puri District Administration, Government of Odisha followed by discussion with the Divisional Forests Officer, Puri.

PRELIMINARY OBSERVATIONS:

Survey of coastal stretch along the proposed project site:

The coastal stretch of beach adjacent to the proposed project sites is flat, sandy with 50–100 m width covered with psammophytes like *Spinifex littoreus*, *Ipomoea pes-caprae* etc. Notably, stable coastal sand dunes are present, reaching heights of more than two meters. These dunes are naturally stabilized by vegetation viz. creepers and grasses as well as plants like *Casuarina equisetifolia*, *Anacardium occidentale*, *Azadirachta indica*, *Jatropha carcus*, *Calotropis gigantea* etc. the vegetation cover enhances coastal resilience by reducing erosion and supporting native biodiversity, offering valuable ecological features for the landscape.

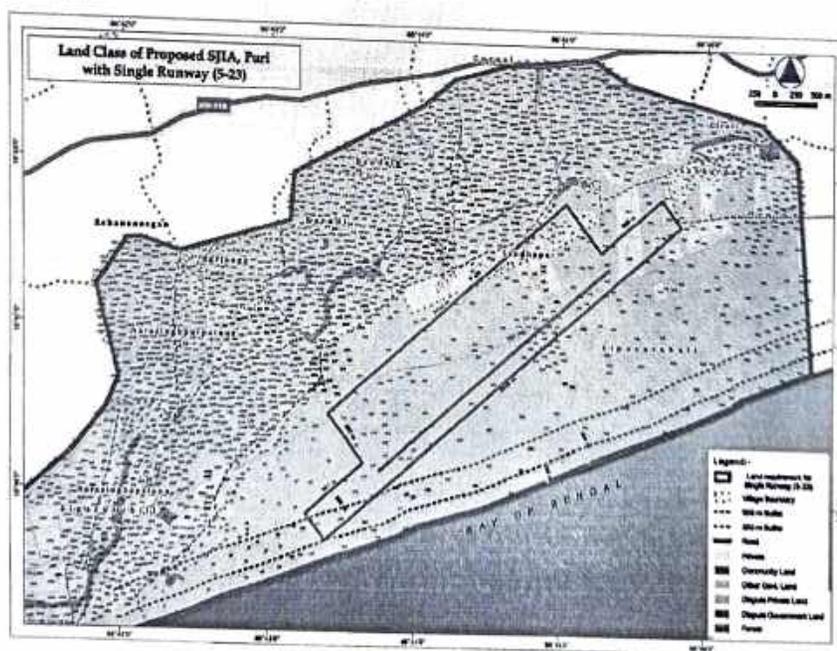


Figure 1. Map depicting the Proposed SJIA project Site

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PROGRESS

Being the non-breeding season for olive ridleys sea turtles, no evidence of nesting was recorded from the beach visited during the field surveys. However, few carcasses of Olive ridley, probably washed ashore some months before were observed on the beach, which indicate that the area may be used by olive ridley sea turtles during breeding season for nesting. Interview with the officials from Puri Wildlife Division also confirmed sporadic nesting of olive ridley sea turtles along the beach. However, the number of turtles nesting per km stretch need to be ascertained during the upcoming breeding season from October 2025 onwards.

As per the dolphins of Bay of Bengal concern, there are at least 08 species of dolphins reported to traverse along the coastal stretch between Devi River mouth on the north to Chilika mouth in the south. From the literature there is **no record of Irrawaddy dolphins in the zone of influence.**

Also 14 marine mammal species including dolphins, porpoises and whales are reported from the coast of Puri district (Table 1). However, the census data provided by Odisha Forest Department confirms regarding the presence of bottlenose dolphins during 2024-25 (Table 2). There was no sightings of any marine mammals during transect survey along the Puri coast during August- September, 2025. For confirming the dolphin movement adjacent to the proposed project area, systematic offshore monitored will be carried out using standard scientific methodology from October 2025 onwards to ascertain the species diversity and population as well as to enumerate possible impact due to developmental activities envisaged along the coast.

Table 1. Checklist of Marine mammals recorded along Puri Coast, Odisha

Sl. No	Name of the species	Common name	Distribution	Position	References
1.	<i>Balaenoptera brydei</i> Olsen, 1913/ <i>Balaenoptera edent</i> Anderson, 1878	Bryde's whale	Satapada (Puri): 23.05.2007 Rushikulya mouth: 22.05.2009 Chilika mouth: 29.07.2010/ Mangal river mouth: 16.02.2016 BaidhuraPentha beach: 04.12.2016 Balukhand beach: 16.02.2017 Ramachandi Beach:	Carcass	Khan et al., 2015; John et al. 2012; Patro et al., 2022

			13.03.2019 Astaranga: 06.03.2020		
2.	<i>Balaenoptera acutorostrata</i> Lacépède, 1804	Minke whale	Arakhakuda beach, Chilika: 21.11.2001	Carcass	Khan et al., 2015
3.	<i>Physeter macrocephalus</i> Linnaeus, 1758	Sperm whale	Kelumi river, konark (Puri): 04.12.2015	Live	Khan et al., 2015
4.	<i>Kogia sima</i> Owen, 1866	Dwarf sperm whale	Puri beach: 10.10.2011	Carcass	Khan et al., 2015
5.	<i>Pseudorca crassidens</i> Owen, 1846	False killer whale	Satapada (Chilika): 18.04.2003	Carcass	Khan et al., 2015
6.	<i>Orcella brevirostris</i> Grey, 1866	Irawaddy dolphin	Chilika, Bhitarkanika, Gahirmatha	Live	Khan et al., 2015
7.	<i>Grampus griseus</i> Cuvier, 1812	Risso's dolphin	Suhana beach, Devi river: 29.03.2011 Baliapanda, Puri: 19.04.2011	Carcass	Khan et al., 2015
8.	<i>Stenella attenuate</i> Gray, 1846	Pantropical spotted dolphin	Puri beach: 05.04.2011	Carcass	Khan et al., 2015
9.	<i>Stenellacoeruleoalba</i> Meyen, 1833	Striped dolphin	Konark beach, Puri: 09.04.2008	Carcass	Khan et al., 2015
10.	<i>Stenella longirostris</i> Gray, 1828	Spinner dolphin	Puri: 13.06.2010	Carcass	Khan et al., 2015
11.	<i>Delphinus delphis</i> Linnaeus, 1758	Common dolphin	Odisha coast: 1995	Not sighting	Jayaprakash, et al., 1995; Khan et al., 2015
12.	<i>Tursiops truncatus</i> Montagu, 1821	Common bottlenose dolphin	Puri beach: 13.12.2012	Carcass	Khan et al., 2015
13.	<i>Tursiops aduncus</i> Ehrenberg, 1833	Indo-pacific bottlenose dolphin	Nua Nai, Puri: 01.06.2010; Chandrabhaga beach: 12.12.2012	Rescued ; Carcass	Khan et al., 2015
14.	<i>Sousa chinensis</i> Osbeck, 1765	Indo-Pacific humpback dolphin	Puri: 15.03.2012	Recovered	Khan et al., 2015
15.	<i>Sousa plumbea</i> Cuvier, 1828	Indian ocean humpback dolphin	Nua Nai, Puri: 05.05.2012	Rescued	Khan et al., 2015
16.	<i>Neophocaena phocaenoides</i> Cuvier, 1829	Indo-Pacific Finless porpoise	Puri: 2010	Carcass	Khan et al., 2015

Table 2. Census data of Marine mammals recorded along Puri Coast, Odisha
(Source: Puri Wildlife Division)

Year	Route	Species	No. of Individuals
2024	Harchandi to Arakkhuda	Bottlenose dolphin	9
2024	Arakkhuda to Chandrabhaga	Bottlenose dolphin	15
2025	Arakkhuda to Chandrabhaga	Bottlenose dolphin	2

Beach Profile:

The nesting beach profile was conducted along the 16 km stretch of SJIA adjacent coast (from Puri to Arakkhuda) during September. The entire beach was monitored for estimating the nesting beach availability for Olive ridleys. The beach profiling was carried out on a fortnight basis following standard procedures. On the main project area, at every 200 m point a permanent landmark was fixed and at other beaches like Bali Harachandi and Puri main beach the beach profiling was done in 500 m intervals (Figure 2). These points were marked with a handheld GPS (Garmin etrex 32) receiver for subsequent monitoring. Beach width was measured perpendicular from the high tide line (HTL) to the permanent landmark with the help of laser range finder (Hawke LRF 600 Professional).

The average beach width of the total area was found to be 56.5 m and ranges from 19 m to 101 m along the coast (Figure 3). However, the Casuarina plantation along the beaches, for more than 03 km along Bali Harachandi beach, depicts the decrease or depletion of nesting beach width. The average nesting area availability was found to be 17433 m² and ranges from 7000 to 50500 m² during September (Figure 4).

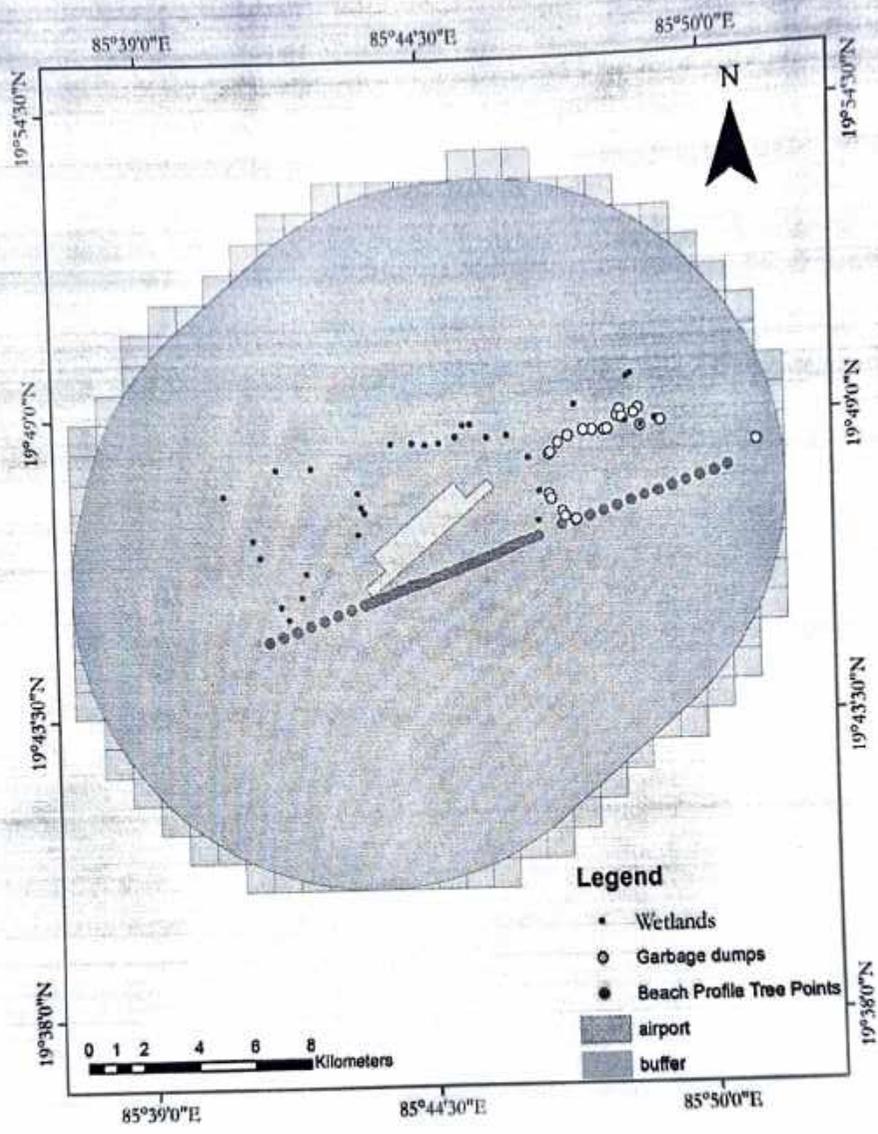


Figure 2. Beach Profiling locations along the coastal beaches of study area (Green Points: Beach profiling; Yellow points: Garbage dumps; Blue points: Wetlands)

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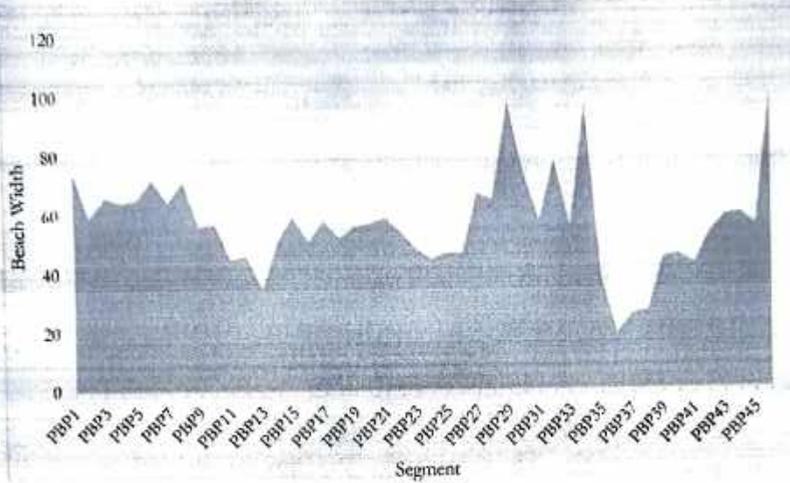


Figure 3. Mean beach width of proposed study area during September, 2025

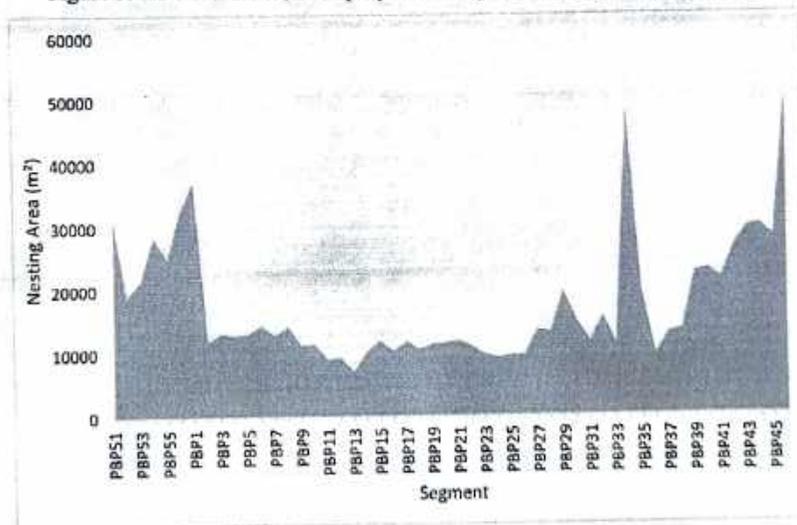


Figure 4. Nesting beach availability of proposed study area during September, 2025

Garbage dumping area mapping:

The Garbage dumping sites were also marked during the study period within the 10 km buffer areas. However, it was found most of the areas are used for landfill purpose. Also, the wetlands present within the buffer area were marked and it was found most of the wastelands within the area are filled with water due to monsoon. The canal connecting to

Chilika is a permanent wetland with aquatic vegetation may provide suitable habitat for wintering birds.

Migratory Bird assessment

Bird diversity in and around the project site and from Chilika and the migratory path of different species were collated from available literatures. As per as literature concern, there are at least 75 species of winter migratory birds visit Chilika every year and they are mostly sighted in the Nalban, Mangalajodi area (Table 3). The migratory birds visiting outside the Chilika lagoon and in the peripheral wetlands are not adequately known and for which mapping of wetlands outside the Chilika lagoon, within 15 km radius of the proposed project sites are being mapped and these wetlands and potential bird congregation areas will be surveyed during the winter months from October 2025 onwards (Figure 4).

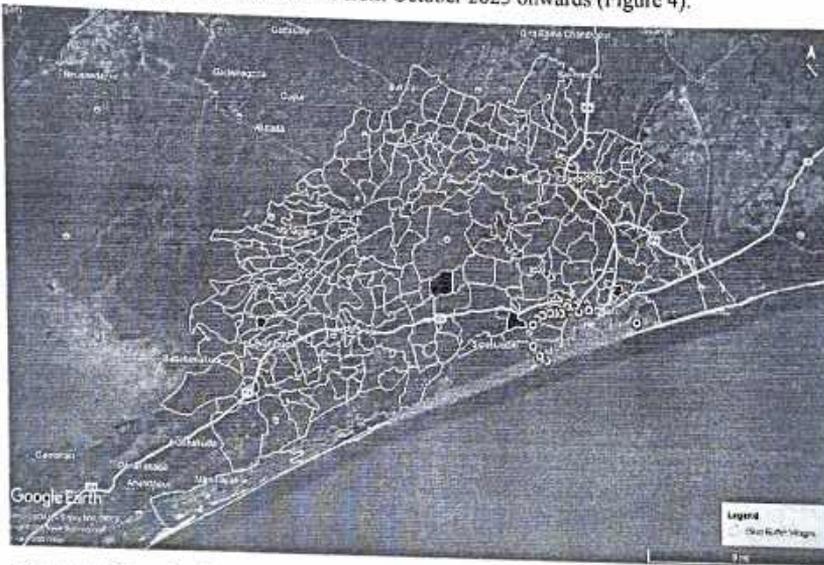


Figure 4. Map depicting the villages 15 km buffer area around the zone of influence of Proposed SJIA project Site.

Table 3. Checklist of waterbirds from Central Asian flyways along Puri coast, Odisha

Sl. no	Common Name	Scientific name	Stopover point	IUCN status	Citation
1	Western Marsh-harrier	<i>Circus aeruginosus</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021)
2	Pallas's Fish Eagle	<i>Haliaeetus leucoryphus</i> (Pallas, 1771)	Chilika, Balukhand-Konark	EN	Khan & Pichaimuthu (2021), Palei et al., 2019
3	Osprey	<i>Pandion haliaetus</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019
4	Spot billed duck	<i>Anas poecilorhyncha</i> Forster, 1781	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019
5	Northern Pintail	<i>Anas acuta</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019
6	Common Teal/Eurasian teal	<i>Anas crecca</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019
7	Greylag Goose	<i>Anser anser</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
8	Bar-headed Goose	<i>Anser indicus</i> (Latham, 1790)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
9	Common Pochard	<i>Aythya ferina</i> (Linnaeus, 1758)	Chilika	VU	Khan & Pichaimuthu (2021)
10	Tufted Duck/Pochard	<i>Aythya fuligula</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019
11	Ferruginous Duck	<i>Aythya nyroca</i> (Güldenstädt, 1770)	Chilika	NT	Khan & Pichaimuthu (2021),
12	Greter/Fulvous Whistling-duck	<i>Dendrocygna bicolor</i> (Vicillot, 1816)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
13	Lesser Whistling-duck	<i>Dendrocygna javanica</i> (Horsfield, 1821)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
14	Eurasian Wigeon	<i>Mareca penelope</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National

15	Gadwall	<i>Mareca strepera</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Action Plan 2018 -India Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
16	Red-crested Pochard	<i>Netta rufina</i> (Pallas, 1773)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
17	Cotton Pygmy Goose	<i>Nettapus coromandelianus</i> (Gmelin, 1789)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
18	Knob-billed Duck	<i>Sarkidiornis melanotos</i> (Pennant, 1769)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
19	Northern Shoveler	<i>Anas clypeata</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
20	Garganey	<i>Anas querquedula</i> Linnaeus, 1758	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
21	Ruddy Shelduck	<i>Tadorna ferruginea</i> (Pallas, 1764)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
22	Common Shelduck	<i>Tadorna tadorna</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
23	Kentish Plover	<i>Charadrius alexandrinus</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
24	Siberian sand plover	<i>Charadrius mongolus</i> Pallas, 1776	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
25	Pacific Golden Plover	<i>Pluvialis fulva</i> (Forster, 1777)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
26	Grey Plover	<i>Pluvialis squatarola</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
27	Grey-headed	<i>Vanellus cinereus</i> (Blyth,	Chilika,	LC	Khan & Pichaimuthu

Lapwing	1842)	Balukhand-Konark		(2021), Palei et al., 2019, CAF National Action Plan 2018 -India
28 Eurasian Oystercatcher	<i>Haematopus ostralegus</i> Linnaeus, 1758	Chilika	NT	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
29 Whiskered Tern	<i>Chlidonias hybridus</i> (Pallas, 1811)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
30 White-winged Tern	<i>Chlidonias leucopterus</i> (Temminck, 1815)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
31 Common Gull-billed Tern	<i>Gelochelidon nilotica</i> (Gmelin, 1789)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
32 Caspian Tern	<i>Hydroprogne caspia</i> (Pallas, 1770)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
33 Brown-headed Gull	<i>Larus brunnicephalus</i> Jerdon, 1840	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
34 Lesser Black-backed Gull	<i>Larus fuscus</i> Linnaeus, 1758	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
35 Pallas's Gull	<i>Larus ichthyaetus</i> Pallas, 1773	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
36 Black-headed Gull	<i>Larus ridibundus</i> Linnaeus, 1766	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
37 Common Tern	<i>Sterna hirundo</i> Linnaeus, 1758	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
38 Lesser Crested Tern	<i>Thalasseus bengalensis</i> Lesson, 1831	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
39 Greater Crested Tern	<i>Thalasseus bergii</i> (Lichtenstein, 1823)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
40 Pied Avocet	<i>Recurvirostra avosetta</i> Linnaeus, 1758	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
41 Common	<i>Actitis hypoleucos</i>	Chilika,	LC	Khan & Pichaimuthu

	Sandpiper	(Linnaeus, 1758)	Balukhand-Konark		(2021), Palei et al., 2019, CAF National Action Plan 2018 -India
42	Ruddy Turnstone	<i>Arenaria interpres</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
43	Sanderling	<i>Calidris alba</i> (Pallas, 1764)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
44	Dunlin	<i>Calidris alpina</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
45	Red Knot	<i>Calidris canutus</i> (Linnaeus, 1758)	Chilika	NT	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
46	Curlew Sandpiper	<i>Calidris ferruginea</i> (Pontoppidan, 1763)	Chilika, Balukhand-Konark	NT	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
47	Little Stint	<i>Calidris minuta</i> (Leisler, 1812)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
48	Ruff	<i>Calidris pugnax</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
49	Temminck's Stint	<i>Calidris temminckii</i> (Leisler, 1812)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
50	Great Knot	<i>Calidris tenuirostris</i> (Horsfield, 1821)	Chilika	EN	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
51	Common Snipe	<i>Gallinago gallinago</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
52	Broad-billed Sandpiper	<i>Calidris falcinellus</i> (Pontoppidan, 1763)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
53	Asian Dowitcher	<i>Limnodromus semipalmatus</i> (Blyth, 1848)	Chilika	NT	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
54	Bar-tailed	<i>Limosa lapponica</i>	Chilika	NT	Khan & Pichaimuthu

	Godwit	(Linnaeus, 1758)			(2021), CAF National Action Plan 2018 -India
55	Black-tailed Godwit	<i>Limosa limosa</i> (Linnaeus, 1758)	Chilika	NT	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
56	Eurasian Curlew	<i>Numenius arquata</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	NT	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
57	Whimbrel	<i>Numenius phaeopus</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
58	Spotted Redshank	<i>Tringa erythropus</i> (Pallas, 1764)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
59	Wood Sandpiper	<i>Tringa glareola</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
60	Common Greenshank	<i>Tringa nebularia</i> (Gunnerus, 1767)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
61	Green Sandpiper	<i>Tringa ochropus</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
62	Marsh Sandpiper	<i>Tringa stagnatilis</i> (Bechstein, 1803)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
63	Common Redshank	<i>Tringa totanus</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
64	Terek Sandpiper	<i>Xenus cinereus</i> (Güldenstädt, 1775)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
65	Peregrine Falcon	<i>Falco peregrinus</i> Tunstall, 1771	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
66	Demoiselle Crane	<i>Anthropoides virgo</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021)
67	Baillon's Crake	<i>Zapornia pusilla</i> (Pallas,	Chilika	LC	Khan & Pichaimuthu

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	1776)			(2021), CAF National Action Plan 2018 -India	
68	Brown Crake	<i>Zapornia akool</i> (Sykes, 1832)	Chilika	LC	Khan & Pichaimuthu (2021)
69	Ruddy-breasted Crake	<i>Porzana fusca</i> (Linnaeus, 1766)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
70	Grey Heron	<i>Ardea cinerea</i> Linnaeus, 1758	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India
71	Eurasian Bittern	<i>Botaurus stellaris</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021)
72	Lesser Flamingo	<i>Phoeniconaias minor</i> (Geoffroy Saint-Hilaire, 1798)	Chilika	NT	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
73	Greater Flamingo	<i>Phoenicopterus roseus</i> Pallas, 1811	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
74	Great Crested Grebe	<i>Podiceps cristatus</i> (Linnaeus, 1758)	Chilika	LC	Khan & Pichaimuthu (2021), CAF National Action Plan 2018 -India
75	Great Cormorant	<i>Phalacrocorax carbo</i> (Linnaeus, 1758)	Chilika, Balukhand-Konark	LC	Khan & Pichaimuthu (2021), Palei et al., 2019, CAF National Action Plan 2018 -India

LC: Least Concern, NT: Near Threatened, Vu: Vulnerable, EN: Endangered

As per the request by the Commerce & Transport Department of Govt. of Odisha, the scientific team from ZSI accompanied the team from the Wildlife Institute of India, Dehradun visited to the proposed project site and coastal stretch as per the directions from the Ministry of Environment, Forest and Climate Change, Govt. of India and briefed about the plan of action by ZSI for carrying out the detailed study in the proposed project area. Further a joint meeting was also conducted among ZSI, WII and the Divisional Forests Officer of Puri for appraising about the project and the modalities.

Plan of work for the project

(September 2025 - April 2026)

- Data collections on a monthly basis for documentation of changes in beach topography and geomorphology (August 2025 to April 2026).

- Data collections on nesting of Olive ridley sea turtles from October 2025 to April 2026, along the 10-beach adjacent to the proposed site.
- Data collections on species diversity and abundance of dolphins in the offshore waters of Bay of Bengal along the 10 coastal stretches adjacent to the proposed site.
- Data collections of migratory birds visiting Chilika lagoon and peripheral wetlands and tracking their migratory path during the winter months from October 2025 (onward migration to birds to Chilika) to February 2026 (return migration from Chilika).
- Documentation of wildlife and other associated fauna that may be impacted due to developmental activities proposed.

Preliminary Recommendations

These recommendations are purely based on the literatures, documents and preliminary observations which may be modified after completion of the study.

Sea turtle Habitat

- Literature review and historical records of sporadic nesting indicate that the zone of influence functions as a low-intensity, sporadic nesting beach for Olive ridley turtles. Sampling locations within the project site have been delineated and beach profiling is currently in progress to evaluate geomorphological and associated beach characteristics. The entire beach along the zone of influence seems to be sites for sporadic nesting like other parts of Indian coast after the first hand beach profiling. The potential nesting sites will subsequently be mapped and validated through ground truthing during the nesting season. However, in some regions along the beaches within the zone of influence, the casuarina plantations play a key role in nesting beach unavailability. Already a stretch of 6 – 7 km of stretch is disturbed by tourism activities and there is negligible chance of sporadic nesting at the tourism beach. Further, in other areas the sporadic nesting can be managed by Airport light management, which will be proposed after the completion of the study.
- The proposed project is the only environmentally feasible alignment which is located near Puri Township. Since, the proposal is for establishing an international Airport in Odisha at Puri, which comprises of developmental activities, for which there will be developmental components only in the terrestrial environment, the environmental impact especially on the aquatic fauna is presumed to be different.

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- There is no significant nesting/breeding grounds and roosting ground reported in the proposed project area and if any also found to be at a lower scale in the proposed project area. The preliminary assessment of the study by ZSI revealed out that the environmental impact through the proposed project can be managed sustainably to restore the pristine ecosystem through proper conservatory measures and the suggested long term environmental management plans for following strictly.
- Olive ridley sea turtles nesting have been recorded mainly on the long and wide beaches at on the east coast and at along the river mouth. Globally, olive ridley turtle status according to IUCN is listed as Vulnerable. As per IUCN, the Northeast Indian Ocean sub-population is listed as Vulnerable. There is substantial information on major threats for olive ridley turtles, in Odisha. However, at the proposed project site, except natural predation of nests by Wild Pigs, Jackals, Hyena, stray and feral dogs which are eventually natural predators of the area, there are no immediate threats.
- *Most sandy beaches on the islands as well as east and west coasts of India would have to be designated as CRZ-I, simply by virtue of the low or moderate density nesting that occurs, and this hardly seems practical given human population densities along the Indian coast and will restricts the setting up and expansion of any industry, operations or processes, as per expert opinion.* As per the preliminary evaluation of the project activities, it is inferred that there will be construction phase and operational phase for the said project. The construction phase would involve operation of vehicles, transportation of construction materials and excavation, which would alter the ecology and directly or indirectly may impact olive ridley turtle nesting activities.
- It is a fact that sea turtles are global species and they are known to nest on the sandy beaches in the close proximity to existing and operational coastal facilities globally. Several ports and jetties exist on the eastern and western coast of India (Haldia, Dhamra, Paradeep, Nuagarh, Visakhapatnam, Kakinada, Ennore, Tuticorin, Cochin, Goa, Ratnagiri, Veraval, Diu and Jafrabad) and despite of these coastal facilities, sea turtles continue to nest in close proximity to the establishments.
- The Dhamra Port, in Odisha coast is located about 13 km away from the famous mass nesting beaches of olive ridley turtles, the Gahirmatha Marine Sanctuary in a straight

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line. It falls along the extremely important and fragile zone of Northern boundary of Bhitarkanika National Park. This major deep water port facility at Dhamra, dredged nearly 19 km-long approach channel, aside from land-raising and construction activities on land. The port at Dhamra envisages building of 13 berths, mechanized loading and unloading and an entry channel from north side. The port is one of the largest on the east coast of India with the ability to handle Cape size vessels (180,000 tonnes) and dredged a 19 km long channel through the sea with a draft of 18 m. While obtaining of the environmental clearance, one of the most pressing concerns was on turtles (dredging, lighting, shipping, ballast water discharge, current changes and their impacts, noise pollution, impacts from an expanding local population, ancillary development) as well as other impacts on the ecosystem of the area, on Bhitarkanika National Park and on Gahirmatha Marine Sanctuary. The Dhamra port is fully operational and there is no impact known on sea turtle nesting at Gahirmatha and adjoining areas where sporadic nesting takes place.

- Similarly, the Paradip is one of the major ports of India in the east coast commissioned after independence situated in the mouth of Mahanadi and there are sporadic nesting sites along both side estuary and are not known to be impacted by port activities.
- In Andhra Pradesh, the Kakinada Sea Ports Limited (KSPL) is situated near the Hope Island and Coringa Wildlife Sanctuary and sporadic nesting of sea turtles have been occurring in Hope Islands and Sacramento uninterruptedly.
- The proposed project may have direct or indirect impact on the habitats of Olive ridley turtles and the impacts are being identified and quantified by ZSI. Nevertheless, internationally accepted mitigation measures for minimal impact on the habitats need to be ensured and practiced in a well-organized plan, by the Government of Odisha and the management authority after the completion of the study and ground truthing.

Irrawaddy Dolphin

- A comprehensive review of literature on the distribution of Irrawaddy dolphins and other marine mammals along the coast was conducted. No evidence of Irrawaddy

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dolphins within the identified zone of influence was recorded. Field verification for their occurrence in offshore waters will be carried out during the forthcoming season.

Wetland mapping and bird surveys

- The diversity of avifauna in and around the project site, including species utilizing the Chilika wetland and their migratory flyways, has been compiled from existing literature. The wetlands with possible sites for the migratory birds in the zone of influence are mapped. During August-September survey, 04 species of migratory birds were recorded and further survey during the study period would provide details about the migratory birds. The study will record the pathway as well as the timing of migration of birds. Further timings will be suggested to have restricted flying hours during the migratory season.
- Wetlands and waste disposal/garbage dump sites within and around the project area are being mapped using satellite imagery with field-based ground truthing verification. It was found that most of the garbage dumps in the zone of influence are for filling purposes which somehow attracts prey birds like black kites and other resident birds. So dump yards around the influential zone should be managed properly to avoid bird hits. Further restrictions should be imposed on meat shops (Chicken, red meat, fish, prawn, crab etc.) in the zone of influence regarding their waste disposal.

Overall documentation of the faunal diversity

- Documentation of the faunal composition of the study area is in progress, supported by photographic records.

April 2026 – Preparation of Technical Report and submission

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Table 4. Nesting and mortality data of Olive ridleys recorded along Puri Coast, Odisha (Source: Puri Wildlife Division)

Camp	Year	Month	No. of dead turtle		No. of nest	No. of eggs	No. of hatchlings	Destroyed eggs
			Male	Female				
Bali Harachandi	2021-22	November	0	0	0	0	0	0
		December	7	4	0	0	0	0
		January	13	7	0	0	0	0
		February	9	5	0	0	0	0
		March	26	20	0	0	0	0
		April	NA	NA	NA	NA	NA	NA
		Total	48	32	0	0	0	0
Chapamanik	2021-22	November	0	0	0	0	0	0
		December	0	0	0	0	0	0
		January	0	0	0	0	0	0
		February	0		4	437	299	138
		March	12	9	23	2509	1615	894
		April	0	0	0	0	0	0
		Total	12	9	27	2946	1914	1032
Bali Harachandi	2022-23	November	0	0	0	0	0	0
		December	0	0	0	0	0	0
		January	13	7	0	0	0	0
		February	9	5	8	999	693	306
		March	26	20	43	4714	3749	965
		April	0	0	2	251	204	47
		Total	48	32	53	5964	4646	1318
Chapamanik	2022-23	November	0	0	0	0	0	0
		December	10	22	0	0	0	0
		January	28	64	1	100	70	30
		February	50	72	5	501	398	103
		March	0	0	70	8630	6482	2148
		April	0	0	9	920	57	863
		Total	78	136	85	10151	7007	3144
Bali Harachandi	2023-24	November	0	0	0	0	0	0
		December	0	0	0	0	0	0
		January	9	3	0	0	0	0
		February	7	4	18	2209	1915	294
		March	6	2	26	2770	509	2261
		April	0	0	9	963	0	0
		May	0	0	1	95	0	0
Total	22	9	54	6037	2424	2555		
Chapamanik	2023-24	November	0	0	0	0	0	0
		December	20	12	0	0	0	0
		January	35	24	0	0	0	0
		February	0	0	24	2797	2243	554
		March	0	0	69	7309	4805	2504
		April	0	0	15	1474	0	1474
		Total	35	24	108	11580	7048	4532

Table 5. Checklist of birds recorded in the proposed SJIA site during Survey

SI No.	Scientific Name	Common Name
1.	<i>Acridotheres tristis</i> (Linnaeus, 1766)	Common Myna
2.	<i>Amaurornis phoenicurus</i> (Pennant, 1769)	White-breasted Waterhen
3.	<i>Anthus rufulus</i> Vieillot, 1818	Paddyfield Pipit
4.	<i>Bubulcus ibis</i> (Linnaeus, 1758)	Cattle Egret
5.	<i>Columba livia</i> J.F. Gmelin, 1789	Rock Dove / Rock Pigeon
6.	<i>Corvus macrorhynchos</i> Wagler, 1827	Large-billed Crow / Jungle Crow
7.	<i>Corvus splendens</i> Vieillot, 1817	House Crow
8.	<i>Dendrocygna javanica</i> (Horsfield, 1821)	Lesser Whistling-duck
9.	<i>Dicrurus macrocercus</i> Vieillot, 1817	Black Drongo
10.	<i>Egretta garzetta</i> (Linnaeus, 1766)	Little Egret
11.	<i>Eremopterix griseus</i> (Scopoli, 1786)	Ashy-crowned Sparrow-Lark
12.	<i>Eudynamis scolopaceus</i> (Linnaeus, 1758)	Asian Koel
13.	<i>Gracupica contra</i> (Linnaeus, 1758)	Pied Starling
14.	<i>Halcyon smyrnensis</i> (Linnaeus, 1758)	White-throated Kingfisher
15.	<i>Haliastur indus</i> (Boddaert, 1783)	Brahminy Kite
16.	<i>Hirundo rustica</i> Linnaeus, 1758	Barn Swallow
17.	<i>Merops orientalis</i> Latham, 1801	Asian Green Bee-eater
18.	<i>Merops philippinus</i> Linnaeus, 1766	Blue-tailed Bee-eater
19.	<i>Microcarbo niger</i> (Vieillot, 1817)	Little Cormorant
20.	<i>Milvus migrans</i> (Boddaert, 1783)	Black Kite
21.	<i>Mirafra erythroptera</i> Blyth, 1845	Indian Bush Lark
22.	<i>Metopidius indicus</i> (Latham, 1790)	Bronze-winged Jacana
23.	<i>Pycnonotus cafer</i> (Linnaeus, 1766)	Red-vented Bulbul
24.	<i>Spilopelia chinensis</i> (Scopoli, 1786)	Spotted Dove
25.	<i>Streptopelia decaocto</i> (Frisvaldszky, 1838)	Eurasian Collared Dove
26.	<i>Tachypiza badia</i> (Jerdon, 1867)	Shikra
27.	<i>Vanellus indicus</i> (Boddaert, 1783)	Red-wattled Lapwing

28.	<i>Vanellus malabaricus</i> (Boddaert, 1783)	Yellow-wattled Lapwing
29.	<i>Lonchura malacca</i> (Linnaeus, 1766)	Tricoloured Munia
30.	<i>Chlidonias hybrid</i> (Pallas, 1811)	Whiskered Tern
31.	<i>Numenius arquata</i> (Linnaeus, 1758)	Eurasian Curlew
32.	<i>Actitis hypoleucos</i> (Linnaeus, 1758)	Common Sandpiper

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ACKNOWLEDGEMENTS

We wish to express our sincere gratitude and thanks to the Director, Zoological Survey of India, Kolkata for approval for the project and sanctioning the survey tour and providing necessary facilities to work. We are thankful to the Commerce & Transport (Transport) Department, Government of Odisha for entrusting the work to the Zoological Survey of India. We are also thankful to Officer-in-Charge & Staff of Technical section, ZSI & Field Survey Division, ZSI, Kolkata for their timely support. Thanks are due to the Puri District Administration for logistic support during the field surveys.

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Corvus macrorhynchos Wagler, 1827



Corvus splendens Vieillot, 1817



Vanellus indicus (Boddaert, 1783)



Eudynamis scolopacea (Linnaeus, 1758)



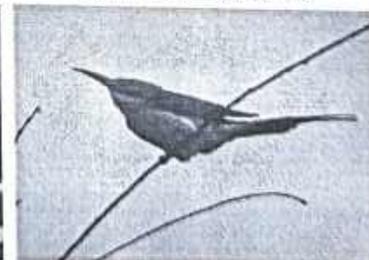
Anauornis phoenicurus (Pennant, 1769)



Columba livia Gmelin, JF, 1789

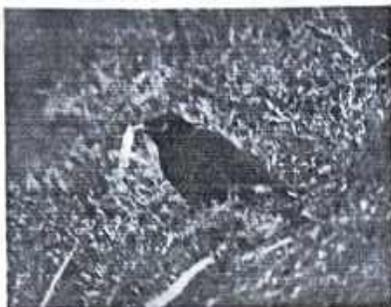
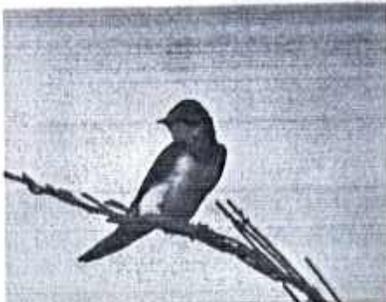


Gracupica contra (Linnaeus, 1758)



Merops philippinus Linnaeus, 1767

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*Acridotheres tristis* (Linnaeus, 1766)*Hirundo rustica* Linnaeus, 1758*Anthus rufulus* Vieillot, 1818*Sturnia pagodarum* (Gmelin, JF, 1789)*Eremopterix griseus* (Scopoli, 1786)*Lonchura malacca* (Linnaeus, 1766)*Milvus migrans* (Boddaert, 1783)*Halcyon suyrnensis* (Linnaeus, 1758)

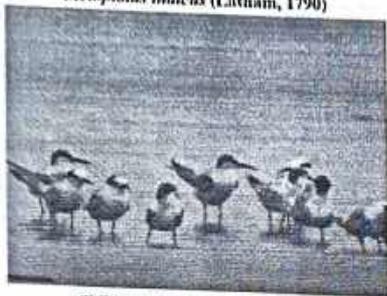
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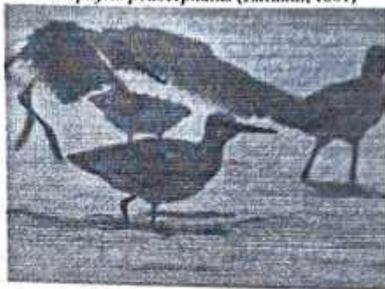
Metopidius indicus (Latham, 1790)



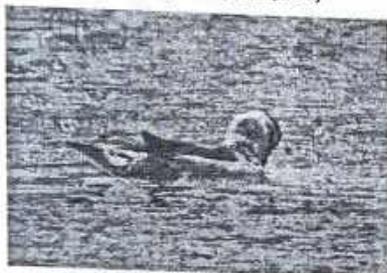
Porphyrio poliocephalus (Latham, 1801)



Chlidonias hybrida (Pallas, 1811)



Tringa totanus (Linnaeus, 1758)



Nettapus coromandelianus (Gmelin, JF, 1789)



Tachybaptus ruficollis (Pallas, 1764)



Ardea purpurea Linnaeus, 1766



Egretta garzetta (Linnaeus, 1766)

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Ardea alba Linnaeus, 1758



Ardeola grayii (Sykes, 1832)



Dendrocygna javanica (Horsfield, 1821)



Microcarbo niger (Vieillot, 1817)

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Funambulus pennantii Wroughton, 1905



Semnopithecus entellus (Dufresne, 1797)



Urva edwardsii
(É. Geoffroy Saint-Hilaire, 1818)



Hoof mark of
Sus scrofa Linnaeus, 1758



Pug mark of *Canis aureus*
Linnaeus, 1758

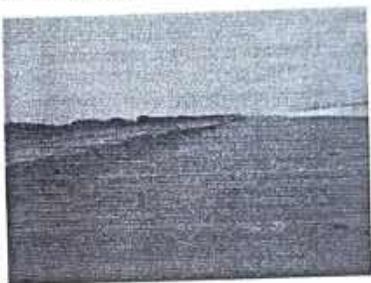
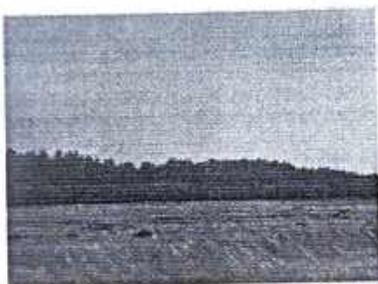


Canis aureus Linnaeus, 1758

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Casuarina plantation on the beach



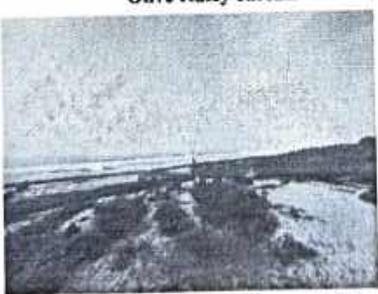
Beach erosion



Olive ridley carcass

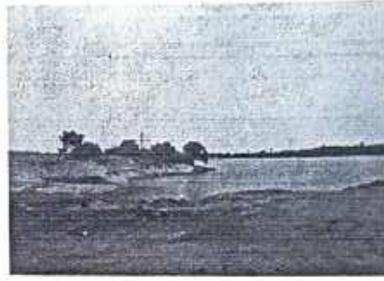


Litter on the beach

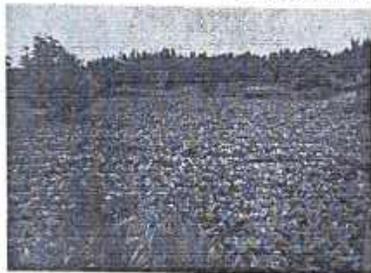


Glimpse of the Zone of Influence

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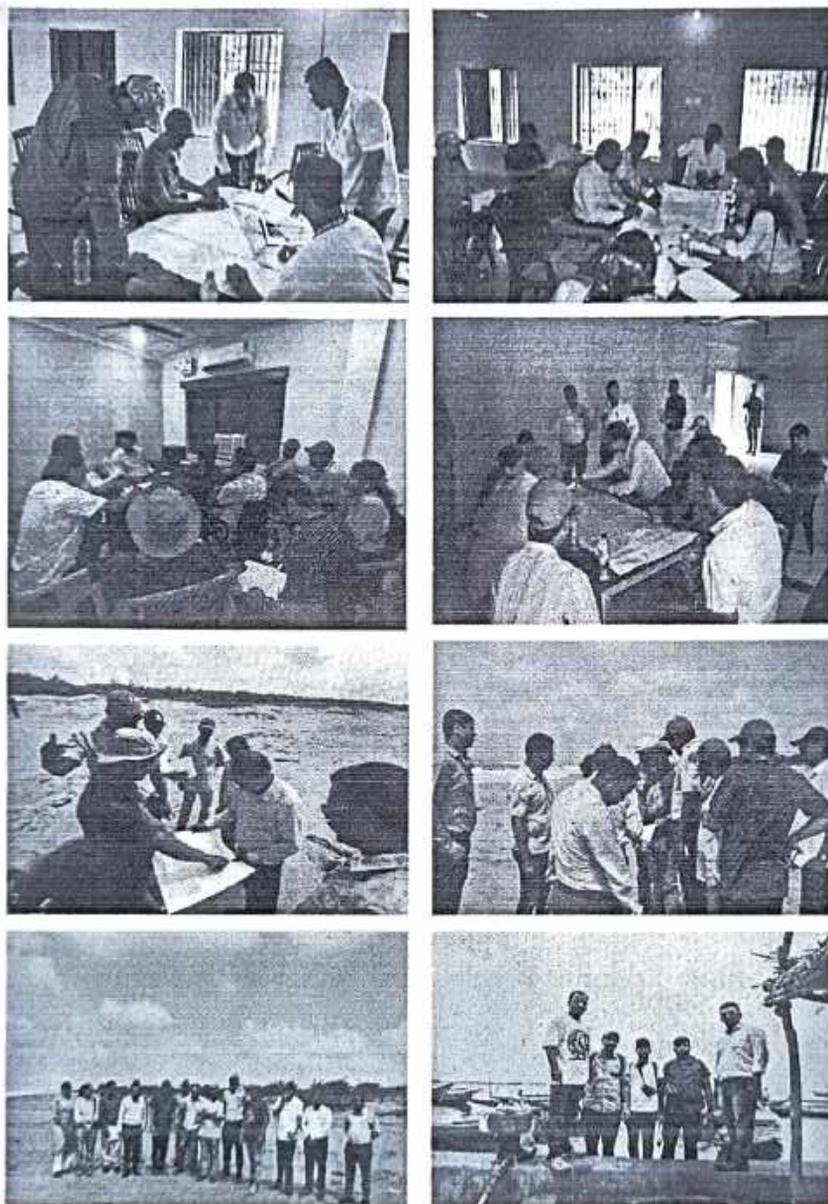
Glimpses of the zone of influence



Wetlands present in the zone of influence



Garbage Dumps in the the zone of influence



Consultative meeting and Discussion with WII and DFO, Puri

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Beach Profiling and Survey at the zone of influence

*Dr. Mustafa,
Beach Area*

Annexure - H/5

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.

Puri Airport FC

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. The CCF O/o Nodal Officer, Odisha and DDGF (Central), Regional Office, MoEF&CC, Bhubaneswar attended the meeting.

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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
Total		27.887	353.882	89.632	443.514	471.401

- 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 Adhinyam 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

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- 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.

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- 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

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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

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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).

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- 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

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- 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.

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- 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

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- 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

11-31/2012-FC(PL)

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. 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 kism 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.

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Class wise Abstract of Non-Forest Govt. Land Tree Enumeration List for Shree Jagannath International Airport, Puri in Puri Wildlife Forest Division, Puri

Class of The Species	Girth of the Species										TOTAL		Grand Total		
	(30-59)cm		(60-89)cm		(90-119) cm		(120-149) cm		(150-179)cm		180 cm &				
	s	u	s	u	s	u	s	u	s	u	s	u			
2 nd	38	0	26	0	6	0	0	0	0	0	1	0	71	0	71
3 rd	9260	0	2129	0	469	0	243	0	29	0	12	0	12142	0	12142
Total	9298	0	2155	0	475	0	243	0	29	0	13	0	12213	0	12213

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Khandari Section

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Revenue Inspector
Gorual

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K. S. S. S.

Additional Secretary to Govt.
C & T (Transport) Deptt.
Divisional Forest Officer:
Puri Wildlife Division, Puri

[Signature]

**Species wise Abstract of Non-Forest Govt. Land Tree Enumeration List for Shree Jagannath International Airport,
Puri in Puri Wildlife Forest Division, Puri**

Sl no	Class of The Species	Name of The Species	Scientific Name Of the Species	Girth of the Species												Grand Total		
				(30-59) cm		(60-89) cm		(90-119) cm		(120-149) cm		(150-179) cm		180 cm & above			Total	
				s	u	s	u	s	u	s	u	s	u	s	u			s
1	3 rd	Acacia	Acacia auriculiformis	1600		207		12								1821	0	1821
2	3 rd	Coconut	Cocos nucifera	5		26		3								34	0	34
3	2 nd	Amba	Mangifera indica	11		14		5						1		31	0	31
4	3 rd	Bara	Ficus benghalensis	14		15		9		2				2		44	0	44
5	3 rd	Debadaru	Cedrus deodara			1										1	0	1
6	3 rd	Hamaricha		1												1	0	1
7	2 nd	Jamun	Eugenia jambolana	27		12		1								40	0	40
8	3 rd	Jhau	Casuarina Equisetifolia	627		19										646	0	646
9	3 rd	Kaju	Anacardium occidentale	6004		1782		211		21				2		8021	0	8021
10	3 rd	Mahi	Lannea coromandelica	6		1										7	0	7
11	3 rd	Karamanga	Averrhoa carambola													0	0	0
12	3 rd	Neem	Azadiracta indica	74		21		7		2						104	0	104
13	3 rd	Noni	Morinda citrifolia	920		48		2								970	0	970
14	3 rd	Palash	Butea monosperma	5		4		2								11	0	11
15	3 rd	Pijuli	Psidium guajava			1										1	0	1
16	3 rd	Tala	Borassus flabellifer	4		4		223		218				6		481	0	481
Total				9298	0	2155	0	475	0	243	0	29	0	13	0	12213	0	12213

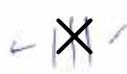
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TAHASILDAR.
BRAHMAGIRI
 Puri Wildlife Division, Puri

(Signature)
 Revenue Inspector

(Signature)
Forest Range Officer
 Bramhagiri Wild Life Range

(Signature)
FORESTER
 Bramhagiri Section

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



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**Class wise Abstract of Forest Land Tree Enumeration List for Shree Jagannath International Airport, Puri
in Puri Wildlife Forest Division, Puri**

Class of The Species	Girth of the Species										TOTAL		Grand Total
	(30-59)cm	(60-89)cm	(90-119) cm	(120-149) cm	(150-179)cm	180 cm & above	S	U	S	U	S	U	
2 nd	8	0	6	0	4	0	0	0	1	0	23	0	23
3 rd	1068	0	128	0	26	0	36	0	9	0	1268	0	1268
Total	1076	0	134	0	30	0	40	0	9	0	1291	0	1291

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Responsible Section

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Forest Range Officer
Bramhagir Wild Life Range

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BRAHMAGIRI

Divisional Forest Officer
Puri Wildlife Division, Puri

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

Species wise Abstract of Forest Land Tree Enumeration List for Shree Jagannath International Airport, Puri in Puri Wildlife Forest Division, Puri

Sl no	Class of The Species	Name of The Species	Scientific Name Of the Species	Girth of the Species												Grand Total		
				(30-59) cm		(60-89) cm		(90-119) cm		(120-149) cm		(150-179) cm		180 cm & above			Total	
				s	u	s	u	s	u	s	u	s	u	s	u		s	u
1	3 rd	Acacia	Acacia auriculiformis	124		18		1		2						145	0	
2	3 rd	Amarich		1												1	0	
3	2 nd	Amba	Mangifera indica			2		2		4				1		9	0	
4	3 rd	Bara	Ficus benghalensis	1				3				1				5	0	
5	3 rd	Bela	Aegle marmelos			1										1	0	
6	2 nd	Jamun	Eugenia jambolana	8		4		2								14	0	
7	3 rd	Jhau	Casuarina Equisetifolia	696		6										702	0	
8	3 rd	Kaju	Anacardium occidentale	230		99		8		1						338	0	
9	3 rd	Karamanga	Averrhoa carambola			1										1	0	
10	3 rd	Neem	Azadiracta indica	7		2										9	0	
11	3 rd	Noni	Morinda citrifolia	9		1										10	0	
12	3 rd	Tala	Borassus flabellifer					14		33		8		1		56	0	
Total				1076	0	134	0	30	0	40	0	9	0	2	0	1291	0	

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Banscheri Section

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Forest Range Officer
Banscheri Wildlife Range

Revenue Inspector
Gorual

P.C. Akhara
Dhanraj

Sanjay
S.M.S.H. Dham
Banscheri

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

Divisional Forest Officer
Puri Wildlife Division



Annexure - K/581
ANNEXURE - X

OFFICE OF THE DIVISIONAL FOREST OFFICER: PURI WILDLIFE DIVISION
CHAKRATIRTHA ROAD, PURI- 752002
E-Mail: dfo.puriwl@odisha.gov.in Tel-06752-228281

Memo No. 5797 /3F-70-2012 Dated, Puri the, 21 Sept 2023

To

The Principal Chief Conservator of Forest,
Forest Diversion and Nodal Officer, FC Act,
O/o the Principal Chief Conservator of Forests, Odisha, Bhubaneswar

Sub: Proposal for diversion of 27.887 ha. of DLC Forest land for Construction of the project "Shree Jagannath International Airport at Puri" (SJIA) under Puri Wildlife Division.

Ref: Your office Memo No. 18744, dated 15.09.2023

Sir,

In inviting a kind reference to the above cited memo on the captioned Subject, the point wise compliance to the observations raised by the Regional Empowered Committee (REC) meeting held on 07.09.2023 is furnished below along with all the enclosers for further necessary action at your end.

1. Whether the proposal has been approved under CRZ

Compliance: - In compliance to the above the user agency has submitted that, most of project area is outside the CRZ. However, part of the project area that is 14.75 ha is coming with the CRZ-IIIB out of which 0.02 ha of area is coming within the No Development Zone (CRZ-IA). The area which coming within the NDZ shall be removed from the project proposal and for the rest 14.73 Ha, the CRZ application shall be submitted to Odisha Coastal Zone Management Authority (OCZMA) for approval, as airport is a permissible activity under CRZ-IIIB, as per Ministry Gazette notification published on 8th March 2019.

2. Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar.

Compliance: - In compliance to the above, the user agency has submitted the Justification for locating a separate International Airport within 50 Km aerial distance, when already International Airport exist at Bhubaneswar which is enclosed at Annexure-I.

3. Whether the project coming under the ESZ of any Protected Area?

Compliance: - In compliance to the above, it is intimate that, the entire proposed project is outside the Protected area of Balukhanda Wildlife Sanctuary and Its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhanda Wildlife Sanctuary. The aerial distance map on Sol Toposheet is enclosed as Annexure-2.

4. What is the impact of cyclone on the area as large number of trees will be felled during construction?

Compliance: Out of 13504 number of trees marked for felling (DLC Forest - 1291 Trees, Non-Forest Land - 12213 Trees), 10374 trees are coming under the girth class ranging from 30 cm to 60 CM. In which *Anacardium occidentale*, *Casuarina equisetifolia*, *Mangifera indica* & *Acacia auriculiformis* are comprised more and those trees growth are stunted due to the impact of FANI Cyclone 2019 & it has been marked for felling (Almost top broken / canopy & branches damaged). The remaining 3130 number of trees are also marked considering the nature of the Infrastructure (Admin Office, Airside, Cargo Terminal, Mix use Commercial, Open space, Passenger Terminal Building, Transport Use, Runway, Utility) to be carried out for smooth functioning of Airport. Hence, the impact of cyclone will be considerably minimum in nature because of the meagre number of bigger size trees marked for felling.

Apart from taking up 29.939 Ha of Compensatory afforestation plantation against the Project, Puri WL division has already taken up Casuarina Shelterbelt Plantation (45 Ha - 1.78 lakhs) and KIA fencing (3.6 KM) nearby area of airport project after the FANI Cyclone -2019 to protect the coast from natural disaster. In the remaining stretches of coastal area also, coastal afforestation works are underway by Puri WL division.

5. State Govt. to explore possibility to avoid the forest land as the forest land is seen to be on the edges of the proposed project site.

Compliance: - In compliance to the above, the user agency has submitted that, the proposed project site was selected over entire non-forest area of 471.401 Ha. However, later checking with the DLC record some non-forest area is coming within the DLC forest category and the extend of the DLC Forest is 27.887 Ha which is 5.91% of the total area. The DLC forest land required for diversion is unavoidable and the barest minimum for the project. However, the forest land involved in plot No. 109 of Khata No. 520, on the edge of the proposed site having an area of 0.033 Ha, of which 0.02 Ha is coming under No Development Zone of CRZ, shall be removed from the proposal and the forest area required for diversion shall be revised from 27.887 Ha to 27.854 Ha, which cannot be avoided. The revised Map is enclosed as Annexure-3.

Encl: As above

Divisional Forest Officer
Puri Wildlife Division, Puri

Memo No. 5798/Dt. 21.09.2023
Copy forwarded to the Regional Chief Conservator of Forests, Bhubaneswar Circle, Bhubaneswar for information and necessary action.

Divisional Forest Officer
Puri Wildlife Division, Puri

Memo No. 5799 /Dt. 21.09.2023.
Copy forwarded to the Additional Secretary to Govt. C&T (Transport) Dept. Govt. of Odisha, Khacavela Bhawan, Bhubaneswar for information and necessary action.

Divisional Forest Officer
Puri Wildlife Division, Puri

P.C. Akshay
Puri
ADW

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OFFICE OF THE DIVISIONAL FOREST OFFICER: PURI WILDLIFE DIVISION:
CHAKRATIRTHA ROAD, PURI- 752002

E-Mail: dfo.puriwl@odisha.gov.in, Tel-06752-228281

Memo No. 7366 /3F-70/2023.

Dated, Puri, the, 05th December, 2023.

To

The Conservator of Forests (ET)
O/o the Principal Chief Conservator of Forests (Wildlife)
& Chief Wildlife Warden Odisha, Bhubaneswar.

Sub:- EC & CRZ Clearance in respect of "Shree Jagannath International Airport at Puri" (SJIA) under Puri Wildlife Division.

Ref:- Your Office Memo No. 12928 / CWLW-FDWC-FD-0059-2023, dt.04.12.2023.

In inviting a kind reference to the above cited memo on the captioned Subject, the point wise compliance of granting TOR, EAC has recommended the Proposal with specific conditions is furnished below.

1. A Certificate from Chief Wildlife Warden of the State Govt. stating that, the proposed project doesn't intrude any National Park or Wildlife Sanctuary and also doesn't interfere with any important Wildlife corridor, whether officially notified or not.

➤ In compliance to the above, it is intimate that, the entire proposed project is outside the protected area of Balukhanda Wildlife Sanctuary and its Eco Sensitive Zone. The area is 9.95 Km away from the Eco Sensitive Zone of Balukhanda Wildlife Sanctuary. The aerial distance map on Sol Toposheet is enclosed as Annexure-1. The Sanctuary has been notified under Section 18 of Wildlife Protection Act, 1972 by vide no-15216-8F(W)-65/87-FF4H, dt.1st Sept. 1987.

2. Impact of proposed project on bird movement in particular and Wildlife in general in the region.

➤ No Bird activity was observed around Mangala River. Chilika lake is situated at an aerial distance of 21 Km. West of the site where bird migration path will not impact aircraft operations. There are presence of major Wildlife noticed Viz. Spotted deer, Jackal, hare. Mostly, these long raging animals are using the adjacent Forest area. Hence, expecting least impact on Wildlife in general.

Divisional Forest Officer,
Puri Wildlife Division, Puri

Memo No. 7367 / Dt. 05-12-2023

Copy forwarded to the Chief General Manager (Env.), O/o the IDCO Odisha Bhubaneswar for favour of your kind information and necessary action with reference to his memo no.38437, dt. 02.12.2023.

Divisional Forest Officer,
Puri Wildlife Division, Puri

Mr. Arun +
Ravi
AD



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**OFFICE OF THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS (WILDLIFE)
& CHIEF WILDLIFE WARDEN, ODISHA**

Government of Odisha, Forest, Environment & Climate Change Department
PRAKRUTI BHAWAN, PLOT NO.1459, SAHEED NAGAR, BHUBANESWAR- 751007
Phone: 0674-2602250, Website: www.wildlife.odisha.gov.in, Email: odishawildlife@gmail.com

No. 2456 / CWLW-FDWC-FD-0059-2023
Dated, Bhubaneswar the 22 February, 2024

To

The Chief General Manager (Env.)
Odisha Industrial Infrastructure Development Corporation
(A Government of Odisha Undertaking)
IDCO, IDCO Towers, Janpath, Bhubaneswar – 751022

Sub: EC & CRZ Clearance in respect of Shree Jagannath International Airport at Puri

Ref: Your Letter No.HO-CGM(Env.)/321/2023/38435 dated 02.12.2023

Sir,

I am directed to furnish below the information requested vide your letter under reference.

1. The proposed project does not include any National Park or Wildlife Sanctuary and also does not interfere with any important wildlife corridor, whether officially notified or not.
2. Impact of proposed project on bird movement in particular and wildlife in general is minimal.

A copy of Memo No.7366 dt 05.12.2023 of DFO Puri WL Division in this regard is enclosed herewith for your reference.

Encl: As above

Yours faithfully

Chief Conservator of Forests (WL-III)



To be Attached
Ranjan
Ad



STATE FOREST HEADQUARTERS, ODISHA
OFFICE OF THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS & HoFF
PLOT NO. GD-2/12, ARANYA BHAWAN, CHANDRASEKHARPUR
BHUBANESWAR-751023

E-mail: nodal.pccfodisha@gmail.com

No. 11499 /9F (Airport) - 357/2023
Dated, Bhubaneswar the 27th May' 2025

To

The Deputy Inspector General of Forests (FC)
Government of India,
Ministry of Environment, Forests & Climate Change (F.C. Division)
Indira Paryavaran Bhawan, Aliganj, Jor Bagh Road
New Delhi-110003

Sub: Diversion of 27.887 ha of DLC forest land for construction of Shree Jagannath International Airport (SJIA), Puri in Puri (Wildlife) Division – Compliance to online EDS dated 10.12.2024 of GoI regarding.

Ref: Online EDS dated 10.12.2024 of Govt. of India.

Sir,

Apropos to the above, the GoI, MoEF & CC (FC Division), New Delhi vide online EDS dated 10.12.2024 has requested to furnish the compliance to 09(Nine) nos. of observations. The compliance based on the report of DFO, Puri (WL) Division is as follows:-

1. Proposed project site is close to nesting ground of olive ridley turtles, a Schedule I species.

In this regard, following are the details of Sporadic nesting in the Puri coast adjoining the project in the Brahmagiri Range of Puri Wildlife Division as per the information of DFO, Puri.

Year	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 as on 20.03.2025
Number of Protection Camps	01	01	02	02	02	02
Number of Hatchery units	-	01	02	02	02	02
Nests Detected	-	18	65	145	162	345
Eggs Collected	-	2235	7112	16117	17661	39811
Hatchling released	-	1517	4390	11648	9344	388
Number of dead turtles	213	54	92	-	127	44

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In this regard, a detailed compliance report was submitted by PCCF, Nodal vide letter no. 21733 dt. 30.10.2024 while complying the EDS dt. 19.07.2024 (**Observation-1**). The report is enclosed here with as (**Annexure-1**).

In the said compliance report PCCF(WL) & CWLW has agreed with the report of DFO, Puri (WL) Division regarding the mitigation measures to be taken with the financial support by the project proponent as there are sporadic nesting of Olive ridley turtle in the nearby coast of the project and have recommended the proposal from wildlife point of view.

Considering the above data a site-specific wildlife conservation plan can be formulated, where in the detailed mitigation measures can be taken up, with the approval of PCCF(WL) and CWLW before final forest clearance of the project.

2. 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.

There is presence of Dolphins in the Puri coast nearer to the project site. Regular annual Dolphin census is taken up in the coastal water of the state by Forest Department. The following are the census report in Brahmagiri (WL) Range, as information received from DFO (WL) Puri.

Year	Date of Estimation	Dolphin Species	Numbers
2020	19.01.2020	-	-
2021	17.01.2021	-	-
2022	09.01.2022	-	-
2023	21.01.2023	Bottlenose	1
2024	21.01.2024	Bottlenose	24
2025	22.01.2025	Bottlenose	2

Accordingly, as recommended by FAC, a study is being taken up by Zoological Survey of India, Regional office, Gopalpur as requested by the project authority (Commerce and transport department) vide Letter no. TRN-AV-GEN-0001-2021,3787/T dated 18.03.2025 (**Annexure II**) for a detailed study on Dolphin habitats in the coast of Puri nearer to the project which have been accepted by ZSI.

The study report findings and the Conservation measures as recommended will be taken up in the SSWLCP prepared for the project.

3. 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 be accorded to this CAF.

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It is worthwhile to mention here that the airspace in the vicinity of the project is already in operation by flights from Guwahati, Kolkata and Bhubaneswar to Chennai, Bangalore, Hyderabad, Vizag and other southern cities of India and the traffic is growing by the day from ongoing operations. All such flights usually pass over Chillika lake through the said Central Asian flyway and no adverse impact on migration of birds have been noticed.

Moreover, the report of CCF (WL-III), Office of PCCF(WL) & CWL.W, based on the report of DFO(WL), Puri Division that the impact of the proposed project on bird movement in particular and Wildlife in General is minimal. Copy enclosed as (Annexure-III).

However as recommended by FAC, a study is being taken up by Zoological Survey of India, Regional office, Gopalpur as requested by the project authority (Commerce and transport department) (Annexure-II) for a detailed study and impact analysis of the project on migratory birds in the Central Asian Flyway (CAF) in Chillika lake and have been accepted by ZSI.

The study report findings and the Conservation measures as recommended will be taken up in the SSWLCP prepared for the project.

4. This proposal has not been presented as an integrated project. The six-lane express way which links Bhubaneswar airport to Puri airport supposedly to be built along the coastline 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 an integrated manner.

The six-lane expressway linking Bhubaneswar and Puri is not a part of the said Airport project which will be executed by a separate agency itself. So, the fact that not including the expressway in the Airport project FDP is correct.

There is already an existing road linking the airport to the new Nabakalebara road adjacent to Sipasarubali in Puri town which will be appropriately developed as connecting road to the airport. So, no new approach road is required for the same and that is why no approach road is included in the Airport FDP.

5. At present the proposed airport at Brahmagiri is neither connected by any express way or highway to either Ganjam or Khordha 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).

The upcoming coastal highway can be linkage to Jagasinghpur, Khordha, Berhampur and other nearby cities from the proposed airport at Sipasarubali near Puri. Moreover, there are already connecting roads to all these towns. The proposed coastal highway project in Odisha under Bharatmala Pariyojana, will also be passing nearer to the project which will also act as major connecting road to different nearby cities. The airport site is only about 3.3 kms from the peripheral new Nabakalebara road of Puri town.

- 121 -

All precautionary and remedial measures will be taken up as per the EC conditions and forest clearance stipulations to safe guard the coastal ecology of the nearby area. Moreover, the study reports by the external agency as detailed in the forgoing para will also be taken into consideration as mitigation measures.

6. The expansion of Biju Pattnaik airport can be taken up in other locations, with better connectivity like Jagatsinghpur, Khordha 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 as 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.

The justification for locating of a separate Airport at Puri instead of Jagatsinghpur, Khordha or Berhampur were compiled vide PCCF, Nodal letter no. 19133 dt. 25.09.2023 in compliance to letter no. 5-ORC595/2023-BHU dt. 18.09.2023 of the DIG Forest (Central), Govt. Of India, MoEF & CC, RO, Bhubaneswar (**Observation-2**) Copy Enclosed as (**Annexure-IV**). The location of the project has also been finalized by Civil Aviation Department, Govt. of India. in the pre-feasibility report of AAI, MOCA (Ministry of Civil Aviation). Same is enclosed as (**Annexure-V**).

The environmental loss that may be caused due to this project will be compensated/minimized following the remedial measures of EC, Forest clearance conditions and the remedial measures to be taken up as per the study reports by external agency i.e. ZSI.

The maximum number of trees in the project area that need to be felled are planted trees of mainly Cashew nut and Jhaun (Casuarina) as reveals from the tree enumeration abstract.

As per the tree enumeration report there are 12213 number of trees over an area of 353.833 Ha. Non forest land, out of which 9151 trees are of species of Cashew, Jhaun (Casuarina), Acacia and Noni (Great Morinda) which are mostly planted trees and there is no natural regeneration in the area. These trees are top broken and in a moribund form due to biotic and other interference. The report of DFO(WL), Puri Division regarding the condition of the vegetation in the project area is enclosed as (**Annexure-VI**).

The phenology and branching pattern of the Cashew trees are such that with a smaller number of trees also the Canopy appears to be large and in this case in the non-forest area, there are 6004 numbers of cashew tree which constitute almost 50% of the total tree population over an area of 353.833 Ha.

The plots in the 353.833 Ha of non-forest land are even not included in the DLC report.

- 1 X -

As such the tree density in the area of the non-forest land is only 35 tree/Ha. as per the enumeration list. The tree enumeration list is enclosed as **(Annexure-VII)**.

Considering the fact 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.

7. The INS Chilika, which is a naval base is at a close distance to the proposed airport site. Whether the opinion of the Defense Ministry has been taken into consideration by the State Government before proposing this project site needs to be ascertained and evaluated from Defense point of view.

No objection certificate has already been obtained from Ministry of Defence, Govt. Of India, vide letter no. 2(11)/2022/D(IAF) dt. 01.01.2025, same is enclosed as **(Annexure-VIII)**.

8. 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.

The boundary wall constructed over the project area was a temporary one and was done to prevent the encroachment of the land by the local people. The construction has already been dismantled. The report of DFO, (WL) division Puri in this regard is enclosed in **(Annexure-IX)**.

Further, report has been made by DFO, Puri to Collector, Puri under intimation to concerned Tahsildar for taking necessary action at their end under Revenue law as the DLC forest is revenue land, vide letter no. 2000/3F-18/2025 dt. 12.03.2025 **(Annexure-X)**.

The temporary linear boundary wall was constructed on the site prone to encroachment by the contractor of IDCO, leaving the other sides open. The constructed temporary wall has already been dismantled. DFO(WL), Puri have also reported that no damage was made to any vegetation. The temporary wall was constructed only to prevent encroachment and was done in good faith.

9. 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 dolphins. A detailed action plan needs to be drafted for their conservation and protection.

As regard study on Olive Ridley Turtle in the coast of Puri is concerned, there are already detailed study on migration and nesting of Olive Ridley Turtle in the coastal area of Odisha by Wildlife Institute of India. One such study with detailed of migration, nesting etc by Dr. Bivash Pandav and B C Choudhury of WII is enclosed here with as **(Annexure-XI)**.

-12X3-

The details of the sporadic nesting data, etc for the last few years in the Puri coast of Brahmagiri wildlife Range in Puri division have been mentioned in the compliance para to EDS-1.

As regard presence of Irrawaddy Dolphin in the coastal sea of Brahmagiri wildlife Range (where the project is coming) is concerned, it is evident from the census data of Dolphin for last six years furnished at compliance para of EDS-2 that the presence of Irrawaddy Dolphin in the coastal water nearer to the project in Brahmagiri wildlife Range is Nil.

However, as recommended, a study is being taken up by Zoological Survey of India, Regional office, Gopalpur as requested by the project authority (Commerce and transport department) (Annexure II) for a detailed study on habitat, migration, threats and conservation need of Dolphins, Irrawaddy Dolphins and Olive ridley turtle in the coast of Puri.

In view of the above compliances to the EDS and observation of the AC dt. 28.11.2024 the Stage-I conditional clearance may be issued in favour of the project and all the stipulations regarding the studies and mitigation measures will be taken care before the Stage-II final approval by way of preparation and approval of the SSWLCP by PCCF(WL) & CWLW for the project taking into consideration the study reports and the mitigation measures to the probable adverse effect of the project on wildlife in the zone of influence of the project.

In view of the above, the compliance to the online EDS dated 10.12.2024 of the Govt. of India, MoEF & CC (FC Division), New Delhi is sent herewith for favour of kind information and necessary action.

Encl: Compliance in one set

Yours faithfully

[Signature]
Additional Principal Chief Conservator of Forests
Forest Division & Nodal Officer, FC Act

Memo No. 11500 /DL 27-05-2025

Copy forwarded to the Deputy Director General of Forests (Central), Government of India, Ministry of Environment, Forest & Climate Change, Regional Office, A3, Chandrasekharpur, Bhubaneswar-751023 for favour of kind information and necessary action with reference to online EDS dated 10.12.2024 of the Govt. of India, MoEF & CC (FC Division), New Delhi.

Encl-5 Compliance in one set

[Signature]
Chief Conservator of Forests (Nodal)

[Signature]
FC Act
Principal Chief Conservator of Forests

- 1 X 4 -
Government of Odisha
Commerce & Transport (Transport) Department

191
Annexure - XIV
Annexure P/5

No. TRN-AV-GEN-0001-2021 3787 / T, Bhubaneswar Dated 18/03/2025

From

Debadutta Suranjita Jena, OAS (SAG)
Additional Secretary to Government

To

The Officer-in-Charge
Estuarine Biology Regional Centre
Zoological Survey of India
MoEFCC, Government of India,
Hilltop, Gopalpur-on-Sea, Ganjam, Odisha, 761002

Sub: Request for conducting studies on adverse effect of the proposed Shree Jagannath International Airport (SJIA) at Puri

Sir,

In inviting a reference to the subject cited above, I am directed to say that Commerce & Transport (Transport) Department desires to hire you as Consultant on the following works.

- (1) To conduct study on adverse effect of the above Project on migratory birds of the Central Asian Fly way in Chilika Lake, Odisha to scientifically assess the potential adverse effects of the airport development on bird populations, their migration patterns, and associated habitats.
- (2) To conduct study on Dolphins habitats, Irrawaddy Dolphins and Olive Ridley Turtles in the coast of Puri, Odisha which aims to assess the population, habitat, threats, and conservation needs of these dolphins to support sustainable management and protection efforts.

'Site Clearance Certificate' has been issued by Government of India to the State Government for the Project and NOC has been obtained from Ministry of Defence for setting up of International Greenfield Airport at Puri. Commerce & Transport Department as Project Proponent has filed Environment Clearance and Forest Clearance respectively for Shree Jagannath International Airport (SJIA) at Puri through Consultants engaged i.e. Forest Clearance by SPARC and Environment Clearance by EIL.

A line of confirmation may be submitted with detailed scope of work and estimates for payment by the Department for conducting the above studies. Details may be chalked out in consultation with IDCO/SPARC.

Yours sincerely,

Additional Secretary to Government

-125-

Memo No. 3788 /T dated 18/03/2025

Copy forwarded to CGM (P&C), IDCO/Forest Consultant, SPARC for information and necessary follow up action.

Additional Secretary to Government

TC. Anand
D. Anand

Er. Jitendriya Jyotiprakash
Divisional Head, BCD-II

IDCO/BCD-II/CIVIL/ESTM/1186/2022-23

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IACO
Your partner in growth
10 2001 & 11201 Corporate

Annexure - Q/193
Annexure - XV
ODISHA
NEW OPPORTUNITIES

Date: 22.03.2024

To:

The IIC Sadar Police Station,
Puri.

Sub: FIR of Destruction of Compound wall for the work of "Construction of SFRC Boundary wall of Puri Airport at Puri.

Sir,

I am to intimate that as per direction of the Govt. IDCO has taken up the work of "Construction of SFRC Boundary wall of Puri Airport at Puri & this work is in progress.

As per the site report, it is found that some miscreants have destroyed the compound wall at various points, so necessary action may be taken at your end to resolve the case.

Yours faithfully

[Signature]
22/03/2024
Divisional Head BCD-II
IDCO Bhubaneswar

Memo No: 602 Dt: 22.03.2024
Copy submitted to the Superintendent Police, Puri for favour of kind information and necessary action.

[Signature]
22/03/2024
Divisional Head BCD-II
IDCO Bhubaneswar

Memo No: 604 Dt: 22.03.2024
Copy submitted to the Sub-Collector, Puri for favour of kind information and necessary action.

[Signature]
22/03/2024
Divisional Head BCD-II
IDCO Bhubaneswar

Memo No: 605 Dt: 22.03.2024
Copy submitted to the Chief General Manager (P&C), IDCO, Bhubaneswar for favour of kind information and necessary action.

[Signature]
22/03/24
Divisional Head BCD-II
IDCO Bhubaneswar

P.C. Attached
Puri
Ad

- 127 -

Annexure - XVI

11

Annexure - R/S

F. No. IA3-22/10/2022-IA.III [E 177258]

Government of India
Ministry of Environment, Forest and Climate Change
(Impact Assessment Division)

Indira Paryavaran Bhawan
Aliganj, Jorbagh Road
New Delhi-110 003

Dated: 29th March, 2022**OFFICE MEMORANDUM**

Subject: Clarification regarding activities which can be undertaken for securing the land prior to grant of Environmental Clearance-regarding.

As per the provisions of Environment Impact Assessment (EIA) Notification 2006, the project or activities [New/Expansion/ Modernization/ change of product-mix or raw material mix] listed in the Schedule to the said Notification would require prior Environment Clearance (EC) from the concerned Competent Authority before undertaking any construction work or preparation of land by the project proponent, except for securing the land.

2. In this regard, Office Memorandum No. J-11011/41/2006-IA.II(I) dated 19/08/2010 clarified that while securing the land, no activity relating to any project covered under EIA Notification, 2006 including civil construction can be undertaken at the site without prior EC except fencing of the site to protect it from getting encroached and construction of temporary shed(s) for the guard(s).

3. Over a period of time, various options other than conventional barbed wire and wall fencing, have come into existence, viz., use of pre-fabricated structures, pre-cast compound wall etc. Further, in order to secure the land, the project proponent may need to have water and electricity connection. In view of the same, it has been decided by the Competent Authority in the Ministry to explicitly clarify that following activities can be undertaken by the project proponent for securing the land.

- i. Fencing of the project site by boundary wall using civil construction, barbed wire or precast/ prefabricated components.
 - ii. Construction of temporary sheds using pre-fabricated / modular structure, for site office/guards and storing material and machinery.
 - iii. Provision of temporary electricity and water supply for site office/guards only.
4. The above activities shall be undertaken subject to the following:

- 128-
- i. The land should be in the legal possession of the project proponent and all statutory approvals in respect of the project site should have been obtained.
 - ii. In case of involvement of any forest land, no activity shall be initiated at the site till the Stage II Forest Clearance is obtained under the relevant provisions of Forest (Conservation) Act, 1980. In case of applicability of Wildlife Clearance, necessary permission from Standing Committee for National Board for Wildlife (SCNBWL) shall be obtained under the provisions of Wildlife Protection Act, 1972.
 - iii. In case of felling of trees if any, requisite permission from the Forest Department/Statutory Authorities of the concerned State Government shall be obtained.
 - iv. The investment made by the Project Proponent on the above, in anticipation of the applicable clearances under the relevant provisions of the Acts/Rules, shall be entirely at the cost and risk of the proponent.
5. However, the above dispensation would not entitle the project proponent to claim **fait accompli** with regard to grant of EC or any other applicable permission from any concerned statutory authority and further, the works of the aforesaid nature shall have no bearing on appraisal of the project for grant of EC which shall follow the due process and procedure as laid down in EIA Notification 2006, as amended.
6. This O.M. is being issued in supersession of the earlier O.M. dated 19/08/2010 and with the approval of the Competent Authority.

-19-

(A.K. Agrawal)
Director

To

1. Chairman, Central Pollution Control Board (CPCB)
2. Chairman of all the Expert Appraisal Committees
3. Chairperson/Member Secretaries of all the SEIAAs/SEACs
4. Chairpersons/Member Secretaries of all SPCBs/UTPCCs
5. All the Officers of I.A. Division

Copy for information to:

1. PS to Hon'ble Minister for Environment, Forest and Climate Change
2. PS to Hon'ble MoS (EF&CC)
3. PPS to Secretary (EF&CC)
4. PPS to DG (FC) & SS
5. PPS to AS(TK) / AS (NPG)/ AS(RS)
6. PPS to JS (SKB)
7. Website, MoEF&CC/Guard file.

Pr. Anand
Doubt
Ad.

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- i. The land should be in the legal possession of the project proponent and all statutory approvals in respect of the project site should have been obtained.
 - ii. In case of involvement of any forest land, no activity shall be initiated at the site till the Stage II Forest Clearance is obtained under the relevant provisions of Forest (Conservation) Act, 1980. In case of applicability of Wildlife Clearance, necessary permission from Standing Committee for National Board for Wildlife (SCNBWL) shall be obtained under the provisions of Wildlife Protection Act, 1972.
 - iii. In case of felling of trees if any, requisite permission from the Forest Department/Statutory Authorities of the concerned State Government shall be obtained.
 - iv. The investment made by the Project Proponent on the above, in anticipation of the applicable clearances under the relevant provisions of the Acts/Rules, shall be entirely at the cost and risk of the proponent.
5. However, the above dispensation would not entitle the project proponent to claim ***fait accompli*** with regard to grant of EC or any other applicable permission from any concerned statutory authority and further, the works of the aforesaid nature shall have no bearing on appraisal of the project for grant of EC which shall follow the due process and procedure as laid down in EIA Notification 2006, as amended.
6. This O.M. is being issued in supersession of the earlier O.M. dated 19/08/2010 and with the approval of the Competent Authority.


 (A.K. Agrawal)
 Director

To

1. Chairman, Central Pollution Control Board (CPCB)
2. Chairman of all the Expert Appraisal Committees
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5. PPS to AS(TK) / AS (NPG)/ AS(RS)
6. PPS to JS (SKB)
7. Website, MoEF&CC/Guard file.

The Hon'ble
 Director
 Add.

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Annexure - XVII

Azadi Ka
Amrit Mahotsav

Ministry of Environment, Forest and Climate Change

Annexure - S/5

Coastal Erosion

Posted On: 04 DEC 2023 3:23PM by PIB Delhi

Some stretches of India's shoreline are subject to varying degrees of erosion due to natural causes or anthropogenic activities. The coastal erosion does impact coastal communities residing in the erosion prone areas including fishermen communities. National Centre for Coastal Research, (NCCR), an attached office of the Ministry of Earth Sciences, Government of India has monitored the shoreline changes for entire Indian coastline using multi-spectral satellite images along with field-surveyed data for the period 1990-2018. It is observed that 33.6% of the Indian coastline was vulnerable to erosion, 26.9% was under accretion (growing) and 39.6% was in stable state.

Under the shoreline mapping system undertaken by NCCR, 526 maps were prepared for the entire Indian mainland coast for identifying vulnerable areas to coastal erosion in 1:25000 scale, along with 69 district maps, and 9 States and 2 Union Territory (UT) maps. A report on "National Assessment of Shoreline Changes along Indian Coast" was released in July 2018 and the report was shared with various Central and State Government agencies and stakeholders for implementing shoreline protection measures. An updated version of Atlas, along with a digital version of the report, containing all the maps, was released on 25th March 2022.

The study by NCCR reveals that the shoreline changes are combined effect of natural and human activities and the receding coastline will cause loss of land/habitat and the livelihood of fishermen in terms of losing the space for parking boats, mending nets and fishing operations.

The National Centre for Sustainable Coastal Management (NCSCM) has undertaken a detailed study – Statewise, beachwise, the findings of which are given in **Annexure**.

The Government of India is committed for taking proactive steps in combating sea erosion and protection of India's coastal areas and the coastal communities. Some of the important measures taken are as follows:

- i. Ministry of Environment, Forest & Climate Change has delineated the hazard line for the entire coast of the country. The hazard line is indicative of the shoreline changes, including sea level rise due to climate change. This line is to be used by agencies in Coastal States as a tool for Disaster Management including planning of adaptive and mitigation measures. The hazard line features in the new Coastal Zone Management Plans of the coastal States Union territories approved by the MoEFCC.
- ii. MoEFCC has notified Coastal Regulation Zone Notification, 2019 with a view to conserve and protect coastal stretches, marine areas and to ensure livelihood security to the fisher and other local communities. The coastal regulations,

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OFFICE OF THE REVENUE INSPECTOR, GORUAL

Lt No- 113 Dt- 26/09/2025

To
The Tahasildar, Brahmagiri

Sub: Report regarding un -authorised construction of Boundary wall in forest land and non -forest land which is violation the provisions of the Van (Sanrakshan Evam Samvardhan) Adhinyam 1980

Ref Office of the Divisional Forest officer Puri Wildlife Division letter No 2000 Dt 12/03/2025

Tahasil Office Brahmagiri Memo No -5214 Dt 26/09/2025

Sir

With reference to the subject cited above, I have conducted an inquiry and asked villagers of Narasinghpatana and Sandhapur , they told that an unknown person was illegally constructed a boundary wall over the forest land of Mouza Sipasurubuli Ps No 78 .The land details have given below :

Consolidation LR				
Khatano	Plot no	Area(in Ac)	Kisam	Remarks
520	96	2.646	Bagayat-III	Boundary wall was constructed just partly of these plots
	99	3.88	Bagayat-III	
	116	27.04	Bagayat-III	
	139	14.34	Patita	

Then the boundary wall was evicted in Month of March 2025 by that unknown person. This is for favour of your kind information and necessary action.

Your's faithful

[Signature]
26/9/2025
Revenue Inspector
Gorual

[Signature]
The Accepted
[Signature]

- 1X2 -

Annexure - 4/5


OFFICE OF THE TAHASILDAR BRAHMAGIRI

E-mail id-tah.brahma-od@nic.in

(Revenue Section)

 Letter No: 3545 /Dt: 10/10/2025

To

The Additional District Magistrate (Revenue), Puri

Sub: - Status of action taken against the erring officials regarding violations of van (Sanrakshan Evam Samvardhan) Adhinyam.1980 by constructing a boundary wall over the forest and non-Forest land of Shree Jagannath International Airport at Puri.

Ref:- Memo No.2001/dated.12.03.2025 of DFO, Puri Wildlife Division, Puri & Letter No. 2000/dated.12.03.2025 address to the Collector & District Magistrate, Puri.

Sir,

With reference to the letter on the subject cited above. I am to inform that, the matter has been already enquired by concerned Revenue Inspector, Gorual along with Revenue Supervisor and submitted his present status report regarding violations of van (Sanrakshan Evam Samvardhan) Adhinyam.1980 by constructing a boundary wall over the forest and non-Forest land of Shree Jagannath International Airport at Puri. After Spot visit along with R.I. It is ascertained that, one an unknown person was illegally constructed a boundary wall over the forest land of Mouza Sipasurubuli, PS-78. The land details given below

Consolidation Land Record

Khata No.	Plot No.	Area (In dec.)	Kissam
520	96	Ac.2.646	Bagayat-III
	99	Ac.3.880	Bagayat-III
	116	Ac.27.04	Bagayat-III
	139	Ac.14.34	Patita

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In this connection, one encroachment case bearing no.76/2025 has already been initiated under section 6,7 of O.P.L.E Act. 1972 after receipt of "G" Form submitted by concerned Revenue Inspector, Gorual. During the course of enquiry, it is learnt that, the boundary wall has already been demolished by the unknown person from the case land. Now the suit land is free from encroachment. However, a copy of R.I. report is enclosed herewith for your kind perusal.

This is for favour of kind information and necessary action.

Your Faithfully

10/10/25
Tahasildar, Brahmagiri
TAHASILDAR
BRAHMAGIRI

Memo No: 2546 / Date: 10/10/2025

Copy submitted to the Divisional Forest Officer Wild Life Division, Puri, for information and necessary action with reference to his Memo No.2001/dated.12.03.2025.

10/10/25
Tahasildar, Brahmagiri
TAHASILDAR
BRAHMAGIRI

Pr. A. K. S. Prasad
Pr. A. K. S. Prasad