



**BEFORE THE NATIONAL GREEN TRIBUNAL,
EASTERN ZONE BENCH, KOLKATA
Original Application No.158/2025/EZ**

Surendra Tapasu and OthersApplicants

-Versus-

Union of India & OthersRespondents

**REPLY TO SUPPLEMENTARY AFFIDAVIT
FILED ON BEHALF OF THE OPP.PARTY NO.3
AND 6:**

I, Debadutta Suranjita Jena, aged about 54 years, D/o-
Late Bhaskar Chandra Jena, presently working as
Special Secretary to Government, Commerce &
Transport Department, Govt. of Odisha, Bhubaneswar,
Dist-Khordha do hereby solemnly affirm and state as
follows:

1. That, I am presently working as above. I have gone
through the Original Application, supplementary
affidavit filed by the Applicant on 19.02.2026 including
the documents annexed thereto and understood the

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Surendra Prasad Dhal
Advocate
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19/02/2026

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contents thereof. I am otherwise also well acquainted with the facts of the present case and competent to swear this affidavit by virtue of my office and also being authorized to file the present affidavit on behalf of Opp. Party No. 03 & 06.

2. That, in reply to Paragraph No. 01 of the supplementary affidavit, it is humbly submitted that the vegetation density of 0.5 pertaining to the project land as alleged by the applicants is not at all based on fact as there are 13,504 numbers of trees spreading over an area of 471.401 hectare which clearly shows that 28 numbers of trees for one hectare (10,000 Sqm.) and the average density thereof is even less than 0.1.
3. That, in response to Paragraph No. 02 of the Supplementary Affidavit, being the matter of record, the same needs no comments.
4. That, in reply to the Paragraph No. 03 of the supplementary affidavit, it is humbly submitted that the

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temporary boundary wall was constructed on Govt. land purely as a protective measure to safeguard the valuable Government land from encroachment and unauthorized occupation, where the encroachment is rampantly noticed on the site. The portion of temporary boundary wall inadvertently placed on DLC land have already been removed before filing of the present Original Application, which is evident from the Site Inspection report dated 13.08.2024 conducted by the Divisional Forest Officer, Puri (wildlife) Division alongwith officials of Revenue Department. It is further submitted that the DFO, Puri (wildlife) Division after due verification has reported on dated 14.10.2024 that the boundary wall on the DLC land has already been dismantled and there is no damage to any vegetation due to construction of the boundary wall. Further, construction of boundary wall and security sheds for protection of encroachment is permissible activities

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Debadutta Sunarita Sena,
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prior to sanction of environment clearance as per notification dated 29.03.2022 of MoEF & CC, Government of India (Annexed as Annexure H/6 of Counter affidavit filed by 3 and 6)

5. That, in reply to Paragraph Nos. 04 & 05 of the supplementary affidavit, it is humbly submitted that after thorough field verification of the land on dated 05.08.2025, the Expert Appraisal Committee (EAC), MoEF & CC, Government of India has already recommended for the combined Environment Clearance and CRZ Clearance subject to conditions that, the notification will be issued only after the Stage-1 clearance of the DLC forest land.

Further, it is humbly submitted that now the recommendation for grant of Stage-I approval for Shree Jagannath International Airport at Puri was duly accepted by the Advisory Committee at the 2nd Advisory Committee meeting which was held on 27.02.2026

Debadante Surendra Das
Special Secretary to Govt.
Commerce & Transport Deptt.

Surendra Prasad Dhar
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by the Ministry of Environment, Forest and
Climate Change, Government of India.

Copy of the Minutes of Meeting dated 27.02.2026
for grant of Stage-I approval by the 2nd Advisory
Committee is annexed herewith and marked as
Annexure-K/6.

6. That, in reply to Paragraph Nos.06 to 10 of the
supplementary affidavit, it is humbly submitted that no
boundary walls shown in the photographs are neither on
any forest land nor on any DLC land as no tree felling
has been done by the Project Proponent. The project
area is prone to encroachment as well as illegal
collection of fuel wood from the Government land. In
this context, a detailed physical enquiry and field
verification were conducted by the Tahasildar,
Brahmagiri over the land in question and reported vide
his letter No.909 dated 25.03.2026 to ADM, Puri and
the same was communicated to the C & T Department

Debadatta Anant Singh,
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vide Letter No.73 dated 27.02.2026 by Collector, Puri.

In the said letter it is specifically reported that there is no trace of approach road as alleged has been found existing over the said land. It is further reported that the pathway reflected in the photographs appears to be a local earthen track, which might have been created and used by local inhabitants for their day-to-day activities, including movement for domestic purposes and cattle grazing.

Copy of report vide letter No.909 dated 25.02.2026 of the Tahasildar, Brahmagiri is annexed herewith and marked as Annexure-L/6.

7. That, in reply to Paragraph No. 11 of the supplementary affidavit, it is humbly submitted that as per request of the project proponent, a team of scientists and experts from the Zoological Survey of India, Regional Office, Gopalpur visited the project site on dated 20.07.2025 and 21.07.2025 to study about migratory birds and

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Central Asian Fly way and the impact of the project on the birds and their suggestions are duly incorporated in the Site-Specific Wildlife Conservation Plan (SSWCP).

8. That, in reply to Paragraph No. 12 of the of the supplementary affidavit, it is humbly submitted that no construction activity as alleged has been carried out on the said land in violation of any statutory provisions and neither approach road has been constructed on forest land nor any natural sand dunes has been damaged by the Project Proponent in any manner. It is humbly submitted that construction of boundary wall and security sheds for protection of encroachment is permissible activities prior to sanction of environment clearance as per notification dated 29.03.2022 of MoEF& CC, Government of India (Annexed as Annexure H/6 of Counter affidavit filed by 3 and 6)

It is submitted that the reliance placed by the Applicants on the general guideline under the Forest

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Conservation Rules is misplaced and not applicable in the manner sought to be interpreted. The said clarification does not create an absolute bar on undertaking any activity on non-forest land in all circumstances, but merely cautions against premature execution of works that may become infructuous in the absence of forest clearance.

9. That the contents of Paragraphs 13 and 14 of the Supplementary Affidavit are denied as being misconceived, unsubstantiated, and devoid of merit. The Applicants have failed to establish any imminent or irreparable environmental damage so as to justify the grant of an extreme relief such as directing stoppage of the project or maintaining status quo. It is submitted that the project in question is a public infrastructure project undertaken in larger public interest, and any interference at this stage would cause serious prejudice and delay. The allegations made by the Applicants are based on

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assumptions, conjectures, and selective interpretation of facts, without any cogent or conclusive material on record. The balance of convenience does not lie in favour of the Applicants, and the reliefs sought are premature, disproportionate, and not maintainable. The Respondents are acting in accordance with applicable legal and regulatory requirements, and no case for grant of the reliefs prayed for is made out. Accordingly, the prayers sought in these paragraphs are liable to be rejected.

10. That, in view of the facts and submissions stated above, the interim prayer made in the supplementary affidavit and original application is devoid of any merit and is liable to be dismissed.

11. That, all the allegations, averments contentions and/or statement as contained in the supplementary affidavit which may not have been specifically denied or traversed here in but are in essence, contrary to the

Debadatta Surajda Jee,
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substance of this affidavit should not be deemed to be admitted by reason of mere non-traverse, but should be treated as expressly denied and the petitioner should be put to strict proof in respect thereof.

12. That this deponent craves leave to submit further Affidavit, if necessary at the time of hearing.

13. That the contents of the above paragraphs are true and correct to the best of my knowledge and based on official records.

Debadatta Suresh Chandra Jena
Special Secretary to Govt.
Commerce & Transport Deptt.

Identified by:

DEPONENT

Aishwarya Dash
Addl. Standing Counsel

CERTIFICATE

Certified that due to want of cartridge papers, white papers are used.

Cuttack

Aishwarya Dash

Dt.:- 23.03.2026 ADDL. STANDING COUNSEL

AISHWARYA DASH

E. NO. D/2372/2017

MOB. NO. 9583615112

E-mail: aishwaryadash010@gmail.com



The above named Deponent

Solemnly affirm on..... 23.3.2026

..... Being Identified

by..... *Aishwarya Dash*

Surendra Prasad Dhas

Advocate

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4/23/2026



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Government of India
Ministry of Environment, Forest and Climate Change
Minutes of Meeting for Advisory Committee



MoM ID FC/MOM/AC/749302/2026
Agenda ID FC/AGENDA/AC/620532/2026
Title of Meeting 2nd Advisory Committee meeting
Meeting Venue Krishna conference Hall, 04th Floor, Jal Block, Indira Paryavaran Bhawan,
Meeting Mode Hybrid
Meeting Dates & Time Start Date : 27/02/2026
End Date : 27/02/2026

List of AC Members:

S.No.	Name	Designation	Email ID
1	Shri Sushil Kumar Awasthi	DGF&SS, MoEFCC	dgfi****@nic.in
2	Shri Santosh Tewari	Additional Director General (FC)	bh15*@ifs.nic.in
3	Shri Ramesh Kumar Pandey	Additional Director General of Forest, MOEFCC	rame*****@nic.in
4	Shri R Raghu Prasad	Inspector General of Forest, MEF	ragh*****@gov.in
5	Manoj Pant	AC MEMBER	mpan*****@gmail.com
6	Sh Nityanand Srivastava	Chairman, SEAC	nity*****@yahoo.co.in
7	K R Shree Harsha	Member (EAC)	sree*****@gmail.com
8	Dr. Mehraj A. Shaikh	AC MEMBER	ac.n*****@gov.in

Proposals considered during Meeting:

1. Project Name Jagiroad Stone Mining Area No. F (6)
Proposal Number FP/AS/MIN/QRY/562031/2025
User Agency Dipan Deka
Forest Land Area(Ha) 21
Division Nagaon Division
Recommendation Accepted
Brief Description of Project:

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Recommended for grant of Stage-I approval.

5. Project Name Shree Jagannath International Airport at Puri
Proposal Number FP/OR/Airport/426096/2023
User Agency Debadutta Suranjita Jena
Forest Land Area(Ha) 27.887
Division Puri WL Division
Recommendation Accepted

Brief Description of Project:

The Minutes of the meeting of the Advisory Committee meeting held on 27.02.2026 has already been approved in the E-file and the same is attached herewith for completing the process through PARIVE SH portal.

Previous Deliberation Details:

N/A

Current Deliberation Details:

The Minutes of the meeting of the Advisory Committee meeting held on 27.02.2026 has already been approved in the E-file and the same is attached herewith for completing the process through PARIVE SH portal.

Recommendation Remark:

Recommended for grant of Stage-I approval.

6. Project Name DIVERSION PROPOSAL OVER THE TOTAL SAFETY ZONE AREA OF 3.378 HA IN FOREST LAND (OUT OF WHICH 2.645 HA IS FOR SAFETY ZONE DIVERSION AND 0.733 HA FOR MINING ACTIVITIES (CLUSTER MINING) OF TANTRA IRON MINES OF M/S KORP RESOURCES PVT LTD, IN VILLAGE TANTRA AND TENSA OVER THE ML AREA OF 72.560 HA AT-TANTRA, PO-TENSA, DIST-SUNDARGARH, ODISHA.

Proposal Number FP/OR/MIN/QRY/454474/2023
User Agency PRAHLAD ROY GOENKA
Forest Land Area(Ha) 3.378
Division Bonai Division
Recommendation Deferred

True Copy attached
[Signature]
 Special Secretary to Govt.
 Commerce & Transport Deptt.

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

Sub: Proposal for seeking prior approval of the Central Government under Section 2 (1) 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 Govt. of Odisha vide letter dated 02.09.2023 has submitted the above subject mentioned proposal to the RO Bhubaneswar and thereafter forwarded to the Ministry for prior approval of the Central Government.
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 to the AC. The Committee was also apprised of the relevant provisions under the Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980 and other Acts, Rules and Guidelines relevant to the proposal and their significance.
3. The Advisory Committee (AC) after thorough deliberation and discussion observed the following:
 - i. The Govt. of Odisha vide letter dated 02.09.2023 has submitted the above subject mentioned proposal to the RO Bhubaneswar and thereafter forwarded to the Ministry for prior approval of the Central Government
 - ii. 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.
 - iii. The legal status of the forest land is DLC Forest. Vegetation density of 0.5 (Eco Class III) with 13,504 number of 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. 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.
 - iv. 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.
- 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.
- vii. The DFO has reported that proposed site is over 80 KM away from the Devi River mouth, a previously identified mass nesting site of Olive Ridley turtle.
- viii. Earlier, the proposal was considered by the Advisory Committee in meeting held on 07.06.2024.
- ix. The DFO, Puri (WL) Division, has reported that temporary fencing of 1,370 m was erected over DLC forest land and 9,950 m over non-forest land, with 2,001 m incomplete. The work (June–September 2023) was stopped, and the fencing over forest land has been dismantled. No tree felling or

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ecological damage was reported, and no work was found ongoing during inspection dated 13.08.2024.

- x. The RO, in its Site Inspection Report, further observed construction of an additional boundary wall outside the proposed airport boundary up to the inter-tidal zone, not reflected in the land-use plan on PARIVESH, constituting a violation of CRZ norms. The State Government shall verify whether the violation involves forest land and ensure its removal.
- xi. An FIR was lodged vide IDCO letter No. 602 dated 22.03.2024 with the IIC, Sadar Police Station. Out of the total 13.3 km boundary, 1,370 m of temporary fencing was erected over DLC forest land, 9,950 m over non-forest land using removable materials, and 2,001 m remained incomplete.
- xii. 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.
- xiii. The Regional Empowered Committee that the may be submitted to the Ministry for approval in view the non-site specific nature of the proposal.
- xiv. The MoEF&CC, after examination of the proposal sought additional information from the Regional Office on 09.03.2024. The Regional Office, after obtaining the same from the State Government, forwarded the additional information to the Ministry on 29.04.2024.
- xv. The proposal along with the additional information was 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:
 - Construction of airport in the vicinity of sea coast may have impact on the breeding activity of the olive ridley turtle reported in the area, it will, therefore, be appropriate that comments of the Chief Warden of the State on the likely impact of the proposed non-forestry activity on the breeding activity of the olive ridley turtle may be obtained and submitted by the State for further consideration of the Committee.
 - Examination of the area proposed for diversion using DSS tools and Google Satellite Imagery revealed that the user agency seems to has already started the construction of boundary wall in the forest as well as in the non-forest land which is a violations of the provisions of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980. The State Government may therefore submit the following:

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- 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.
- xvi. 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. Reply of the State Government is as under:
- a) The State Government has reported that the proposed project area is more than 80 Km 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) The State Government has reported that being a DLC forest land under the administrative and management control of the Revenue Department, necessary action will be taken to ensure the removal of encroachment by the concerned revenue authority after inquiry. No action has been taken over the person and inquiry is under process.
 - c) The State Government has reported that Out of the total 13.3 Km length of the project boundary, a length of 1370 metre of temporary fence has been constructed over the DLC forest land and about

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9950 meters over the non-forest land using removable materials and the work was left incomplete after 2001 metre.

- d) The 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.
- xvii. The RO Bhubaneswar has submitted Site Inspection Report in the instant proposal. The RO has mentioned that the proposal cannot be recommended without satisfactory reply from the State Govt. on certain information as noted by the DIGF (Central) in her SIR. 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 part of this project proposal. The approach road to the airport is also not a part of the current proposal. It appears that facts are not presented in actuality in a bid to break the integrated proposal into 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 as bio-shield and coastal shelter belt. The VDF and MDF crown density in

non-forest land 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. The site needs to be ascertained and evaluated from Defence point of view.
 - h) The user agency has already violated the provision of the Adhiniyam by constructing a 1400 meter boundary wall which extends up to sea line. Action needs to be initiated for violation of V(S&S) Adhiniyam, 1980.
- xviii. Further, the RO in its SIR reported that there is violation of CRZ norms 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 environmentally friendly and sustainable solutions.
- xix. Further, the RO in its 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.
- xx. 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

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circumstances it should be removed or cut as the cutting of trees will have detrimental impact on the coastal ecology.

- xxi. DPR of proposed airport project, land use map, DPR of the 6 lane express way from Bhubaneswar airport to Puri airport and approach road to airport (to be constructed by Transport Department of Odisha as informed by the user agency) which is also an ancillary activity, and other allied construction are not found submitted along with the project proposal. Strict action needs to be initiated against erring officials for gross violation of the Adhinyam 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.
- xxii. 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.
- xxiii. 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 Bhubaneshwar 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.

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- d) This proposal has not been presented as an integrated project. The six lane express way which will link Bhubaneswar airport to Puri airport supposedly to be built along the coast line is not a part of this project proposal. Nor is the approach road to the airport is a part of the current proposal. It appears that facts are not presented integrated manner.
 - e) At present the proposed airport at Brahmagiri is neither connected by any express way or high way to either Ganjam or Khurda or Jagatsinghpur. Hence, justification for having the project to connect Puri, to cities like Jagatsinghpur is not correct, as per the report submitted by the Regional Office. In fact, the proposed airport at Brahmagiri is at an approximate distance of 29 km from Puri town itself and hence defeats the very purpose cited for having this project in an ecologically fragile area like Brahmagiri (Puri).
 - f) The expansion of Biju Pattnaik airport can be taken up in other locations, with better connectivity like Jagarsinghpur, Khurda or Berhampur and not at the cost of huge environmental loss and at the same time exposing the area to various vagaries like tidal influence, cyclones and which is being frequent in both number as well as severity by cutting down 13000 trees which now act bio-shield and coastal shelter belt. The VDF and MDF crown density in non forest land having the ocular look of forest as per Writ Petition 202/1995 and having high density of vegetation, has not been taken into account in the current proposal.
 - g) The INS Chilika, which is a naval base is at a close distance to the proposed airport site. Whether the opinion of the Defence Ministry has been taken into consideration by the State Government before proposing this project site needs to be ascertained and evaluated from Defence point of view.
 - h) The User Agency has already violated the provision of Adhiniyam by constructing a 1400 meter boundary wall which extends up to sea line. Action needs to be initiated for violation of V(S&S) Adhiniyam, 1980.
 - i) A detailed study on the habitat and migration route of olive ridley turtles as well as Irrawarddy 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.
- xxiv. The above decision of the Advisory Committee was conveyed to the RO Bhubaneswar and State Govt. The State Nodal Officer vide letter No.11499/9F(Airport)-357/2023 dated 27.05.2025 has replied the observations of the Advisory Committee which has also been analysed by the RO. The detailed reply are as below:

- a) 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.

"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.

- b) 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.
- c) 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.

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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."

- d) 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.
- e) 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.
- f) The trees are located on 353.833 hectares of non-forest land, which is not recorded as forest in the DLC report. The tree density is approximately 35 trees per hectare, and the phenological characteristics of cashew trees can visually exaggerate canopy coverage despite relatively low density. Hence, in accordance with the criteria laid down in the Godavarman case (WP 202/1995) and definitions under the Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980, the area does not qualify as deemed forest.
- g) 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."
- h) 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."

- i) In response to the observation regarding the alleged violation of the Van (Sanrakshan evam Samvardhan) Adhiniyam, 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.
- j) Furthermore, the DFO (WL), Puri has also submitted a report to the Collector, Puri, under intimation to the concerned Tehsildar, 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 Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980."
- xxv. 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, the State Government 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.
- xxvi. With regard to the presence of Irrawaddy dolphins in the project area, as per the Dolphin census data from the past six years, there has been no recorded presence of Irrawaddy dolphins in the coastal waters adjacent to the Brahmagiri Wildlife Range, where the project is proposed.
- xxvii. 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."

- xxviii. Further, it is submitted that the observations of the Advisory Committee 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 govt. 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 with the compliance, though, it has been mentioned that 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) Eventhough, 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. Eventhough, these are plantation vegetation removal these trees will result in exposing the area to vagaries of climate eventualities and frequent cyclones that may affect life and property of nearby villages. A detailed study on removal of such coastal shelterbelts and ecological evaluation of the ecosystem services should have been undertaken before

proposing cutting down huge numbers of trees in the coastal shelter belt.

- f) Contrary to the compliance, report which says that "the trees are in the non-forest land in scattered patches, and considering the density of trees/Ha., it may not be taken as forest for application of Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 and in the light of definition of forest in 202 Godavarman Cases". The DSS analysis report in PARIVESH web portal shows MDF of 89 ha and Open Forest of 83.01 ha total 171.01 ha of vegetated area over non-forest land having the nature and character of forest which should have been included in the diversion proposal.
- g) The DDGF (Central) has mentioned that with reference to observations of DIGF above, the EDS reply on the observations of the AC has been furnished by the State. The DIG's observations are largely reiterations of the AC's observations, along with a few additional suggestions, which may be taken into consideration by the competent authority while examining the EDS reply.
- xxix. 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.
- xxx. The Proposal was again considered in the Advisory Committee meeting held on 24.06.2025 and the Committee deferred the proposal for the want of the following:
- a) 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.
 - b) As per RO in its SIR, the planted trees of Cashew, Jhaun (Casuarina) and others to the tune of 12,213 are planted and developed as coastal shelterbelts and bio shields which stand formidable against the cyclones that are repeated in the Puri coast. Even though these are plantations, the removal of the vegetation/ trees will result in exposing the area to vagaries of climate



eventualities and frequent cyclones that may affect life and property of nearby villages. The State Government shall provide detailed justification on the matter and submit a mitigation plan for climate eventualities.

- c) 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 and 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.
- xxxi. The State Government vide its letter dated 07.02.2026 submitted the reply to the Ministry on the observations raised by the Advisory Committee.
- xxxii. The State Government submitted that in light of concerns regarding the migration routes, threats, and conservation needs of Olive Ridley turtles, Irrawaddy dolphins along the Puri coast, and migratory birds visiting Chilika Lake, the Government of Odisha sought recommendations from Wildlife Institute of India, incorporated its 10-point suggestions following a July 2025 field inspection into the Site-Specific Wildlife Conservation/Management Plan, and obtained approval from the PCCF (WL) & CWLW, Odisha on 17.01.2026.
- xxxiii. The State Govt. submitted that the 12,213 trees over 353.882 ha of non-forest land comprise mainly planted Cashew, Casuarina and Acacia species, with no natural regeneration. The trees are scattered (average density ~35 trees/ha), about 5 m in height, and largely top-broken; over 50% being Cashew, many are ground-leaning and do not function as an effective multi-layered coastal shelterbelt. To mitigate potential impacts of tree felling, a coastal shelterbelt plantation over 20 ha with Casuarina and other wind-resistant species (₹232.5614 lakhs) has been approved under the SSWLC Plan for habitat management. Additional plantation in nearby coastal villages will be undertaken by the User Agency in consultation with the Forest Department to strengthen the marine ecosystem and reduce cyclone-related vulnerabilities, as incorporated in the approved SSWLC Plan and stipulated under the conditional EC clearance (Condition No. 3.1.6.1.4). It is submitted that these measures will adequately address climate and cyclone-related concerns.
- xxxiv. The State Government further submitted that although 12,213 scattered, low-density (35 trees/ha) planted Cashew, Casuarina, and Acacia trees over 353.882 ha of non-forest land—many top-broken and functionally ineffective as shelterbelts—are proposed to be felled, the approved Site-Specific Wildlife Conservation Plan provides for compensatory afforestation and development of a 20 ha coastal shelterbelt plantation of wind-resistant species, along with additional village-level coastal plantations by the User Agency in consultation with the Forest

Department, to mitigate cyclone impacts and climate vulnerabilities in nearby areas.

xxxv. With reference to the DSS analysis on the PARIVESH portal indicating 171.01 ha (89 ha MDF and 83.01 ha Open Forest) over non-forest land, the State Government submitted that the issue was duly clarified by the PCCF (FD & NO, FC Act), Bhubaneswar vide letter dated 27.05.2025, stating that the 12,213 trees over 353.882 ha of non-forest Government and private land are predominantly planted Cashew, Acacia, and Casuarina species, scattered with an average density of 35 trees per hectare (less than 0.1 canopy density), many being old and top-broken, and that the apparent canopy spread—largely due to the phenology of approximately 6,004 Cashew trees—led to satellite-based classification under ISFR 2021 (based on 2019 imagery), but as per field verification, actual density, and ecological characteristics, the land does not qualify as “deemed forest” under the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.

xxxvi. The Committee observed that the WII has submitted the following recommendations:

Keeping interests of wildlife and wetland ecosystems integrity as paramount: *The planned greenfield airport proposal may be rejected as it is quite near to the existing Bhubaneswar Airport (65 km) and is in close proximity to the Chilka Ramsar Site (16 km) a wetland of International Importance. Existing evidence indicates a high risk of bird strikes near Ramsar Sites, as seen in the Muan International Airport, located 9 km from the Muan Tideland (Ramsar Site), which reported 179 human casualties on December 29, 2024, due to a collision with a flock of migratory Baikal Teals, and another incident at Bahir Dar International Airport, just 4 km from Lake Tana (Ramsar Site).*

Balancing state's development requirement with wildlife conservation values: *If in any case the project is unavoidable and should this proposal be approved, then mitigation measures and other important recommendations derived from impact assessment studies as highlighted earlier (i to x) must be binding on the user agency, coupled with regular and transparent monitoring mechanism of such compliance conditions. In a best-case scenario, all such studies must be commissioned at earlier stages, prior to the grant of statutory clearances*

xxxvii. The Committee further observed that the ZSI has submitted the following interim report to the Ministry:

a) *Already a stretch of 6-7 KM of stretch is disturbed by the tourism activities and there is negligible chance of sporadic nesting at the tourism beach. Further, in other area and the sporadic nesting can be managed by the Airport Light Management, which will be proposed after the completion of the study.*

b) *There is no significant nesting/breeding ground 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*

4. **Decision of the Advisory Committee:** The Committee had detailed discussion and deliberation with the Dy. DGF (Central), RO, Bhubaneswar and Nodal Officer, Government of Odisha. After going through the facts of the proposal and submissions made by the Nodal Officer, Government of Odisha, the Committee recommended the proposal for '**In-principle**' approval for the diversion of 27.887 ha. of DLC forest land for construction of Shree Jagannath International Airport under Puri Forest Division in Puri District, Odisha with general, standard and the following specific conditions:
- i. The State Government shall ensure that the User Agency shall implement mitigation measures and other important recommendations derived from the impact assessment studies and Site Specific Wildlife Management Plan developed as per the recommendations made by the Wildlife Institute of India (WII) and Zoological Survey of India (ZSI).

Agenda No. 39

Proposal No. FP/OR/TRANS/414722/2023

Subject: Proposal for seeking prior approval of the Central Government under Section 2 (i) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhinyam, 1980 for diversion of 12.2765 ha of forest land for construction of 220 KV LILO line from existing 220 KV TTPS-Joda DC line to existing 220/33 KV Grid Sub-station at Ranki, Keonjhar under Keonjhar Forest Division by OPTC. (Proposal No. FP/OR/TRANS/414722/2023)- reg.

1. The State Government vide letter No. FE-DIV-FLD-0024-6296/FE&CC dated 30.03.2024 submitted the above-mentioned proposal for seeking prior approval of the Central Government under Section 2 (i) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhinyam, 1980 to Regional Office, Bhubaneswar.
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 to the AC. The Committee was also apprised of the relevant provisions under the Van (Sanrakshan evam Samvardhan) Adhinyam, 1980 and other Acts, Rules and Guidelines relevant to the proposal and their significance.
3. The Advisory Committee (AC) after thorough deliberation and discussion observed the following:
 - i. The State Government vide letter No. FE-DIV-FLD-0024-6296/FE&CC dated 30.03.2024 submitted the above-mentioned proposal for seeking prior approval of the Central Government under Section 2 (i) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhinyam, 1980 to Regional Office, Bhubaneswar.



OFFICE OF THE TAHASILDAR BRAHMAGIRI

E-mail td-tah.brahma-od@nic.in
(REVENUE SECTION)

Letter No: 909 /Date: 25/02/2026

To

The Additional District Magistrate, (Rev.) Puri.

Sub- Requirement information for submission of counter on Supplementary Affidavit in O.A. No.158/2025 filed by Surendra Tapasu & Others.

Ref:- Your Office Letter No: 60 /dtd:23.02.2026.

Sir,

With reference to the letter on the subject cited above. I am to submit here with required information in details pointwise for submission of counter on Supplementary Affidavit in O.A. No.158/2025 filed by Surendra Tapasu & Others as follows: -

1. The status of the concrete boundary walls along with the status of allege lands on which the walls are present.

In reply to Point no.1, I am to enclosed herewith schedule of lands (ANNEXURE-1) of the boundary walls shown in the photograph. The boundary walls are neither on any forest land nor on any DLC land as verified from land records. it is pertinent to mention here that the thin boundary wall has been raised as fencing in connection with protect of Govt. land free from encroachment in accordance with Govt. of Odisha directives and instructions provided from time to time.

2. Status of sand dunes, spread of murrums and construction of any approach road on the project land.

After physical field verification it is found that, there is no trace of approach road at built on the proposed land. The local road shown in the photograph might have developed by local residency for their day -to- day utilities and grazing of domestic animals.

This is for favour of kind information.

Your's faithfully

[Signature]
25-2-26
Tahasildar, Brahmagiri

True copy attached
[Signature]
Special Secretary to Govt.
Commerce & Transport Deptt.

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Details Information of 1976-77 Sabik with Concolidation LR Khata, plots of mouza Sipasurubuli, PS-Puri sadara No.78 Dist-Puri on which the wall are present

SI No.	Consolidation LR Schedule			1976-77 sabik Land Schedule			Boundary Wall constructed	Alienated in favour of C&T Deptt. Govt. of Odisha	Remarks
	Khata	Plot	Area (In Ac.)	Khata	Plot	Area (In Ac.)			
1	520	100	16.23	106	65/377	16.27	Partly	Alienation case No.09/2022	
2	520	109	27.93	144	64/479	27.37	Partly	Alienation case No.09/2022	
3	520	110	31.17	106	64/380	31.07	Partly	Alienation case No.09/2022	
4	520	111	25.50	106	66	23.90	Partly	Alienation case No.09/2022	
5	520	112	20.38	106	166/487	20.38	Partly	Alienation case No.09/2022	
6	520	120	11.97	55	66/460	13.72	Partly	Alienation case No.09/2022	
7	520	124	21.72	15	68/489	22.25	Partly	Alienation case No.09/2022	
8	520	125	24.25	15	68	23.72	Partly	Alienation case No.09/2022	
9	520	127	12.50	55	68/462	11.7	Partly	Alienation case No.09/2022	
10	520	140	16.50	144	80	36.5	Partly	Alienation case No.09/2022	
11	521	141	4.60	145	81	4.6	Partly	Alienation case No.09/2022	
12	521	144	4.05	145	84	6.39	Partly	Alienation case No.09/2022	
13	520	150	16.53	126	90	16.42	Partly	Alienation case No.09/2022	
14	520	151	13.70	83	91	13.27	Partly	Alienation case No.09/2022	
15	520	152	4.32	21	92	4.32	Partly	Alienation case No.09/2022	
16	520	153	28.17	21	93	28.17	Partly	Alienation case No.09/2022	
17	521	159	1.65	145	97	1.82	Partly	Alienation case No.09/2022	
18	520	184	33.28	21	112/492	33.58	Partly	Alienation case No.09/2022	
19	520	187	37.88	21	112	37.88	Partly	Alienation case No.09/2022	
20	520	195	38.50	21	121/431	20.00	Partly	Alienation case No.09/2022	
21	520	196	43.05	21	121	43.05	Partly	Alienation case No.09/2022	
22	520	204	17.15	21	124/520	17.50	Partly	Alienation case No.09/2022	
23	520	239	3.40	78	151	3.44	Partly	Alienation case No.09/2022	
24	520	240	9.70	78	152	9.58	Partly	Alienation case No.09/2022	

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	520	248	24.07	25	169	26.17	Partly	Alienation case No.09/2022	
26	520	249	18.60	25	168	25.17	Partly	Alienation case No.09/2022	
27	520	255	1.00	25	167	25.17	Partly	Alienation case No.09/2022	
28	520	265	1.00	25	167	25.17	Partly	Alienation case No.09/2022	
29	520	273	1.00	25	167	25.17	Partly	Alienation case No.09/2022	
30	520	280	1.00	25	166	25.95	Partly	Alienation case No.09/2022	
31	520	285	23.05	25	166	25.95	Partly	Alienation case No.09/2022	
32	520	289	49.40	21	173	49.40	Partly	Alienation case No.09/2022	
33	520	290	3.36	38	174	3.36	Partly	Alienation case No.09/2022	
34	520	291	47.50	15	175/458	24.68	Partly	Alienation case No.09/2022	
35	520	293	36.25	38	175/494	40.82	Partly	Alienation case No.09/2022	
36	520	330	19.90	25	184	19.9	Partly	Alienation case No.09/2022	
37	520	136	3.32	129	188	3.32	Partly	Alienation case No.09/2022	
38	520	337	3.70	129	189	3.70	Partly	Alienation case No.09/2022	
39	521	356	5.30	145	192	5.30	Partly	Alienation case No.09/2022	
40	520	359	2.10	66	194	2.10	Partly	Alienation case No.09/2022	
41	520	360	11.35	66	193/450	11.35	Partly	Alienation case No.09/2022	
42	520	366	4.90	49	197/478	7.42	Partly	Alienation case No.09/2022	
43	520	367	9.90	49	197	9.50	Partly	Alienation case No.09/2022	
44	520	372	14.95	49	199	15.62	Partly	Alienation case No.09/2022	
45	520	373	2.30	49	200	2.30	Partly	Alienation case No.09/2022	
46	520	374	14.00	49	201	14.00	Partly	Alienation case No.09/2022	
47	520	375	13.20	49	202	18.20	Partly	Alienation case No.09/2022	
48	520	378	5.00	49	204	4.90	Partly	Alienation case No.09/2022	
49	520	379	7.75	49	205	7.75	Partly	Alienation case No.09/2022	
50	520	380	9.83	49	209	9.83	Partly	Alienation case No.09/2022	
51	520	382	6.00	49	210	6.00	Partly	Alienation case No.09/2022	

True Copy attached

Special Secretary to Govt.
Commerce & Transport Deptt.