

**BEFORE THE NATIONAL GREEN TRIBUNAL SOUTHERN ZONAL BENCH,
CHENNAI**

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

Original Application No. 76 of 2022

IN THE MATTER OF:

Damayanti Subray Mesta

...Applicants

VERSUS

Department of Public Works, Ports & Inland Water Transport,
Government of Karnataka & Ors.

...Respondent

NEXT HEARING DATE: 24/04/2023

ADDITIONAL TYPED SET DOCUMENTS FILED BY THE 2ND RESPONDENT

S. No.	Date	Particulars	Page No.
1.	10.05.2012	Clarification issued by Honnavar Port Pvt Ltd to Secretary, State Expert Appraisal Committee, Karnataka	1
2.	June, 2012	Second Clarification to SEAC Observations of EIA for Honnavar Barge/Vessel loading facility June-2012	
3.	10.01.2022	Letter issued by Citizens of Tonka-I, Tonka-II Village to Deputy Commissioner of Uttar Kannada, Karwar along with translated Copy	9 19
4.	January, 2023	NCSCM Report for proposed four lane NHAI Road Connectivity, Improvement of NH66 and Kachha Road	25
5.	8.02.2023	Clarification letter issued by Infrastructure Development, Port & Inland Water Transport Department to KSCZMA for clarification sought for in the 39 th KSCZMA meeting dated 6.02.2023	45
6.	08.02.2023	Letter from Honnavar Port (P)Ltd to Deputy Conservator of Foresh, Honnavar Division.	49
7.	4.03.2023	Proceedings of 40 th KSCZMA meeting along with translated Copy dated 27.02.2023	50
8.	10.03.2023	Proceedings of 231 st SEIAA Meeting	64
9.	6.04.2023	Letter from Member Secretary, State Level Expert Appraisal Committee along with Proceedings of	

		SEAC meeting held on 17.03.2012, 07.03,2012, 25/26.05.2012	67
10.		Photographs showing idling of machinery	84
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Dated at Chennai on this the 22th day of April, 2023

Counsel for 2nd Respondent



HONNAVAR PORT PVT. LTD.

Date: 10.May.2012

To,
Secretary
State Expert Appraisal Committee (SEAC)
Karnataka

*Clarification enclosed
on file*

*will
10/05/12*

Sir,

PD

Sub: Industrial Project: "Development of Barge/Vessel loading facility from 4.9 MTPA of cargo volume" at Kasarkod Tonka Village, Honnavar Taluk, Uttar Kannada District of M/s Honnavar Port Private Ltd. (HPPL). (SEIAA 22 IND 2011)

Ref: Proceedings of the 81st SEAC meeting held on 7th April 2012.

With reference to the above, M/s Honnavar Port (P) Ltd. project proposal was appraised in the 81st SEAC meeting held on 7th April 2012. As decided in the SEAC meeting we are herewith submitting all the clarifications /documents as required by the SEAC.

Thanking you,

Yours Sincerely,

[Signature]
G.Siva/Shankar

Director

Honnavar Port Private Limited (HPPL)



Encl.: As stated above

Development Barge/ Vessel loading facility² Uttara Kanada District , Karnataka



Clarification to SEAC Observations on EIA for Honnavar Barge/ Vessel loading facility May-2012

PREPARED BY



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SUBMITTED TO



HONNAVAR PORT PRIVATE LIMITED

103, Lalehzar Apartments, 45/1-2, Palace
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11 Impact studies for proposed Road and Railway Line on Local Environment needs to be undertaken.

11.1 Road Connectivity

In order to avoid the congestion to the existing road and to ensure quick traffic movement from/to the port, it is proposed to develop a dedicated road corridor with a Right of Way (RoW) of 25m. The total length of road corridor is about 4 km, which connects proposed barge/vessel loading facility and NH 17 near Kasarkod. The land requirement for the road corridor is 10 ha. Chainage marked in the google imagery is presented in the figure 11-1. The existing land use pattern of proposed road alignment is given in Table 11-1.

Table 11-1: Existing Land Use Pattern of Proposed Road

S No	Chainage (Km)	RHS	LHS
1.	0.2 to 1.0	Coastal sand	Coastal land
2.	1.2 to 3.2	Coastal sand	Vegetation
3.	3.4 to 4.0	Vegetation	Vegetation

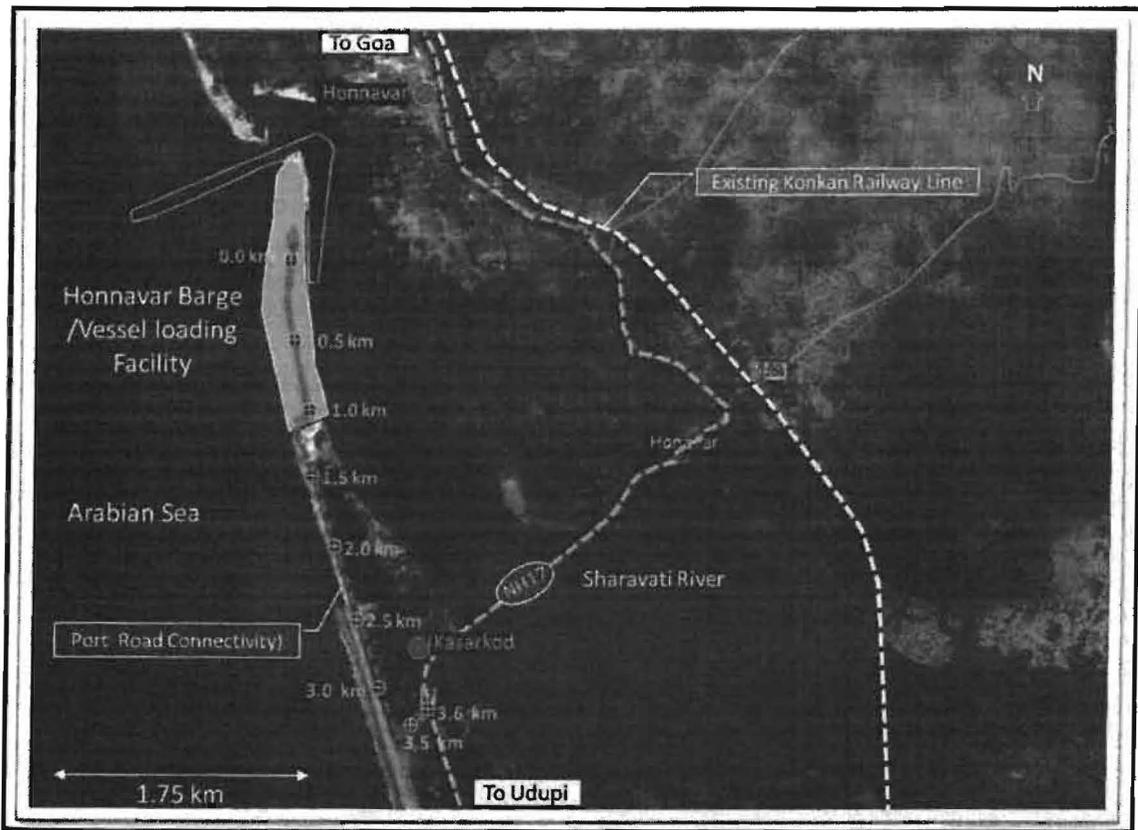


Figure 11-1: Proposed Road Connectivity with Chainage

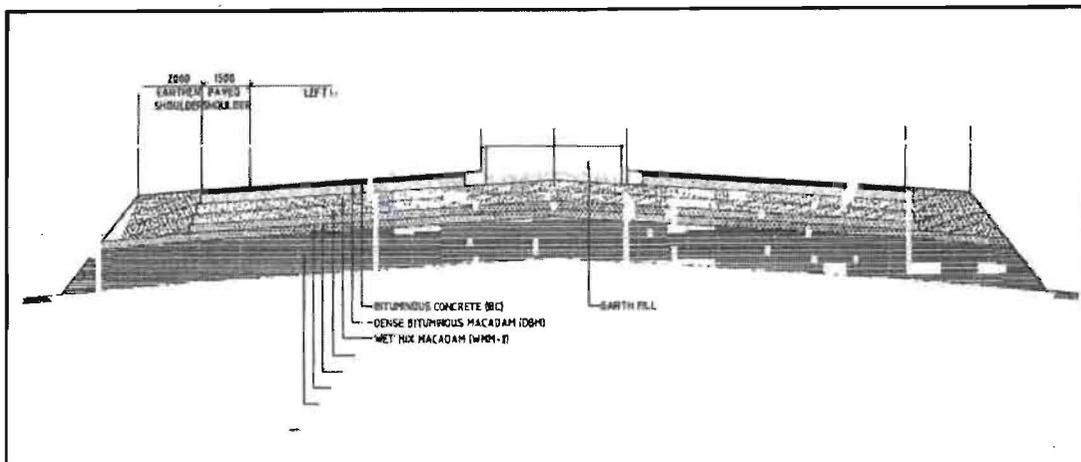


Figure 11-2 Typical Cross Section of Road Corridor

11.2 Rail connectivity

Total length of Rail connectivity is about 14.6 km which connects proposed barge/ vessel loading facility with Manki railway station will have 1 Broad Gauge (BG) railway tracks, Rail exchange yards.

Table 11-2: Existing Land Use Pattern of Proposed Rail Line

S No	Chainage (Km)	RHS	LHS
1.	0.2 to 1.0	Coastal sand	Coastal land
2.	1.2 to 3.2	Coastal sand	Vegetation
3.	3.4 to 4.0	Vegetation	Vegetation
4.	4.0 to 14.6	Vegetation/forest nursery	Vegetation/minor forest

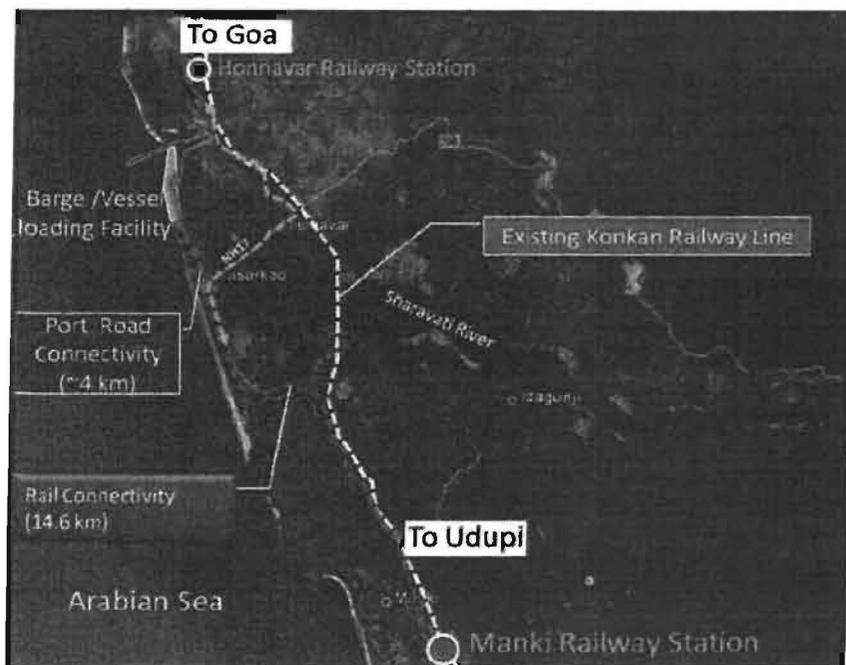


Figure 11-3: Proposed Rail Connectivity to Barge/Vessel Loading Facility



The land acquisition will be carried out by GoK and rail/road corridor route has been selected prudently so that no Resettlement and Rehabilitation is ensured.

11.2.1 Anticipated Potential Impacts due to Proposed Road/Rail Alignment and Mitigation Measures

11.2.1.1 Environmental Aspects

The proposed alignment passes through partly coastal sand and vegetation. Impacts due to the proposed alignment are discussed below

11.2.1.2 Ambient Air quality

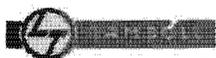
The proposed alignment is a new link connecting proposed facility with NH 17 and Manki Railway station. The baseline ambient air quality is well within the prescribed NAAQ standards due to the less human activity and no industrial activity. During the construction phase ambient air quality in the adjacent villages along the Road/Rail Alignment will be disturbed due to the various construction related activities such as.

- Site Clearance and use of heavy vehicles and machinery
- Transport of raw materials, borrow and quarry material to construction site
- Earthworks
- Handling and Storage of aggregates
- Asphalt mixing plant operations

These activities mainly generate dust and emissions such as CO, SO₂, NO_x from construction machineries and also due to other vehicular movements during construction. During the operation phase the anticipated impacts to the Air quality is due to the movement of vehicles used for transportation of Cargo and transport of other materials.

Mitigation Measures

- The asphalt plants, crushers will be sited at least 1 km in the down wind direction of human settlement along the rail/road corridor.
- During and after compaction of the sub grade, water will be sprayed at regular interval in order to avoid fugitive dust generation
- Vehicles carrying fine and coarse aggregate shall be covered with tarpaulin in order to avoid the spills.
- Pollution Under Control (PUC) certified construction machinery and equipments will be used and checked at regular intervals.
- During the operation stage dust generation will be minimum, because most of surface will be covered by paved shoulder.
- Tree plantation along the Right of way also will act as a major sink of pollutant due to the plying vehicle through corridor
- Regular maintenance of the road, during the operation phase will reduce any negative impacts to an absolute minimum.
- Adequate vehicle maintenance and not to use adulterated fuels shall be confirmed with the contractors.
- Ambient air quality will be monitored at regular intervals during construction and operations phase of the rail/road corridor.



11.2.1.3 Ambient Noise Level

The baseline ambient Noise levels are well within the prescribed CPCB standards. During construction phase, there will be significant increase in the Ambient Noise Level due to the various construction activities and use of the large number of heavy machineries. However, these construction phase impacts are short term in nature, realised in the immediate vicinity and will cease upon completion of construction. This will be occurred along the construction corridor as well as in the secondary site includes construction camps, asphalt mixing plant etc. During the operation stage, incremental noise level is due to the increased traffic volume and Cargo movements.

Mitigation Measures

- During construction, noise levels will be maintained below threshold levels stipulated by Central Pollution Control Board (CPCB) by selecting appropriate equipment, machinery and using enclosures.
- Procurement of machinery / construction equipment will be done in accordance with specifications conforming to source noise levels less than 75 dB (A).
- Only well-maintained construction equipment, which meets the regulatory standards for source noise levels, will be used.
- Noise attenuation will be practised for noisy equipment by employing suitable techniques such as acoustic controls, insulation etc.
- Personnel exposed to noise levels beyond threshold limits will be provided with protective gear like earplugs, muffs, etc.
- During operation phase noise levels will be significantly less because of smooth paved shoulders and presence of trees along the Right of Way.
- Ambient noise levels will be monitored at regular intervals during construction and operations phases of the rail/road corridor

11.2.1.4 Water quality

During construction phase, anticipated impacts are due to spillage of construction materials such as cement, POL and Bitumen etc., falling into the nearby water bodies and drainage channels from workshops, construction camps etc. During construction phase the natural drainage system will get disturbed and reduction in the capacity of the natural stream. Extraction of the water for the construction activities and labour camp will disturb the local water supply in the contiguous village. Runoff from the construction sites and labour camp will increase the risk of pollution in the natural watercourse. During operation phase there will not be a chance of degradation of water quality during normal operations and spillages will impact the water quality during the accidents if any. Also the entry of vehicles to nearby water bodies for cleaning could be an impact during operation phase. Surface runoff will be expected due to paved surface.

Mitigation Measures

- Construction activity will not necessitate any major diversion of water body.
- Water will not be extracted from the local resources. Requirement of the water will be met from the ample resource.
- Construction site will not be sited nearer to the surface water or ground water resources.
- Control of the access of Vehicles to the water bodies will be ensured
- Road Safety will be strictly ensured to keep the accident quite low.
- Water Quality will be monitored at regular intervals during construction and operation phase of the project



11.2.1.5 Land Environment

The proposed road/rail alignment will traverse across the Coastal sand and vegetation. Land acquisition will lead to loss of vegetations. During the construction stage accidental spills of fossil fuel and other Hazardous material will increase the risk of soil pollution. Contamination of soil may takes place due to soild waste generated from labour camps. Soil compaction will take place due to the movement of Heavy vehicles and Other Vehicles. During operation phase there will not be degradation of soil quality during normal operations and spillages will impact the soil quality during the accidents, if any.

Mitigation Measures

- All the top soil up to 150 mm shall be blended with other barren land to convert in to arable land and will be utilized for land scaping along the corridor,
- Restriction of the plant moving vehicle and machineries in the Agricultural land
- During operational phase, the impacts would be minimum due to thick green vegetation
- Soil Quality will be monitored during construction and operation phase of rail/road corridor.

11.2.1.6 Flora and Fauna

The proposed alignment passes through partly Coastal sand and vegetation. The number of trees located in the proposed corridor is very less and the alignment is planned to be routed to minimise the removing of plantations and other trees.

- There is minor Forest and forest nursery adjacent to the proposed corridor.
- There are no Wild life sanctuaries and National Parks located along the proposed rail/road corridor.
- The impact on the Flora and Fauna due to this development is insignificant.

Green Belt Development along Road/Rail Corridor

Proposed plantation pattern along the rail/ road corridor will be as follows

- The first row will be of small to medium sized ornamental trees.
- Subsequent rows will comprise of shade bearing species of more height than those in the first row.
- Planting of dwarf shrubs in the median, provide glare free travel to the road user during night time
- Planting of herbaceous species as ground cover in the median, special landscape and the embankment slopes
- Turfing with grass in the median, special landscape and embankments

Following are the recommended species for roadside plantation

Table 11-3: Species Recommended for Plantation

S.no.	Trees	S.no	Shrubs
	Scientific Name		Scientific Name
1	Albizzia procera	26	Aphlandra
2	Albizzia. amara	27	Bougainvillia
3	Amhertia nobilis	28	Bauhinia alba
4	Bischofia javanica	29	Bauhinia acuminata
5	Colvelia recemosa	30	Calliandra



S.no.	Trees	S.no	Shrubs
	Scientific Name		Scientific Name
6	Dalbergia latifolia	31	Crosandra
7	Delonx regia	32	Duranta
8	Mengifera india	33	Gardenia floria
9	Michelia champaka	34	Hibiscus sps.
10	Peltophorum pherugenium	35	Ixora
11	Polyalthea longifolia	36	Nerium oleander
12	Palms	37	Musanda
13	Saraca indica	38	Sanchezia
14	Santalum album	39	Thevetia nerifolia
15	Tamrindus india	40	Tecoma stans
16	Anacardium occidentale	41	Tecoma gaurichari
17	Cinamomum camphora	42	Tecoma capensis
18	Casuarina equistifolia	43	TMS single and double
19	Dalbergia latifolia	44	Hamelia
20	Mengifera indica	45	Magnolia sp.
21	Pterospermum acerifolium		
22	Sweitenia mahogoni		
23	Sweitenia macrophylla		
24	Tabubia spectabilis		
25	Tabubea rosea		

Development of Barge/ Vessel loading facility Uttara Kanada District , Karnataka



Second Clarification to SEAC Observations on EIA for Honnavar Barge/ Vessel loading facility June-2012

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1 Copy of the Revenue Department Letter Regarding Survey Numbers



ತಹಶೀಲ್ದಾರರ ರವರ ಕಾರ್ಯಾಲಯ, ಹೊನ್ನಾವರ (ಉತ್ತರ ಕನ್ನಡ) - 581 334
OFFICE OF THE TAHSILDAR, HONAVAR, UTTARA KANNADA DISTRICT - 581 334

ದೂರವಾಣಿ : } 08387 220262
 Telephone: } 08387 220262 (Fax)

e-mail: tah.honavar@gmail.com
 Website: http://uttara.kannada.nic.in

ಸಂಖ್ಯೆ/ವಿವಿ/12-13. ದಿನಾಂಕ: 28-04-2012.

ರಿಗೆ,
 ಮಾನ್ಯ ಉಪವಿಭಾಗಾಧಿಕಾರಿಗಳು,
 ಭಟ್ಟಳ ಉಪವಿಭಾಗ, ಭಟ್ಟಳ.

ಮಾನ್ಯರೇ,

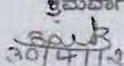
ವಿಷಯ:- ಹೊನ್ನಾವರ ಬಂದರಿಗೆ ಸಂಬಂಧಿಸಿದ ಕಾನೂನುಬಾಹಿರ (ಬೋರ್ಡ್) ಮಲ್ಲುಕುರ್ವಾ ಗ್ರಾಮದ ಹತ್ತಿರ ತಾನ್ವಿಯೇ ಭರಾವ ಅದ 91 ಎಕರೆ ಜಾಗ ಬಂದರು ಇಲಾಖೆಯ ತಾಜಾ ದಲ್ಲುಕುರ್ವ ಜಾಗಗೆ ಸ.ನಂ. ನೀಡುವ ಕುರಿತು.

ಉಲ್ಲೇಖ:- 1. ಬಂದರು ಅಧಿಕಾರಿಗಳು, ಹೊನ್ನಾವರ ರವರ ಕಛೇರಿ ಪತ್ರ ಸಂ: ಭೂಮಿ/ನಿರೀಕ್ಷ/18/10-11, ದಿ: 2-1-2012.
 2. ಮಾನ್ಯ ಸರ್ಕಾರದ ಆದೇಶ ಸಂ:ಬೋರ್ಡ್/119/ವಿಎಸ್/2010, ದಿನಾಂಕ: 22-9-2010.
 3. ನಿರ್ದೇಶಕರು, ಬಂದರು ಮತ್ತು ಒಳನಾಡು ಒಲಸಾರಿಗೆ ಇಲಾಖೆ, ಕಾರವಾರ ರವರ ಪತ್ರ ಸಂ:ಬಂಒಜಸಾ/62/ಭೂಮಿ(2)2010, ದಿನಾಂಕ: 16-7-2010.
 4. ಭೂಮಾಪಕರ ಪರದಿ ಸಂ:ತಾಭೂ/ವಿವಿ/146/11, ದಿ:18-4-2012.
 5. ಕಂದಾಯ ನಿರೀಕ್ಷಕರು, ಮಂಕಿ ರವರ ಪರದಿ ದಿ: 25-4-2012.

ಉಲ್ಲೇಖಿತ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಈ ತಾಲೂಕಿನ ಕಾನೂನುಬಾಹಿರ ಗ್ರಾಮದ ಸ.ನಂ. 2828 ಮತ್ತು 2829 ದ ಲಗ್ನದಲ್ಲಿ ಉತ್ತರ ದಿಕ್ಕಿನಲ್ಲಿ ಅಜಮಾನ 91 ಎಕರೆ ಜಾಗ ತಾನ್ವಿಯೇ ಭರಾವ ಅದ ಕ್ಷೇತ್ರ ಇದ್ದು, ಕರ್ನಾಟಕ ಸರ್ಕಾರವು ಖಾಸಗಿ ಬಂದರು ನಿರ್ಮಾಣ ಮಾಡಲು ಸದರಿ ಜಾಗಯನ್ನು M/s North Canara Sea Ports - GVPREL- Consortium, Hyderabad ಸಂಸ್ಥೆಯವರಿಗೆ ಗುತ್ತಿಗೆ 30 ವರ್ಷಗಳ ಅವಧಿಗೆ ಲಗ್ನದ ಪಡುವಟಕೆ ನಡವಲು ಅಭಿವೃದ್ಧಿಗಾಗಿ ಒಟ್ಟು 847560 ಚ.ಮೀ. ಭೂಮಿ ಅಭಿವೃದ್ಧಿಪಡಿಸುವ ಬಗ್ಗೆ ಇತರೇ ಇಲಾಖೆಗಳಿಂದ ಅನುಮೋದನೆಯಿಂದ ಪಡೆಯಲು ಅವಕಾಶವಾಗುವಂತೆ ಮಂಜೂರಿಯಿಂದ ಆರ್.ಒ.ಸಿ. ಯನ್ನು ಬಂದರು ಇಲಾಖೆ ಹೆಸರಿಗೆ ನೀಡಲು ಉಲ್ಲೇಖ 1 ರಲ್ಲಿ ಕೋರಿಸುತ್ತಾರೆ.

ಸದರಿ ಇಲಾಖೆಗೆ ಕಾನೂನುಬಾಹಿರ ಸ.ನಂ. 2828 ಮತ್ತು 2829 ದ ಹೊರೆಯ ಬಂದ ಅಂತೂ ಕ್ಷೇತ್ರ 91 ಎಕರೆ ಇರುವ ಬಗ್ಗೆ ಉಲ್ಲೇಖ 4 ರಂತೆ ಮೋಜನೆಯಿಂದ ಗುರುತಿಸಿ, ಎ. ಟಿ. ಸಿ. ಡಿ. ಇ. ಎಫ್. ಜಿ. ಎಚ್. ಆರ್. ಟಿ. ಕೆ. ಎಲ್. ಎಂ. ಎಸ್. ಓ. ಪಿ. ಕ್ಯೂ. ಆರ್. ಎಸ್. ಓ. ಪರಗ್ಗೆ ಕ್ಷೇತ್ರ ಗುರುತಿಸಿದ್ದು, ಸ್ಥಳದ ಬಗ್ಗೆ ನಶ್ಚಿಯಿಂದ ಐ ಟಿಟಿ ತಯಾರಿಸಿ ಐಟಿಟಿಪಡಿಸಿರುತ್ತಾರೆ.

ಕಂದಾಯ ನಿರೀಕ್ಷಕ ಮಂಕಿ ರವರು ಸದರಿ ಕ್ಷೇತ್ರದ ಬಗ್ಗೆ ಪರಿಶೀಲನೆಯಿಂದ ಸದರಿ ಸ್ಥಳವು ಹೊರೆಯ ಬಂದ 91 ಎಕರೆ ಕ್ಷೇತ್ರ ಇದ್ದು, ಸದರಿ ಸ್ಥಳದಲ್ಲು ಜನವಸತಿ, ಮನೆ, ಕೃಷಿಗಾಗಿ ಉಪಯೋಗವಾಗುತ್ತಿಲ್ಲ. ಮೀನುಗಾರರು ಒಣ ಮೀನು ಒಣಗಿಸುವ ಬಗ್ಗೆ ಮತ್ತು ವಾಸ್ತವ್ಯ ಇಲ್ಲದ ಕಟ್ಟಡ ಗುಡಿಸಲು ಮಾತ್ರ ಇರುತ್ತದೆ. ಸದರಿ ಸ್ಥಳದ ಪೂರ್ವ ದಿಕ್ಕಿಗೆ ಶರಾವತಿ ನದಿ, ಪಶ್ಚಿಮಕ್ಕೆ ಅರಣ್ಯ ಸಮುದ್ರ, ಉತ್ತರಕ್ಕೆ ಶರಾವತಿ ಮತ್ತು ಬಡಗಣೆ ನದಿ ಸಂಗಮ, ದಕ್ಷಿಣಕ್ಕೆ ಕಾನೂನುಬಾಹಿರ ಸ.ನಂ. 2828 ಮತ್ತು 2829 ದ ಗಡಿ ಇದ್ದು, ಸದರಿ ಸ್ಥಳ ನಿ.ಆರ್.ಒ.ಡಿ. ವ್ಯಾಪ್ತಿಗೆ ಒಳಪಡುವುದರಿಂದ ಮಂಜೂರಿ ಬಗ್ಗೆ ಮುಂದಿನ ಕ್ರಮವಾಗಲು ಒಪ್ಪಿಸಿರುತ್ತಾರೆ.

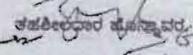
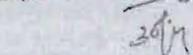

 20/4/12

-2-

ಈ ಸಂಬಂಧ ಪಂಚನಾಮೆ, ಕಂದಾಯ ನಿರೀಕ್ಷಕ ವರದಿಗಳನ್ನು ಹಾಗೂ ಸರ್ವೆಯರಿಂದ ಸಲ್ಲಿ ಆಯಾಡಿ. ಸಕ್ಕೆ ಪ್ರತಿ ಹಾಗೂ ಸರಕಾರದ ಆದೇಶದ ಪ್ರತಿಗಳನ್ನು ಕಡತದಲ್ಲಿ ಡ್ಯಾಮೀಯು ವರದಿ ಸಲ್ಲಿಸಲಾಗಿದೆ.

ಕಾರಣ ಮಾನ್ಯ ಸರಕಾರದ ಆದೇಶ ಮತ್ತು ನಿರೀಕ್ಷಕರು, ಐಂದರು ಮತ್ತು ಒಳನಾಯಿ ಜಲನಾರಿಗೆ ಇಲಾಖೆ, ಕಾರವಾರ ರವರ ಪತ್ರ ಲಭ್ಯವು ೨ ರಂತೆ ಹೊನ್ನಾದರೆ ಐಂದರಿನಲ್ಲಿ ಲಂಗರು ಮತ್ತು ಇತರೆ ಪಟುವಲಿಗಳನ್ನು ಸರಿಸಲು ಅನುಕೂಲವಾಗುವಂತೆ, ಸರಿಸುವ ಉದ್ದೇಶದಿಂದ ಮೂಲಕೂಲಿ ಪಾಲಿಷ್ಗಳನ್ನು ಅತಿವೃದ್ಧಿಪಡಿಸಲು M/s North Canara Sea Ports - GVPREL- Consortium, Hyderabad ಸಂಸ್ಥೆಗೆ ೩೦ ವರ್ಷಗಳ ಕಾಲಾವಧಿಗೆ ಗುತ್ತಿಗೆ ನೀಡಲು ಮಾನ್ಯ ಸರಕಾರದ ಆದೇಶ ಸಂ: ಲೋಇ/19/ಕಂನಾಕ/2010, ದಿನಾಂಕ: 22-9-2010 ರಂತೆ ಸದರಿ ಹೊರಮುಂದ ಹಾಗೆವನ್ನು ತಾಯ್ತರಿಸಿ ಗುತ್ತಿಗೆ ಆಧಾರದ ಮೇರೆಗೆ ಮಂಜೂರಾತಿ ನೀಡಿದಂತೆ, ಲಗ್ನ-ಇತರಾದ ಸಕಾಲಯಲ್ಲಿ ಕೋರಿಸಲಾದ ಮೊರೆಯ ಐಂದ ಹಾಗೂ ಸಕ್ಕೆ ಕ್ಷೇತ್ರ ೨೮ ಎಕರೆ ಸ್ಥಳವನ್ನು ಐಂದರು ಇಲಾಖೆಯು ಕಸರಿಗೆ ಆರ್.ಐ.ಸಿ. ದಾಖಲಿಸುವ ಐಗ್ಗೆ ಮಾನ್ಯರ ಮುಂದಿನ ಆಗವ್ಯ ಕ್ರಮದ ಕುರಿತು ಗೌರವಪೂರ್ವಕ ಸಲ್ಲಿಸಿದೆ. (ಕಡತ ಮುಖ ಸಂಖ್ಯೆ 100ದ 24ರ ಪರಗೆ ಲಗ್ನಿಸಿದೆ.)

ತಮ್ಮ ವಿಶ್ವಾಸಿ,

ಪ್ರತಿ:- M/s. Hanava Port ೨೪ ೪೦೬

ಐಂದರಿನ ಆಯ್ಕೆಲಗಾಗಿ



OFFICE OF THE TAHSILDAR, HONAVAR, UTTARA KANNADA DIST.

Telephone :08387 220262

No.Bhoomi/VV/1/12-13

Dated 30.4.2012.

To

The Assistant Commissioner,
Bhatkal Sub-division,
Bhatkal.

Sir,

Sub: Allotment of Sy.No. to the 91 acres of alluvial land formed near Kasarkod(Tonka) Mallukurva village, in the possession of Honavar Port Department.

- Ref: 1) Port Officer, Honnavar office Letter No.Bhoomi/CR 18/10-11 dated 2,1,2012,
2) Govt. Order No.PWD 119 PSP 2010 dt.22.9.2010.
3) Director, Ports & Inland Water Transport Department Letter No.PIWT/62/Bhoomi(2)2010 dt.16.7.2010.
4) Surveyor Report No.TS/VV/146/11 dt.18.4.2012.
5) Revenue Inspector, Manki Report dated 25.4.2012.

With reference to the above subject, Government of Karnataka has sanctioned about 91 acres of alluvial land formed at North side of Sy.No.282A and 282B of Kasarkod village of Honavar Taluk to M/s.North Canara Sea Ports – GVPREL Consortium, Hyderabad on lease for a period of 30 years for construction of a private port to carry out anchorage activities and thereby to develop 8,47,500 sqmts after obtaining approvals from other Departments, requested in reference (1) to issue RTC in the name of Ports Department.

The 95 acres of moved and settled alluvial soil formed at Sy.No.282A and 282B of Kasarkod village belonging to the said Department was surveyed and demarcated the area from A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S. to T. A B sheet is prepared from the sketch and certified the same.

.....2.



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The Revenue Inspector, Manki after inspecting the area has reported that the said area is 95 acres, the said area is not ~~used~~ for habitation, housing or agriculture purposes. There are non-living kuchela huts used for drying of fish by fishermen. The scheduled area bounded by Sharavathi river on the East, Arabian Sea to the West, Sharavati River and Bhatani sangam at the North and Sy.No.282A and 282B are at South of the said area. Since the area comes within CRZ area, requested for taking further action for its ~~construction~~.

Copies of the Panchanama, Revenue Inspector's Report and the Sketch prepared by the Surveyor and Govt. Order are placed in the file.

Therefore, as per the letter of the Director, Port & Inland Water Transport, Karwar, to enable to carry out anchorage operations and other activities at Honavar Port, under reference (3), and want to develop infrastructure facilities, the said area is given on lease for 30 years to M/s. North Canara Sea Ports – GVPREL Consortium, Hyderabad given in Govt. Order No.PWD 119 PSP 2010 dated 22.9.2010, it is submitted for taking necessary action of entering the name of the Port Department in the RTC for the newly formed area of 95 acres as indicated in the enclosed sketch.

Yours faithfully,

Sd/-

Tahsildar, Honavar.

Copy to :

M/s. Honnavar Port Pvt. Ltd., for their information.

2 Traffic Impact on the Landward Side from the Project

2.1 Hinterland of Honnavar Barge/Vessel Loading Facility

The potential cargo zone or industrial zones within 150 km radius from Honnavar is considered as the primary hinterland. The secondary hinterland extends upto the north, north – eastern and central districts of Karnataka which includes Bidar, Gulburga, Raichur, Bejapur, Koppal, Bellary, Bagalkot, Gadag, and Belgavi. The region beyond this secondary hinterland is considered as the tertiary hinterland and includes southern districts of Karnataka, parts of Andra Pradesh, Maharashtra and Madhya Pradesh

The identified primary, secondary and tertiary hinterlands for the Honnavar barge/vessel loading facility are as follows

- **Primary Hinterland:** Within a radius of 150km from Honnavar which includes Uttar Kannada, Haveri, Shimoga, parts of Udupi, Dharwad and Davangere.
- **Secondary Hinterland:** North, North-eastern and central districts of Karnataka which includes Bidar, Gulburga, Raichur, Bejapur, Koppal, Bellary, Bagalkot, Gadag, and Belgavi.
- **Tertiary Hinterland:** Southern districts of Karnataka, part of Andra Pradesh, Maharashtra and Madhya Pradesh.

Based on the hinterland potential analysis, the overall traffic figures for proposed barge/ vessel loading facility are provided in the Table 1.

Table 1: Cargo Throughput for Honnavar Barge/Vessel Loading Facility

S. No.	Commodity	Traffic (MTPA)
1.	Coal	2.70
2.	Iron Ore	1.00
	General Cargo	
3.	Granite	0.16
4.	Fertilizer	0.20
5.	Molasses with Agro Products	0.15
6.	Steel Products	0.40
7.	Sugar	0.29
8.	Total	4.90

2.2 Existing Hinterland Connections and Road/Rail Network

Good road and rail connectivity is an essential requirement for the efficient functioning of any barge/ vessel loading facility. As far as Honnavar barge/ vessel loading facility is concerned, the commodities proposed to be handled are coal, general cargo and iron ore. The state of Karnataka is endowed with a number of steel production units and cement plants whose coal requirement is increasing proportionally to their production. JSW steel, Bellary is the largest producer of steel in the hinterland. The main sources for imported coal in India are from Australia, China, Indonesia and South Africa. The iron ore handled at Honnavar is expected to come mainly from Hospet-Bellary belt of Karnataka state. At present, 30% of the iron ore exported from this belt is taken to the respective port by means of road and the rest 70% via rail. Similarly, the coal being imported at Honnavar is taken to the respective destinations, mostly power plants, through road and rail.

2.2.1 Road Connectivity

The site has good road connectivity. NH 17 passes through Honnavar towards East of project site at a distance of about 1 km. The site is connected to Bellary through NH 63 and NH 17. NH 17 meets NH 63 near Ankola at about 45 km from the site.

Presently the site can be approached from a single lane black topped road that runs in continuation to NH 17 and then lies parallel to shoreline. NH 206 is at a distance of 3.0 km at Honnavar from the project site.

2.2.2 Rail Connectivity

The site can be easily accessed through Konkan railway (Connecting Kerala with Mumbai). The barge/vessel loading facility proposed at Honnavar is at a distance of 5.0 km from Honnavar railway station and ~15 km from Manki railway station.

2.3 Proposed Connectivity

2.3.1 Road Connectivity

In order to avoid the congestion to the existing road and to ensure quick traffic movement from/to the port, it is proposed to develop a dedicated road corridor with a Right of Way (RoW) of 25m. The total length of road corridor is about 4 km, which connects proposed barge/vessel loading facility and NH 17 near Kasarkod.

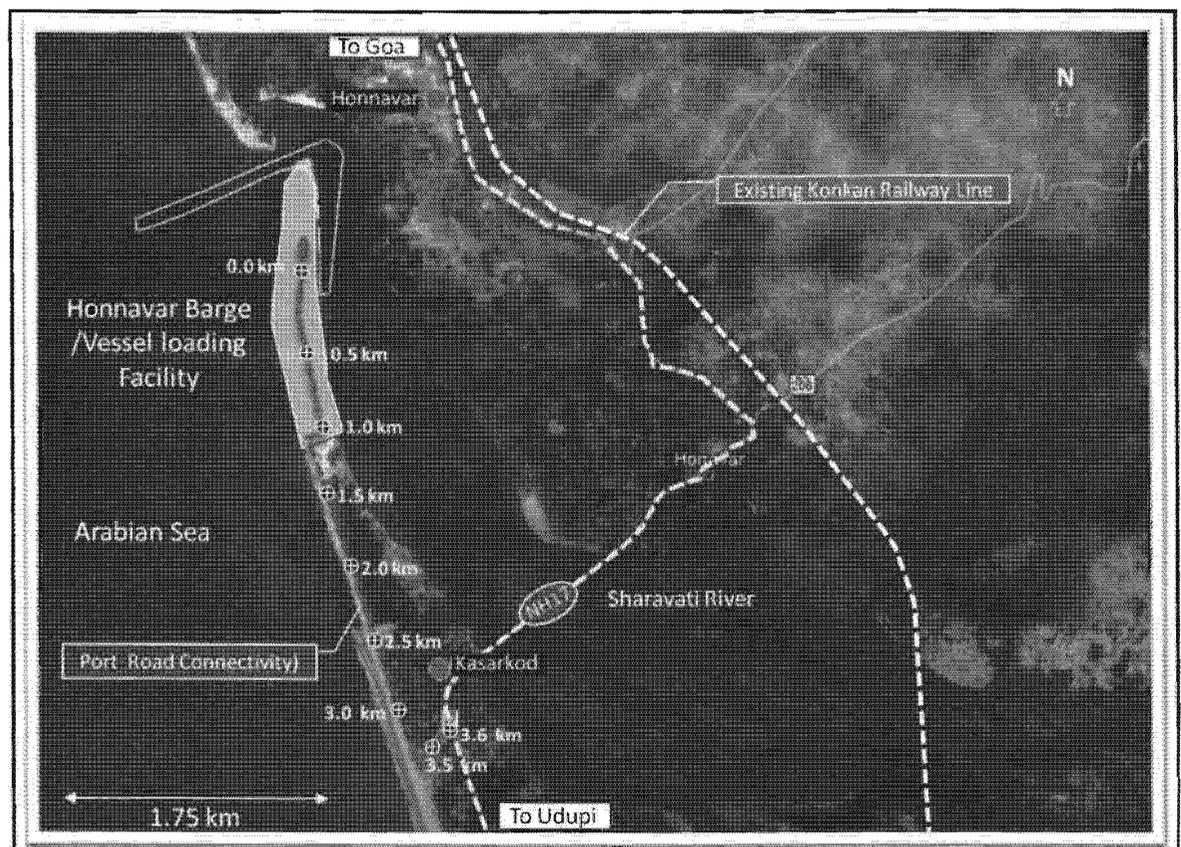


Figure 2-1: Proposed Road Connectivity

2.3.2 Rail connectivity

Total length of Rail connectivity is about 14.6 km which connects proposed barge/ vessel loading facility with Manki railway station will have 1 Broad Gauge (BG) railway tracks, Rail exchange yards.

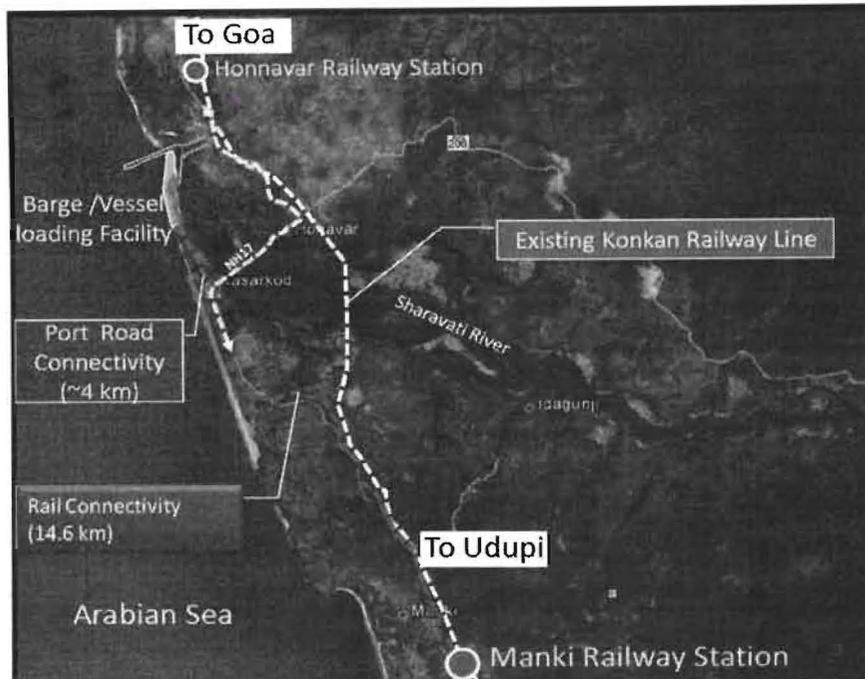


Figure 2-2: Proposed Rail Connectivity to Barge/Vessel Loading Facility

2.4 Existing Traffic Scenario on NH-17 & NH 206

NH-17 passing near the project site is a two-lane road undivided carriage way and existing traffic scenario of NH-17 (Kundapur to Surathkal) is given in the Table 2. NH 206 is a two lane undivided carriage way connecting Honnavar and Tumkur via Shimoga. Existing traffic details of the NH 206 is presented in Table 3.

Table 2: Existing and Projected Traffic at NH-17 near Honnavar

Year	Kundapur to Surathkal	Kundapur to Goa border
PCU (including all vehicles)		
2010	15743	14191
2011	16711	15064
2012	17678	15990
2013	18702	16972

(Source: Detailed Design Engineering study by Sheladia Inc for NH-17 submitted to NHAI & DFR study by Span Consultant for NH-17 submitted to NHAI)

Table 3: Existing Traffic at NH 206 (Honnavar to Tumkur)

Year	NH 206	
	Tumkur to Shimoga	Shimoga to Honnavar
PCU (including all vehicles)		
2011	12960	4212

(Source: DPR study by URS Scott Wilson submitted to NHAI)

2.5 Projected Traffic at NH-17 and NH-206

Based on the above traffic data obtained for NH-17 and NH-206, an increase in 5% traffic/year is assumed for the next coming years

Table 4: Projected Traffic at NH-17 near Honnavar

Year	NH-17		NH-206	
	Kundapur to Mangalore	Kundapur to Goa border	Shimoga to Honnavar	Tumkur to Shimoga
PCU (including all vehicles)				
2014	19637	17820	4876	15002
2015	20618	18711	5120	15752
2016	21648	19647	5376	16540
2017	22730	20629	5644	17367

2.6 Cumulative Traffic on NH with Barge/ Vessel Loading Facility Development

Expected PCU from the Barge/ Vessel loading facility and the addition of traffic on NH 17 and NH 206 is given in the below Table 5.

Table 5: Cumulative Traffic due to Proposed Facility

Year	Expected PCU from the Barge/ Vessel loading facility	Cumulative traffic (projected at NH + % of Project traffic)			
		NH 17		NH 206 (40%)	
		To Mangalore (30%)	To Goa (30%)	Shimoga (Section)	Tumkur (Section)
2014	2970	20528	18711	6064	16190
2015	2970	21509	19602	6308	16940
2016	2970	22539	20538	6564	17728
2017	2970	23621	21520	6832	18555

2.7 Carrying Capacity of NH-17 and NH-206

NHAI is widening the NH-17 (from two lane to four lane divided carriageway to increase the level of service) from Kundapur to Mangalore and widening to four lane from Kundapur to Goa border is in detailed engineering stage. Widening plan for NH 206 is given below Table 6

Table 6: Proposed Widening for NH 206

Lane Specification	Location /Chainage	
	from	To
Four lane with divided carriage way	Tumkur	Shimoga
Two lane with paved shoulder	Shimoga	Honnavar

As per the IRC standards 20000 PCU to 30000 PCU will be accommodated in the four lane divided carriage way. Traffic due to the proposed barge loading facility is estimated at 2970 PCUs which can be accommodated by proposed widening of NH-17 and NH-206.

2.8 Transportation of Cargo to the Hinterland

The cargo transportation from the barge loading facility to the hinterland will be through proposed road and rail connectivity to NH-17 and Konkan railway. It is assumed that the 30% of cargo will be evacuated via rail and 70% of cargo will be evacuated by road.

2.8.1 Anticipated impacts

- Increase of traffic flows due to the transportation of cargo from the proposed facility to hinterland.
- Generation of fugitive dust due to the transportation of dry bulk cargo such as coal and iron ore to near by industries.
- During the accidental spillage of cargo in the nearby water bodies and land.
- Incremental noise level is due to the increased traffic volume and Cargo movements

2.8.2 Mitigation measure

- The baseline ambient air quality is well within the prescribed NAAQ standards due to the less human activity and no industrial activity.
- The increase in traffic volume due to the proposed facility is estimated at 2970 PCU. Proposed NH 17 widening could cater the mentioned traffic easily with out affecting the existing level of service. Already the Kundapur to Surathkal is in completion stage. NHAI is planning to develop the entire NH 17 in to four lane divided carriage in various stages.
- All the vehicles carrying cargo will be covered with tarpaulin to avoid the fugitive dust generation
- Ambient air quality, Noise levels and water quality will be monitored at regular intervals during construction and operations phases in the study area.



Figure 2-3 Typical MAV with Tarpaulin cover

2.9 Ambient Air quality Model Study

In order to study the impact on ambient air quality due to the proposed increase in traffic volume, air quality modelling study has been carried out to predict the incremental concentration in the study area covering all emissions due to storage area, road and rail.

The study results reveals that the “The resultant concentrations of PM_{10} , $PM_{2.5}$, NO_x , and SO_2 at all monitoring stations are found to be well within the National Ambient Air Quality Standards (NAAQS). From the predicted GLCs and the corresponding resultant concentrations, it can be concluded that there is no significant increase over the baseline levels due to the movement of vehicles.

ಹಾಗಂತ ಸರಕಾರದ ಹತ್ತಿರ ಬೇರೆ ಜಮೀನು ನೀಡಿ ಅಂತ ಕೂಡ ನಾವು ಬೇಡುತ್ತಿಲ್ಲ ಅಧೀನದಲ್ಲಿಯೇ ನಮಗೆ ಜಮೀನು ಇದೆ. ನಮ್ಮ ಕಬ್ಬಾದಲ್ಲಿಯೇ ಇದ್ದ ಜಮೀನನ್ನೇ ಮೋಜಣಿ ಮಾಡಿಸಿ ಪಹಣಿ ಪತ್ರಿಕೆ ಮಾಡಿಸಿ ಕೊಡಬೇಕೆಂದು ನಾವು ತಮ್ಮಲ್ಲಿ ವಿನಂತಿಸಿಕೊಳ್ಳುತ್ತಿದ್ದೇವೆ.

ನಮ್ಮ ಉರಿನಲ್ಲಿ ಕಿರು ವಾಣಿಜ್ಯ ಬಂದರು ನಿರ್ಮಿಸಲು ಸರಕಾರದ ಸಹಭಾಗಿತ್ವದಲ್ಲಿ ಹೊನ್ನಾವರ ಪೋರ್ಟ್ ಟ್ರಸ್ಟ್ ಲಿಮಿಟೆಡ್ ಕಂಪನಿಗೆ ಶರಾವತಿ ಅಳಿವೆ ಹತ್ತಿರ 93 ಎಕ್ರೆ ಜಾಗ ನೀಡಲಾಗಿದೆ. ಈಗಾಗಲೇ ಕಂಪನಿಯು ಬಂದರು ನಿರ್ಮಾಣದ ಚಟುವಟಿಕೆಯನ್ನು ಕೂಡ ಪ್ರಾರಂಭಿಸಿದೆ. ಆದರೆ ಯೋಜನೆಯಿಂದ ಸ್ಥಳೀಯರನ್ನು ಒಕ್ಕಲೆಬ್ಬಿಸಬಹುದು ಎಂಬ ಸಂಶಯ ಹಾಗೂ ಭೀತಿ ನಮಗೆ ಕಾಡುತ್ತಿದೆ. ಹಾಗಾಗಿ ಸರಕಾರದ ಮುತ್ತುವರ್ಜಿ ವಹಿಸಿ ನಮ್ಮ ಜಮೀನಿಗೆ ಪಹಣಿ ಪತ್ರಿಕೆ ನೀಡಿದರೆ ಸರಕಾರದ ಮೇಲಿದ್ದ ಸಂಶಯ ಕೂಡ ದೂರವಾಗಿ ನಾವು ಭಯಮುಕ್ತರಾಗಬಹುದಾಗಿದ್ದು, ಯಾವುದೇ ಕಾರಣಕ್ಕೂ ಬಡ ಮೀನುಗಾರರಾದ ಸ್ಥಳೀಯರನ್ನು ಒಕ್ಕಲೆಬ್ಬಿಸುವುದಿಲ್ಲ ಎಂದು ಸರಕಾರ ಭರವಸೆ ನೀಡಬೇಕಾಗಿದೆ.

ಸನ್ಮಾನ್ಯ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳು ಈ ದಿಶೆಯಲ್ಲಿ ತಕ್ಷಣ ಕಾರ್ಯ ಪ್ರವೃತ್ತರಾಗಿ, ಅಗತ್ಯ ದಾಖಲೆಗಳನ್ನು ಕ್ರೋಡೀಕರಿಸಲು ಸಂಬಂಧಪಟ್ಟ ಕೆಳಹಂತದ ಅಧಿಕಾರಿಗಳಿಗೆ ಸೂಕ್ತ ನಿರ್ದೇಶನ ನೀಡಿ ಈ ವಿಚಾರದಲ್ಲಿ ಅನನುಭವಿಯಾಗಿರುವ ಬಡ ಮೀನುಗಾರರಾದ ನಮಗೆ ಮಹದುಪಕಾರ ಮಾಡಬೇಕೆಂದು ಕಳಕಳಿಯಿಂದ ಪ್ರಾರ್ಥಿಸುತ್ತೇವೆ.

ಮೀನುಗಾರಿಕೆ ನಮ್ಮ ಉದ್ಯೋಗವಷ್ಟೆ ಅಲ್ಲ. ನಮ್ಮ ಉಸಿರಾಗಿದೆ. ಪಾರಂಪರಿಕ ವೃತ್ತಿಯನ್ನು ನಿರ್ವಹಿಸಿಕೊಂಡು ಬಂದ ಅನೇಕ ಸಮುದಾಯಗಳು ತಮ್ಮ ಮೂಲ ಕಸುಬಿನಿಂದ ಹೊರಳಿಕೊಂಡರೂ ನಾವು ಮಾತ್ರ ಮೀನುಗಾರಿಕೆಯಿಂದಾಗಿ ನಮ್ಮ ತಕ್ಕುಬಳಿಯ ಸಂಬಂಧವನ್ನು ಮುಂದುವರಿಸಿಕೊಂಡು ಬದುಕುತ್ತಿರುವ ನಮಗೆ ಕಳೆದ 35 ವರ್ಷಗಳಿಂದ ಶರಾವತಿ ಅಳಿವೆ ದುಹಾಮಾರಿಯಂತೆ ಕಾಡುತ್ತಿದೆ. ದುರ್ಗಾವರಮೇಶ್ವರಿ ಎಂಬ ಒಂದೇ ಬೋಟಿಯಲ್ಲಿ 9 ಮೀನುಗಾರರನ್ನು ಇದೇ ಅಳಿವೆಯಲ್ಲಿ ಕಳೆದುಕೊಂಡು ನಾವು ಇಲ್ಲಿಯವರೆಗೆ ಲೆಕ್ಕವಿಲ್ಲದಷ್ಟು ಬಂಧುಗಳು ನಮ್ಮ ಎದುರೇ ಶವವಾಗಿ ಹೋಗಿದ್ದಾರೆ. ಹಲವಾರು ಬೋಟುಗಳು, ದೋಣಿಗಳು ನಮ್ಮೆದುರೇ ಮುಳುಗಿ ನಾಶವಾಗಿದ್ದು ಇದರಿಂದ ಕೆಲವು ಮೀನುಗಾರರು ನಿರ್ಗತಿಯಾಗಿದ್ದಾರೆ. ಈ ಸಮಸ್ಯೆಯನ್ನು ಹೋಗಲಾಡಿಸಲು ಇಲ್ಲಿಯವರೆಗೆ ನಮ್ಮನ್ನಾಳಿರುವ ಎಲ್ಲಾ ಸರಕಾರಗಳನ್ನು ಬೇಡುತ್ತಲೇ ಬಂದಿದ್ದೇವೆ. ಎಲ್ಲಾ ರೀತಿಯ ಹರತಾಳಗಳನ್ನು ಮಾಡಿ ಸಂಬಂಧಪಟ್ಟ ಇಲಾಖೆಗಳ ಜನಪ್ರತಿನಿಧಿಗಳ ಗಮನ ಸೆಳೆಯುತ್ತಲೇ ಬಂದಿದ್ದೇವೆ. ಆದರೆ ಪರಿಣಾಮ ಮಾತ್ರ ಶೂನ್ಯ. ಬಡಮೀನುಗಾರರಾದ ನಮ್ಮ ಗೋಳು ಕೇಳುವವರೇ ಇಲ್ಲದಂತಾಗಿದೆ. ದಯವಿಟ್ಟು ನಮ್ಮ ಬದುಕನ್ನೇ ಕುಸಿದುಕೊಳ್ಳುತ್ತಿರುವ ಶರಾವತಿ ಅಳಿವೆಗೆ ಅತೀ ಶೀಘ್ರದಲ್ಲಿ

(....3)

ಬ್ರೇಕ್, ವಾಟರ್ ನಿರ್ಮಿಸಿಕೊಟ್ಟು ಮೀನುಗಾರರ ಬಹುದೊಡ್ಡ ಕನಸೊಂದನ್ನು ಆದಷ್ಟು ಬೇಗ ನನಸುಗೊಳಿಸಬೇಕಾಗಿ ವಿನಂತಿ ಪೂರ್ವಕವಾಗಿ ವಿನಂತಿ ಪೂರ್ವಕವಾಗಿ ಪ್ರಾರ್ಥಿಸಿಕೊಳ್ಳುತ್ತೇವೆ.

ಟೊಂಕದಲ್ಲಿ ಹೊನ್ನಾವರ ಪೋರ್ಟ್ ಫೈವ್‌ಟ್ ಕಂಪನಿ ನಿರ್ಮಿಸುತ್ತಿರುವ ವಾಣಿಜ್ಯ ಬಂದರನ್ನು ವಿರೋಧಿಸುವ ಭರದಲ್ಲಿ ಕೆಲವರು ~~ನಿರ್ಮಿಸಿಕೊಟ್ಟಿದ್ದು~~ 'ಆಮೆಯನ್ನು ಬಳಸಿಕೊಳ್ಳುತ್ತಿದ್ದು, ಕೆಲವು ಆಮೆಗಳು ಅಪರೂಪಕ್ಕೆ ಬಂದು ಟೊಂಕ ಕಾಸರಕೋಡ ತೀರದಲ್ಲಿ ಮೊಟ್ಟೆ ಇಡುವ ವಿಧ್ಯಾಮಾನವನ್ನೇ ದೊಡ್ಡದಾಗಿ ಬಿಂಬಿಸಿ ಟೊಂಕ ಕಾಸರಕೋಡ ಭೂಪ್ರದೇಶವನ್ನು 'ಆಮೆಗಳ ಆವಾಸಸ್ಥಾನ' ವೆಂದು ಘೋಷಿಸಿಬೇಕೆಂದು ಸರ್ಕಾರದ ಮೇಲೆ ಒತ್ತಾದ ಹಾಕಲು ಅವಕಾಶವಿತ್ತಿದ್ದಾರೆ. ಹಾಗೇನಾದರೂ ಘೋಷಣೆ ಆದಲ್ಲಿ ಇದು ಹೊನ್ನಾವರದ ಮೀನುಗಾರರ ಪಾಲಿಗೆ ಮರಣ ಶಾಸನವಾಗಲಿದೆ. ಕಾರಣ ಈ ಘೋಷಣೆಯಿಂದ ನಾವು ಸುಮಾರು 7 ತಿಂಗಳಿಗವರೆಗೆ ಮೀನುಗಾರಿಕಾ ನಿಷೇಧಕ್ಕೆ ಒಳಗಾಗಬೇಕಾಗುತ್ತದೆ. ಅಲ್ಲದೇ ಸುಮಾರು 5 ಕಿ.ಮೀ. ವ್ಯಾಪ್ತಿಗೆ ಒಳಪಟ್ಟ ತೀರ ಪ್ರದೇಶದಲ್ಲಿ ನಾವು ಮೀನುಗಾರಿಕೆ ಮಾಡುವಂತಿಲ್ಲ. ಹಾಗೂ ಸರ್ಕಾರ ಅಥವಾ ನ್ಯಾಯಾಲಯದ ನಿರ್ದೇಶನದಂತೆ ನಮ್ಮ ಮೀನುಗಾರಿಕಾ ಬೋಡುಗಳಿಗೆ ಕಲವಾಯ ರೀತಿಯ ಮಾಪಾಳಯ ಮಾಡಬೇಕಾದ ಅನಿವಾರ್ಯತೆಗೆ ನಾವು ಒಳಗೊಳ್ಳಬೇಕಾಗುತ್ತದೆ. 'ಆಮೆಗಳ ಆವಾಸಸ್ಥಾನ' ಎಂದು ಘೋಷಣೆಯಾದ ಒರಿಸ್ಸಾದ ದಾಮ್ರಾ, ದೇವಿ ಮತ್ತು ಖುಷಿಶುಲ್ಕ ಪ್ರದೇಶದಲ್ಲಿ ಈ ಘೋಷಣೆಯಿಂದ ಸುಮಾರು 26,000 ರಷ್ಟು ಮೀನುಗಾರರು ತೊಂದರೆಯನ್ನ ಅನುಭವಿಸುತ್ತಿದ್ದಾರೆ. (ಒರಿಸ್ಸಾ ನ್ಯಾಯಾಲಯ ಹಾಗೂ ಸರ್ಕಾರದ ಆದೇಶದ ಪ್ರತಿಯನ್ನು ಈ ಅರ್ಜಿಯೊಂದಿಗೆ ಲಗತ್ತಿ ಕರಿಸಲಾಗಿದೆ) ಹಾಗಾಗಿ ದಯವಿಟ್ಟು ಯಾವುದೇ ಕಾರಣಕ್ಕೂ ನಮ್ಮ ಕಾಸರಕೋಡಿನ ಕಡಲತೀರವನ್ನು ಆಮೆಗಳ ಆವಾಸಸ್ಥಾನ ಎಂದು ಘೋಷಣೆ ಮಾಡಬಾರವಾಗಿ ಧನ ಸರ್ಕಾರಕ್ಕೆ ಹೊನ್ನಾವರದ ಸಮಗ್ರ ಮೀನುಗಾರರ ಹಿತದೃಷ್ಟಿಯಿಂದ ನಾವು ಪ್ರಾರ್ಥಿಸಿ ಪೂರ್ವಕವಾಗಿ ಮನವಿ ಮಾಡಿಕೊಳ್ಳುತ್ತಿದ್ದೇವೆ.

ಆದರಣೀಯ ವಂದನೆಗಳೊಂದಿಗೆ,

ಸ್ಥಳ : ಕಾಸರಕೋಡ

ತಮ್ಮ ವಿಶ್ವಾಸಿಗಳು

ದಿನಾಂಕ : 14-01-2022

Ashok Kasarkod - ~~Alex~~
-9916772772
Hanuman Tandel - ~~Hanuman~~
-7676163128
Gurind Tandel - ~~Gurind~~
-8147528568
Harun H. Custon - ~~Harun~~
-9980110600
muhuneri KI - ~~muhuneri~~

Enforce Prohibition on Fishing Around Turtle Nesting Sites, HC Tells Odisha

18/03/2012



An olive ridley sea turtle. Photo: Pinku Halder/Wikimedia Commons

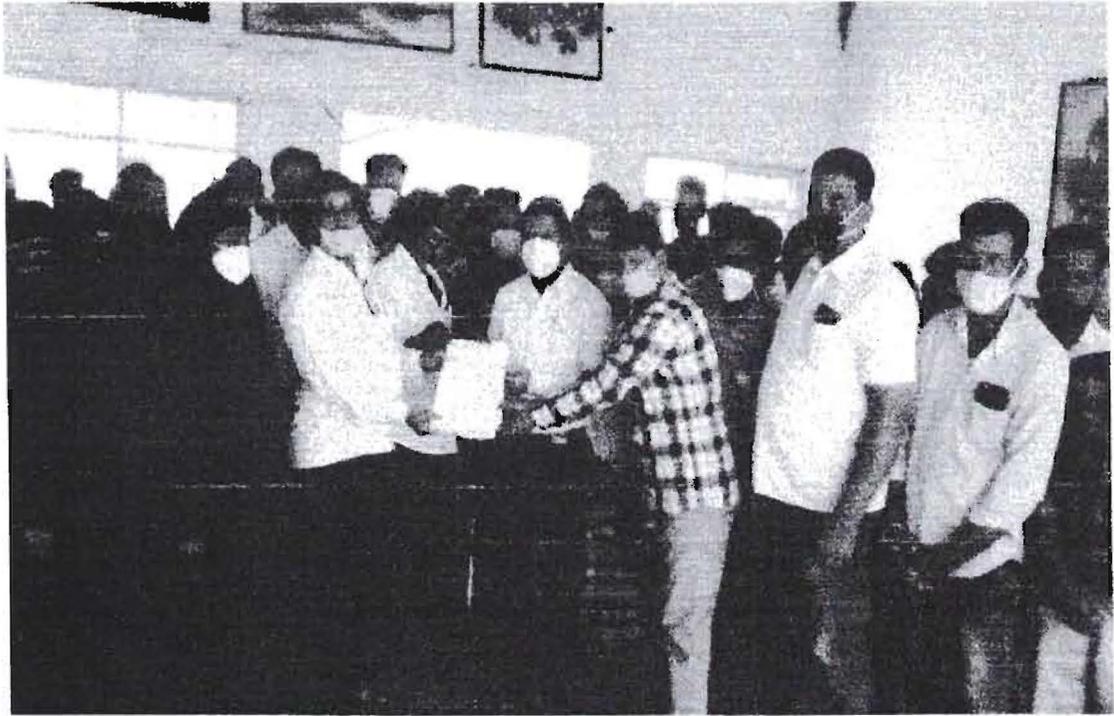
Cuttack: The Orissa high court has directed the state government to enforce a prohibition on fishing activities by trawlers near the mouth of Devi river and along the coast to protect olive ridley turtles.

Based on a report submitted by a committee appointed by the high court, a division bench headed by chief justice S Muralidhar on Tuesday observed that there is incidental killing of turtles due to "suffocation in fishing nets of trawlers or by injuries inflicted by the propellers of the trawlers".

The court directed the government to enforce the fishing ban with the help of local marine police stations and to seek cooperation of the Centre to engage the coast guard for the purpose.

The state fisheries and animal resources development department had issued a notification in November 2014, prohibiting fishing activities by trawlers in the protected area under the Gahirmatha marine sanctuary.

Despite the ban, fishing activities by trawlers in these areas continue.



From
Citizens of Village,
Tonka-I, Tonka-II,
Hiremth, Kasarakod,
Honnavaara Taluk,
Uttara Kannada District.

To
The Deputy Commissioner,
Uttara Kannada,
Karwar.

In the Guess of opposing the Commercial Port being constructed by Honnavara Port Private Limited in Tonka some are using tortoise, some are trying to give pressure to declare the land area of Tonka, Kasarkod by highlighting the act of laying Eggs in the Tonka Kasarakod Sea Shore by some rare Tortoise by the Government. If declared like that, it will become death Will of the Fishermen of Honnavara. Hence from this declaration we have to undergo banning of Fisheries for about 07 months. Also, we cannot do the Fishing in the Sea Shore under the limits of about 5 KMs and as per the direction of the Government or the Court, we have to go for inhabitability to make several type of modifications to our Fishing Boats. In Dambra of Odisha and Kushikulia area declared as living area of tortoise from this declaration for about 26,000 Fishermen are facing problem. (Copy of the order of Odisha Court and the Government are enclosed along with this Petition). Therefore, we pray that not to declare the Government living area of Seashore of our Kasarkod, in the interest of all the Fishermen of Honnavara.

Thanking you,

Yours faithfully,



Sd/- Ashok Kasarkod Mob : 9916772772
Sd/- Hanumant Tandel Mob : 7676163128
Sd/- Govind Tandel Mob : 8147528566,
Sd/- Hareesh H Custom Haroon Mob : 9980110600

Translated from Kannada to English

Avinash
AVINASH. S
Translator
No 11, V Block,
K.P. West,
BANGALORE-560020

"ATTESTED BY ME"

Vatsala 21 APR 2023
Smt. VATSALA, B.A.L.,LL.B.,
ADVOCATE & NOTARY PUBLIC
GOVT. OF KARNATAKA
10, 2nd Main, 13th 'C' Cross
Agarahara Dasarahalli
BENGALURU - 560 078

**HIGH TIDE LINE, LOW TIDE LINE AND COASTAL REGULATION ZONE STATUS
REPORT FOR THE PROPOSED FOUR LANE NHAI ROAD CONNECTIVITY,
IMPROVEMENT OF NH 66 AND KACHHA ROAD CONNECTIVITY FROM NH 66
TO THE PORT PROJECT SITE AT KASARKOD TONKA VILLAGE, HONNAVAR
TALUK, UTTAR KANNADA DISTRICT, KARNATAKA**

for

Director of Ports & IWT, Karwar



Prepared By



**National Centre for Sustainable Coastal Management
Ministry of Environment, Forest & Climate Change
Government of India**

January 2023

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Ministry of Environment, Forest & Climate Change
Government of India**

January 2023

DOCUMENTATION SHEET

1	Authorised Institute with Letter No. & Date	National Centre for Sustainable Coastal Management J-17011/8/92-IA-III dt 14 th March, 2014
2	Report No.	NCSCM/GEO/CRZ/2023/REV-1/1
3	Client's/Institute Name	Director of Ports & IWT, Karwar
4	Authors Investigator Co-investigator Project Fellow	Badarees KO Manik Mahapatra Vimal KC, Balaguru B, Soundararajan K, Sukrit Dey, Anantha Kamatchi G
5	Type of Report & Map	CRZ Status Report with 1:4,000 scale CRZ map
6	Title	HIGH TIDE LINE, LOW TIDE LINE AND COASTAL REGULATION ZONE STATUS REPORT FOR THE PROPOSED FOUR LANE NHAI ROAD CONNECTIVITY, IMPROVEMENT OF NH 66 AND KACHHA ROAD CONNECTIVITY FROM NH 66 TO THE PORT PROJECT SITE AT KASARKOD TONKA VILLAGE, HONNAVAR TALUK, UTTAR KANNADA DISTRICT, KARNATAKA
7	Key words	Coastal Regulation Zone, cadastral map, Scale 1:4000, land use, High Tide Line (HTL), Low Tide Line (LTL), CRZ IB, CRZ III, CRZ IV
8	Abstract	<p>Department of Ports & Inland Water Transport of Karnataka (Project Proponent) required road connectivity to enhance port activity in a sustainable manner. In this regard the project proponent is planning to construct four lane road on the beach at Kasarkod Tonka and to improve NH 66 from km 195.00 to km 197.00 to integrate port connectivity road for connecting to the NH 66 to an upcoming port at the Sharavathi River mouth. The proposed four lanes NHAI road connectivity, Kachha road (Service road for NHAI), and associated infrastructure falls under Coastal Regulation Zone area of Karnataka State.</p> <p>In this regard Director of Ports & IWT, Karwar requested National Centre for Sustainable Coastal Zone Management (NCSCM) at Chennai, Ministry of Environment, Forest & Climate Change (MoEF&CC), Government of India, to prepare a Coastal Regulation Zone map at the scale of 1:4000 by demarcating the High Tide Line (HTL), Low Tide Line (LTL) and Ecological Sensitive Areas (ESAs) for the project site to obtain CRZ clearance. Demarcation of the HTL, LTL, ESAs and identification of Coastal Regulation Zones (CRZ) have been carried out in 1:4000 scale to provide information on the CRZ categories with respect to the proposed project site as per the approved CZMP of Karnataka state prepared as per CRZ Notification, 2019.</p> <p>The CRZ categories in and around the project area are CRZ IA, CRZ IB, CRZ II, NDZ and CRZ IIIB, CRZ IVA and CRZ IVB.</p> <p>The proposed four lane NHAI Road Connectivity and Improvement of NH66, Kachha road and associated features passes through the areas of Eco-sensitive zones such as CRZ IA, CRZ IB, NDZ, and CRZ III. A Culvert bridge is proposed to construct at sand dune area, CRZ IA. Underpasses are proposed to construct along the proposed four lane NHAI road connectivity and improvement of NH66 along the beach area. As per the approved CZMP prepared as per CRZ Notification, 2019 the beach is designated for Beach Tourism Area.</p> <p>The proposed project site falls within the Sheet Number No. D 43 I 7 / SE (Map No. KA 25) of approved CZMP prepared as per CRZ Notification, 2019.</p>
9	Distribution Statement	Not for Circulation

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Table 1: Tidal range at Honnavar (NHO Chart No. INT 2355)

Table 2: Area of proposed project activities falls/passes through each CRZ categories and port limit

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Plate 1: Proposed area for Kachha Road and four lane NHAI Road Connectivity and Improvement of NH66

Plate 2: Honnavar Port Area

Plate 3: Beach Tourism Area

Plate 4: Sand dune and Reserve Forest

FIGURES

Figure 1 Location map showing proposed project site

Figure 2 Sheet No. 1: CRZ map of the project site

Figure 2 Sheet No. 2: CRZ map of the project site

Figure 3: CRZ map covering about 7 km around the project site

HIGH TIDE LINE, LOW TIDE LINE AND COASTAL REGULATION ZONE STATUS REPORT FOR THE PROPOSED FOUR LANE NHAI ROAD CONNECTIVITY, IMPROVEMENT OF NH 66 AND KACHHA ROAD CONNECTIVITY FROM NH 66 TO THE PORT PROJECT SITE AT KASARKOD TONKA VILLAGE, HONNAVAR TALUK, UTTAR KANNADA DISTRICT, KARNATAKA

1.0 Introduction

Department of Ports & Inland Water Transport of Karnataka (Project Proponent) required road connectivity to enhance port activity in a sustainable manner. In this regard the project proponent is planning to construct four lane road on the beach at Kasarkod Tonka and to improve NH 66 from km 195.00 to km 197.00 to integrate port connectivity road for connecting to the NH 66 to an upcoming port at the Sharavathi River mouth. The proposed four lanes NHAI road connectivity, Kachha road (Service road for NHAI), and associated infrastructure falls under Coastal Regulation Zone area of Karnataka State.

In this regard Director of Ports & IWT, Karwar requested National Centre for Sustainable Coastal Zone Management (NCSCM) at Chennai, Ministry of Environment, Forest & Climate Change (MoEF&CC), Government of India, to prepare a Coastal Regulation Zone map at the scale of 1:4000 by demarcating the High Tide Line (HTL), Low Tide Line (LTL) and Ecological Sensitive Areas (ESAs) for the project site to obtain CRZ clearance. Demarcation of the HTL, LTL, ESAs and identification of Coastal Regulation Zones (CRZ) have been carried out in 1:4000 scale to provide information on the CRZ categories with respect to the proposed project site as per the approved CZMP of Karnataka state prepared as per CRZ Notification, 2019.

2.0 Objective

The objectives of the study are:

- Identification and demarcation of HTL and LTL for the proposed project area
- Demarcation of Ecological Sensitive Areas
- CRZ categorization as per CRZ Notification, 2019
- Preparation of CRZ map based on approved CZMP and Super imposing of project layout plan.

3.0 Project Location

The proposed project activities such as four lanes NHAI road connectivity, kachha road and associated infrastructure is located within the Latitude Longitude of $14^{\circ}16'54.157''\text{N}$, $74^{\circ}25'32.384''\text{E}$ and $14^{\circ}15'10.196''\text{N}$, $74^{\circ}26'18.377''\text{E}$ (Refer Fig. 1 Location Map), Kasarkod Tonka Village, Honnavar Taluk, Uttar Kannada District, Karnataka.

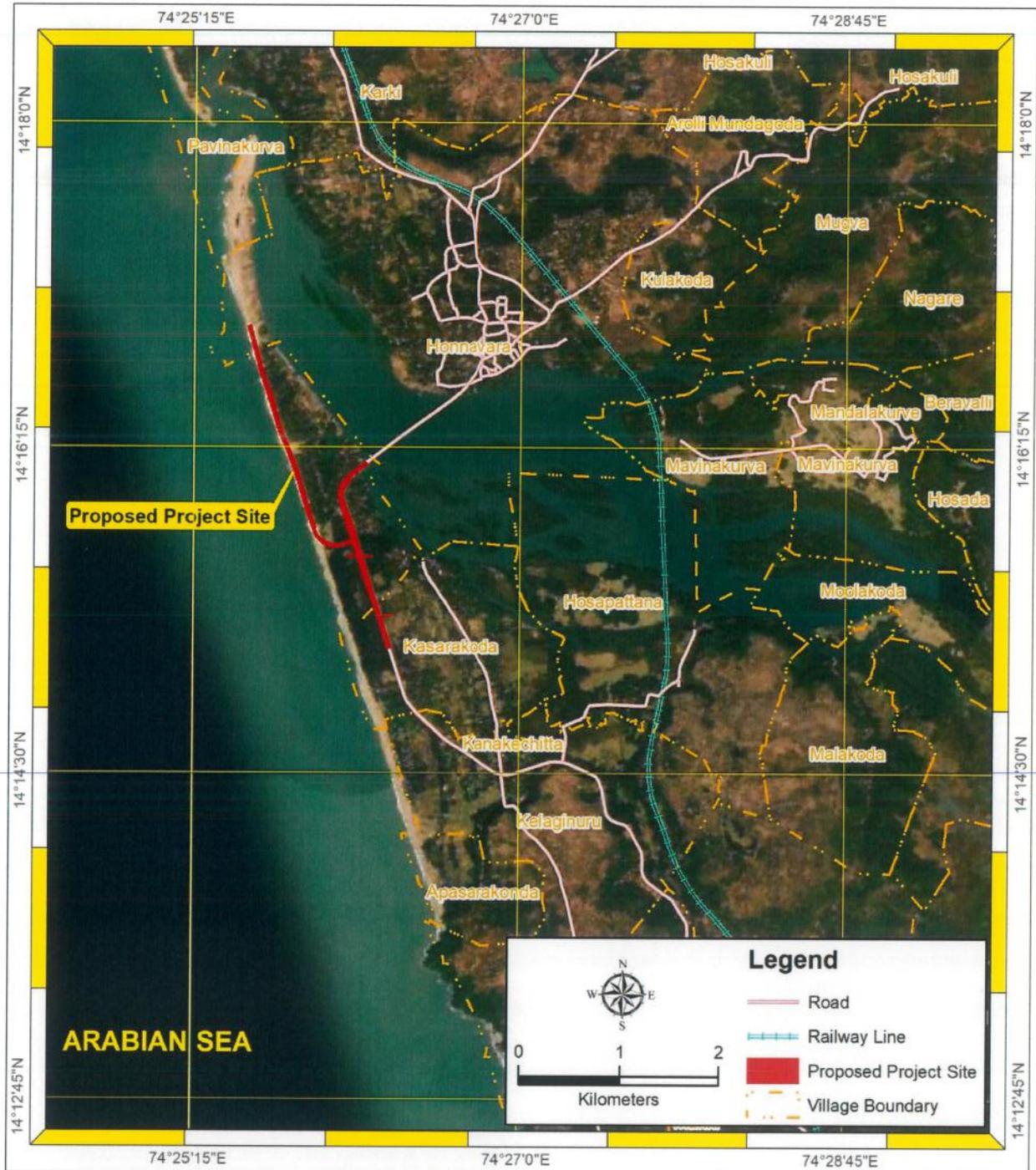


Fig. 1: Location map showing proposed project site

4.0 Approach & Methodology

The CRZ map is prepared on large scale base maps to facilitate easy and accurate implementation of CRZ in the field. Cadastral map of scale 1:5000, was used as the base map for the present investigation. The HTL/LTL is identified following the guidelines issued by MoEF&CC, Govt. of India.

The key elements of the approach and methodology are:

- Extraction of HTL, LTL and ESAs from the approved CZMP (2019)
- Field verification of HTL and transferring to the cadastral map with respect to the control point.
- Prepare the CRZ map as per CRZ Notification, 2019

4.1 Extraction of HTL

Extraction of HTL was carried out from the approved CZMP of Karnataka state and verified in the field based on geomorphologic features and other features such as embankments, landward boundaries of tidal flats, etc. In presence of monsoon berm crest the berm crest or boundary of perennial vegetation/permanent vegetation forms the HTL along the seacoast.

5.0 Data Source

The major data sources used for the preparation of the CRZ map and report is given below.

- Approved CZMP map as per CRZ Notification, 2019
- Hydrographic charts of Naval Hydrographic Office
- Satellite images
- Field verification

6.0 Tide

Coastal zone regulations are restricted to the sea coast and banks of water bodies influenced by tidal action. The tidal range is an important parameter that decides the landward extent of the reach of seawater into the land and the location of the HTL including the extent of CRZ. The distance up to which development along rivers, creeks

and backwaters is regulated depends on the landward extent of tidal influence. The Tidal range data with respect to Chart Datum pertaining Honnavar (Lat. 14° 16' Long. 74° 26') provided by Naval Hydrographic Office, Dehera Dun is given below in Table 1.

Table 1: Tidal range at Honnavar (NHO Chart No. INT 2355)

Tide Condition	Height (m)
Mean High Water Spring (MHWS)	1.8
Mean High Water Neap (MHWN)	1.0
Mean Low Water Neap (MLWN)	0.4
Mean Low Water Spring (MLWS)	1.5
Mean Sea Level (MSL)	1.2

7.0 Field Investigation

Field investigation was carried out during December 2022. HTL was extracted from the approved CZMP maps are verified at field based on geomorphologic features and other features such as embankments, landward boundaries of intertidal zone (MoEF & CC, 2011). HTL was plotted with respect to reference points identified in the field as well located in the cadastral map. An appraisal of existing landuse/landform in the project area was also carried out. The distance and positions of HTL to control points which were used in the approved CZMP were verified in the field using high precision Trimble GPS.

8.0 Coastal Land use/Landcover

The major land use/landcover around the project site is Mangrove Patches in Sharavati River bank, Reserve forest, Sand dune, Sandy Beach, thickly populated residential areas, Hamlets, Beach tourism recreational area, Historical Old Fishing Port with associated activities and its related infrastructures etc., associated with mixed vegetation with residential areas, road and rail networks. The seaside has wide beach with medium to fine-grained sand.

9.0 Coastal Regulation Zone and HTL

The Ministry of Environment, Forest and Climate Change, Govt. of India, New Delhi issued Notification No. G.S.R. 37(E) dated 18th January 2019 which is referred to as the Coastal Regulation Zone (CRZ) Notification, 2019 in supersession of CRZ Notification 2011, declaring the designated areas as Coastal Regulation Zone (CRZ), with a view to conserve and protect the unique environment of coastal stretches and marine areas, besides ensuring livelihood security to the fisher communities and other local communities in the coastal areas and to promote sustainable development based on scientific principles taking into account the dangers of natural hazards, sea level rise due to global warming. All developmental activities in the CRZ are regulated through the CRZ Notification, 2019 (MoEF & CC, 2019) and the amendment thereafter. A copy of the CRZ notification, 2019 is appended to this report as Annexure-A

The CRZ consists of the following:

- I. The land area from High Tide Line (hereinafter referred to as the HTL) to 500 meters on the landward side along the sea front. Explanation. - For the purposes of this notification, the HTL means the line on the land upto which the highest water line reaches during the spring tide, as demarcated by the National Centre for Sustainable Coastal Management (NCSCM) in accordance with the laid down procedures and made available to various coastal States and Union territories.
- II. CRZ shall apply to the land area between HTL to 50 meters or width of the creek, whichever is less on the landward side along the tidal influenced water bodies that are connected to the sea and the distance up to which development along such tidal influenced water bodies is to be regulated are governed by the distance up to which the tidal effects are experienced which is determined based on salinity concentration of 5 parts per thousand (ppt) measured during the driest period of the year and distance up to which tidal effects are experienced shall be clearly identified and demarcated accordingly in the approved Coastal Zone Management Plan (CZMP) of the States/UT's.

- III. The “intertidal zone” means land area between the HTL and the Low Tide Line (hereinafter referred to as the LTL).
- IV. The water and the bed area between the LTL to the territorial water limit (12 Nm) in case of sea and the water and the bed area between LTL at the bank to the LTL on the opposite side of the bank, of tidal influenced water bodies. Explanation for the “tidal influenced water bodies” means the water bodies influenced by tidal effects from sea in the bays, estuaries, rivers, creeks, backwaters, lagoons, ponds that are connected to the sea.

The CRZ Notification, 2019 categorizes Coastal Regulation Zones as CRZ I, CRZ II, CRZ III and CRZ IV. based on whether the area is ecologically sensitive, developed, undeveloped or water body and its bed.

CRZ- I areas are environmentally most critical and are further classified as under as CRZ IA and IB.

1. CRZ-IA shall constitute the ecologically sensitive areas (ESAs) and the geomorphological features which play a role in maintaining the integrity of the coast such as Mangroves (in case mangrove area is more than 1000 square meters, a buffer of 50 m along the mangroves shall be provided and such area shall also constitute CRZ- IA), Corals and coral reefs, Sand dunes, Mudflats, National parks, Marine Parks, Sanctuaries, Reserve Forests, Wildlife Habitats and other protected areas under the provisions of Wild Life (Protection) Act, 1972 (53 of 1972), Forest (Conservation) Act, 1980 (69 of 1980) or Environment (Protection) Act, 1986 (29 of 1986), including Biosphere Reserves, Salt marshes, Turtle nesting grounds, Horse shoe crabs’ habitats, Sea grass beds, Nesting grounds of birds, Areas or structures of archaeological importance and heritage sites.
2. CRZ-IB constitute of the intertidal zone i.e. the area between Low Tide Line and High Tide Line.

CRZ-II shall constitute the developed land areas up to or close to the shoreline, within the existing municipal limits or in other existing legally designated urban areas, which are substantially built-up with a ratio of built-up plots to that of total plots being more than 50

per cent and have been provided with drainage and approach roads and other infrastructural facilities, such as water supply, sewerage mains, etc.

CRZ-III areas are land areas that are relatively undisturbed (viz. rural areas, etc.) and those which do not fall under CRZ-II, shall constitute CRZ-III, and CRZ-III shall be further classified into CRZ IIIA and CRZ IIIB.

1. CRZ IIIA areas are such densely populated CRZ-III areas, where the population density is more than 2161 per square kilometer as per 2011 census base, shall be designated as CRZ-III A and in CRZ-III A, area up to 50 meters from the HTL on the landward side shall be earmarked as the 'No Development Zone (NDZ)', provided the CZMP as per this notification, framed with due consultative process, have been approved, failing which, a NDZ of 200 meters shall continue to apply.
2. CRZ-III B areas are all other CRZ-III areas with population density of less than 2161 per square kilometer, as per 2011 census base, shall be designated as CRZ-III B and in CRZ-III B, the area up to 200 meters from the HTL on the landward side shall be earmarked as the 'No Development Zone (NDZ)'.

Land area up to 50 meters from the HTL, or width of the creek whichever is less, along the tidal influenced water bodies in the CRZ III, shall also be earmarked as the NDZ in CRZ III and the NDZ shall not be applicable in the areas falling within notified Port limits.

CRZ-IV constitutes the water area and shall be further classified as CRZ-IVA and CRZ-IVB.

1. CRZ- IVA is the water area and the sea bed area between the Low Tide Line up to twelve nautical miles on the seaward side shall constitute CRZ-IV A.
2. CRZ- IVB areas shall include the water area and the bed area between LTL at the bank of the tidal influenced water body to the LTL on the opposite side of the bank, extending from the mouth of the water body at the sea up to the influence of tide.

The CRZ Notification of 2019 has also defined Critical Vulnerable Coastal Areas (CVCA), which includes Sundarban region of West Bengal and other ecologically sensitive areas identified as under Environment (Protection) Act, 1986 such as Gulf of Khambat and Gulf of Kutchh in Gujarat, Malvan, Achra-Ratnagiri in Maharashtra, Karwar and Coondapur in

Karnataka, Vembanad in Kerala, Gulf of Mannar in Tamil Nadu, Bhitarkanika in Odisha, Coringa, East Godavari and Krishna in Andhra Pradesh shall be treated as Critical Vulnerable Coastal Areas (CVCA) and managed with the involvement of coastal communities including fisher folk who depend on coastal resources for their sustainable livelihood.

In order to protect and preserve the 'green lung' of the Greater Mumbai area, CRZ Notification 2019 provides the protection for all open spaces, parks, gardens, playgrounds indicated in development plans within CRZ-II shall be categorised as No Development Zone and a Floor Space Index up to 15% shall be allowed only for construction of civic amenities, stadium and gymnasium meant for recreational or sports related activities. The residential or commercial use of such open spaces shall not be permissible.

The Coastal Zone Management Plan (CZMP) prepared and approved based on the CRZ Notification, 2019 is applicable to the State of Karnataka for the approval of CRZ projects.

10.0 CRZ status of the proposed project area

The CRZ categories in and around the project area are CRZ IA (Mangrove, 50m Mangrove Buffer, Mudflats, Sand Dune, Turtle Nesting Grounds and Reserved Forest), CRZ IB (Intertidal Zone), NDZ and CRZ IIIB (200 to 500m from HTL), CRZ IVA (Sea Upto 12 NM) and CRZ IVB (River/Creek) categories (Refer Fig. 2 Sheet No: 1 & 2).

The proposed four lane NHAI Road Connectivity and Improvement of NH66, Kachha road (Service road for four lane NHAI road) and associated features at Honnavar superimposed on 1:4000 Scale CRZ map (Fig. 2 Sheet No: 1 & 2). The proposed four lane NHAI Road Connectivity and Improvement of NH66, Kachha road and associated features passes through the areas of Eco-sensitive zones such as Sand Dune, Turtle Nesting Grounds, Reserved Forest, etc. and also, it passes through the areas of CRZ categories such as CRZ IA, CRZ IB (Intertidal Zone/Beach), NDZ (No Development Zone), and CRZ III (Refer Fig. 2 Sheet No: 1 & 2).

Figure 2 Sheet 1:

The proposed four lane NHAI road connectivity and improvement of NH66 falls within the CRZ IA (Reserve forest, Turtle Nesting site, Sand dune, mangrove buffer zone), CRZ IB, NDZ, CRZ III and also passes through the beach tourism area along the beach. At sand dune area (CRZ IA) a Culvert bridge is proposed to construct. Beach area an underpass is proposed to construct along the proposed four lane NHAI road connectivity and improvement of NH66. As per the approved CZMP prepared as per CRZ Notification, 2019 the beach is designated for Beach Tourism Area (Refer Fig. 2 Sheet1).

Figure 2 Sheet 2: The major part of the proposed four lane NHAI road connectivity and improvement of NH66, Kachha Road (Service road for four lane NHAI road), and Underpass falls within the CRZ categories such as CRZ IB (Intertidal Zone) and NDZ (No Development Zone) and part of the proposed NHAI road connectivity and improvement of NH66 falls within the designated Beach Tourism Area as per the approved CZMP maps prepared as per CRZ Notification, 2019 (Refer Fig. 2 Sheet2).

The CRZ map (1:4000 scale) has been prepared in accordance with the CRZ Notification, 2019 and approved CZMP maps of Karnataka state as per CRZ Notification, 2019. The proposed project four lanes (NHAI) and Kachha road connectivity falls within the Sheet Number No. D 43 I 7 / SE (Map No. KA 25) of approved CZMP prepared as per CRZ Notification 2019.

A CRZ map covering about 7 Km radius of the project site representing CRZ categories based on approved CZMP is given in Figure 3. The area of proposed project activities falls under each CRZ categories is given as Table 2.

Table 2: Area of proposed project activities falls/passes through each CRZ categories and port limit

Sl. No.	Proposed Project Activities	Areas in Hectare				
		CRZ IA	CRZ IB (Intertidal Zone)	No Development Zone	Within the port limit	200m to 500m from HTL (CRZ IIIB)
1	Four lane NHAI road connectivity	6.16	2.96	1.44	5.09	2.53
2	Underpass	-	0.03	0.05	0.08	-
3	Culvert Bridge	0.31	-	-	0.07	-
4	Kachha Road (Service Road for NHAI)	-	0.06	2.01	2.07	-

11.0 SUMMARY AND CONCLUSIONS

- A CRZ map of 1:4000 CRZ map is prepared by superimposing the proposed project activities (layout plan) on the approved CZMP maps of Karnataka prepared as per CRZ Notifiations, 2019.
- The CRZ categories in and around the project area are CRZ IA (Mangrove, 50m Mangrove Buffer, Mudflats, Sand Dune, Turtle Nesting Grounds and Reserved Forest), CRZ IB (Intertidal Zone), CRZ II (Municipal or Urban Area), NDZ and CRZ IIIB (200 to 500m from HTL), CRZ IVA (Sea Upto 12 NM) and CRZ IVB (River/Creek) categories (Refer Fig. 2 Sheet No: 1 & 2 and Fig. 3).
- The proposed four lane NHAI Road Connectivity and Improvement of NH66, Kachha road and associated features passes through the areas of Eco-sensitive zones such as Sand Dune, Turtle Nesting Grounds, Reserved Forest, etc. and also, it passes through the areas of CRZ categories such as CRZ IA, CRZ IB, NDZ, and CRZ III (Refer Fig. 2 Sheet No: 1 & 2).
- A Culvert bridge is proposed to construct at sand dune area, CRZ IA, (Refer Fig. 2 Sheet No. 1).
- Underpasses are proposed to construct along the proposed four lane NHAI road connectivity and improvement of NH66 along the beach area.

- As per the approved CZMP prepared as per CRZ Notification, 2019 the beach is designated for Beach Tourism Area (Refer Fig. 2 Sheet1).
- The CRZ map (1:4000 scale) has been prepared in accordance with the approved CZMP map of Karnataka state as per CRZ Notification, 2019.
- The proposed project site falls within the Sheet Number No. D 43 I 7 / SE (Map No. KA 25) of approved CZMP prepared as per CRZ Notification, 2019.
- The proposed four lane NHAI road Connectivity and Improvement of NH66 along the beach and the proposed Kachha Road (Service Road for four lane NHAI Road) completely falls within Port limit as per the approved CZMP maps prepared as per CRZ Notification, 2019.
- As per CRZ Notification, 2019 *Land area up to 50 meters from the HTL, or width of the creek whichever is less, along the tidal influenced water bodies in the CRZ III, shall also be earmarked as the NDZ in CRZ III. “The NDZ shall not be applicable in the areas falling within notified Port limits”* (Refer CRZ Notification, 2019 under section 2.3.3 attached as Annexure - A)

REFERENCES

MoEF, 1991. Notification No.S.0114 dated 19th February, 1991, Ministry of Environment and Forest, Government of India, New Delhi.

MoEF, 1996. Letter No. Letter No. J-17011/8/95-IA-III, dated 27-9-1996 dated 27th September 1996 to the Chief Secretary, Govt. of Maharashtra. Ministry of Environment and Forest, Government of India, New Delhi.

MoEF, 2011. Notification No. S.O.19 (E) dated 6.1.2011, Ministry of Environment and Forest, Government of India, New Delhi.

MoEF, 2019. Notification No. G.S.R.37 (E) dated 18.1.2019, Ministry of Environment Forest and Climate Change, Government of India, New Delhi.

NHO, 2018. Hydrographic Chart no INT 2355 – Inner App. To Honnavar. Naval Hydrographic Office, Dehra Dun, 2017.

PLATES



Plate 1: Proposed area for Kachha Road and four lane NHAI Road Connectivity and Improvement of NH66



Plate 2: Honnavar Port Area



Plate 3: Beach Tourism Area



Plate 4: Sand dune and Reserve Forest

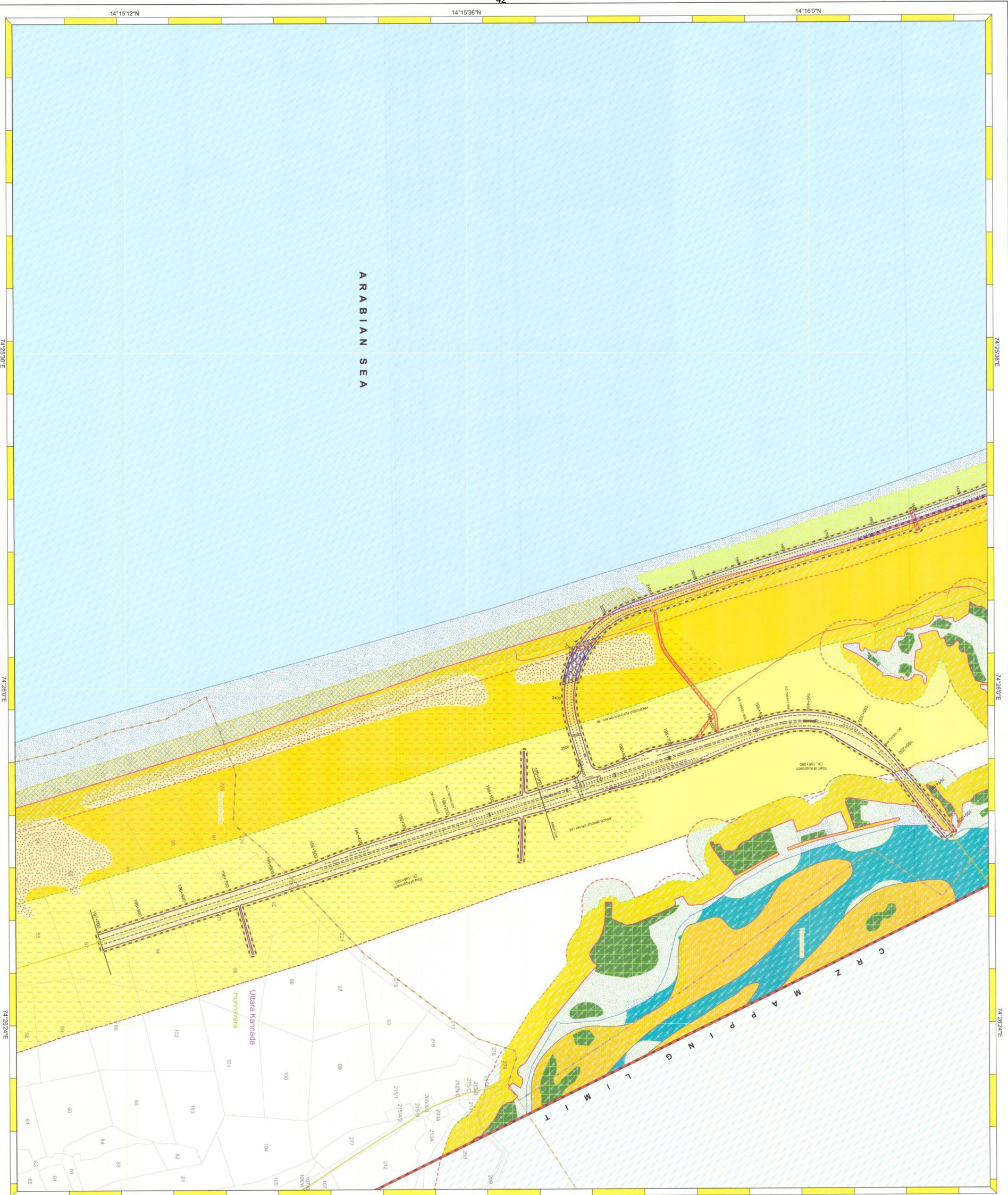
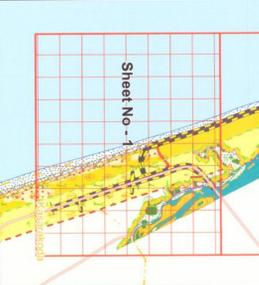
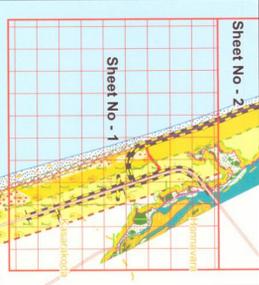
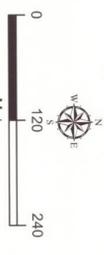


Figure 2 (Sheet No. -1): CRZ Map of the Project Site (Refer Report No. NCSCM/GE/CRZ/2023/REV-1/1)



Legend

- Taluk Boundary
- District Boundary
- Breakwater/Jetty/Groyne
- Fishing Port
- Fish Landing Centre
- Road
- Fishing Road
- High Tide Line
- Low Tide Line
- Seawall
- CRZ Mapping Limit
- 200m CRZ Line - CRZ IIBB (NDZ)
- 500m CRZ Line - CRZ IA
- CRZ Line for River/Creek
- Survey Plots
- Village Boundary
- Municipal/Urban Area
- Taluk Boundary
- District Boundary
- Breakwater/Jetty/Groyne
- Port Limit
- Beach Tourism Area
- 50m Mangrove Buffer Zone - CRZ IA
- Mangroves - CRZ IA
- Turtle Nesting Grounds - CRZ IA
- Mudflats - CRZ IA
- Reserved Forest - CRZ IA
- Sand Dune - CRZ IA
- Intertidal Zone - CRZ IB
- No Development Zone
- 200 to 500m from HTL - CRZ IIBB
- CRZ - IVA (Sea Up to 12 NM)
- CRZ - IVC
- CRZ - IVCB

Proposed Project Activities/Existing Facility
(As given by the Project Proponent)

- Proposed Project Boundary
- Proposed Project Activities
- Four Lane NHAI Road Connectivity and Improvement of NH66
- Kachha Road (Service Road for Four Lane NHAI Road)
- Underpass
- Culvert Bridge
- Existing Facility
- Existing CC Road

Prepared in accordance with the approved CZMP of Karnataka as per CRZ Notification, 2019
HTL, LTL AND CRZ MAPPING FOR THE PROPOSED FOUR LANE NHAI ROAD CONNECTIVITY, IMPROVEMENT OF NH 66 AND KACHHA ROAD CONNECTIVITY FROM NH 66 TO THE PORT PROJECT SITE AT KASARKOD TONKA VILLAGE, HONNAVAR TALUK, UTTAR KANNADA DISTRICT, KARNATAKA

Verified by Approved by

Prepared by

National Centre for Sustainable Coastal Management
 Ministry of Environment, Forest & Climate Change
 Chennai - 25

Prepared for

Director of Ports & IWT, Karwar

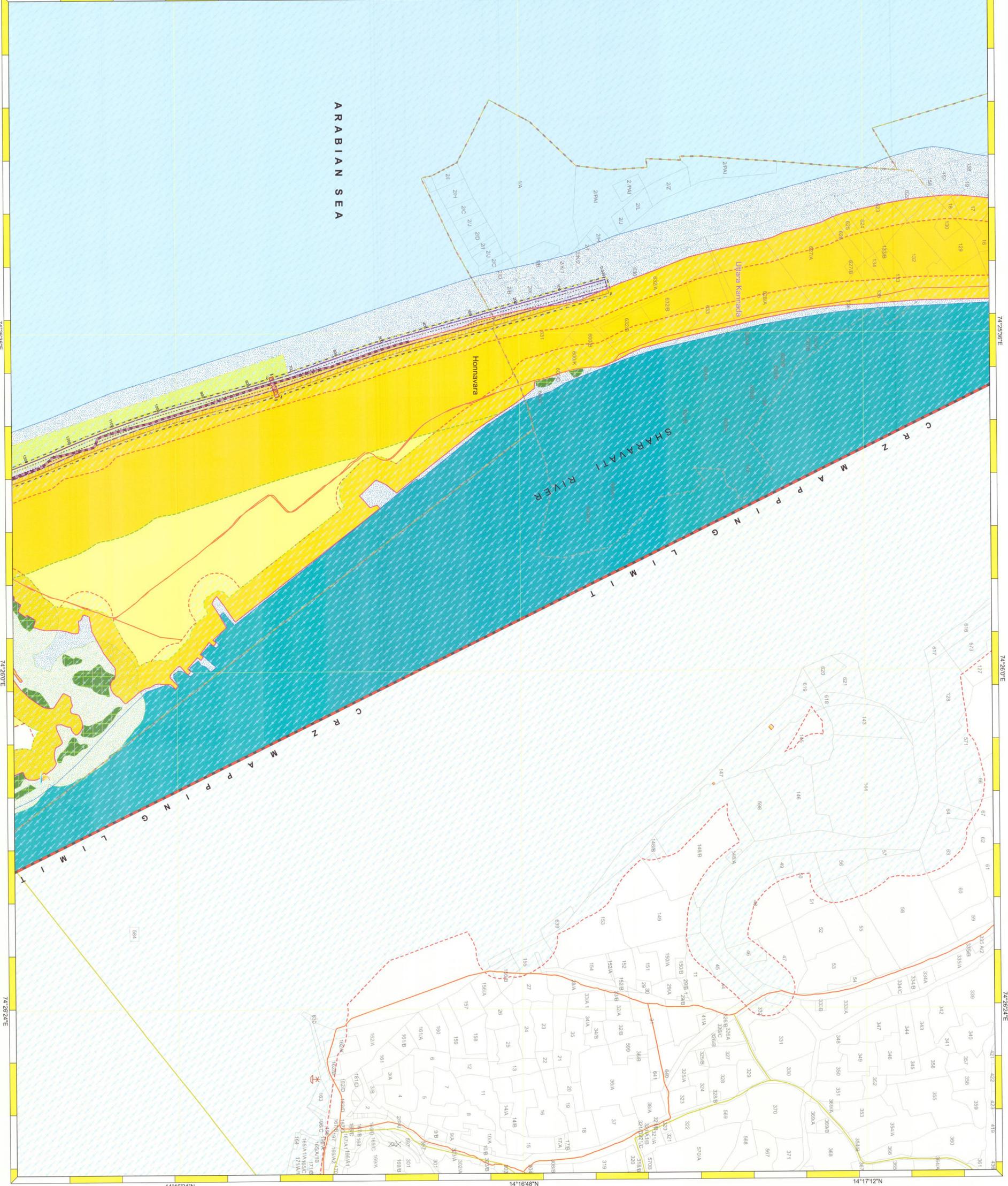
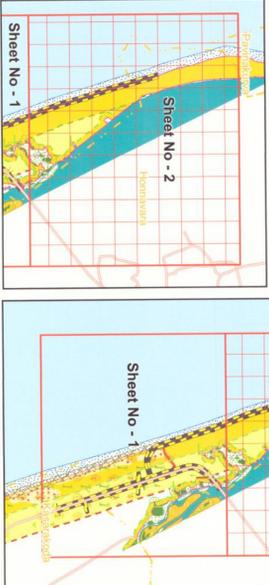


Figure 2 (Sheet No. 2): CRZ Map of the Project Site (Refer Report No. NCSMGEORCRZ2023RE-1/1)



Legend

- Lighthouse
- Fishing Port
- Fish Landing Centre
- Road
- Fishing Road
- High Tide Line
- Low Tide Line
- Seawall
- CRZ Mapping Limit
- 200m CRZ Line - CRZ IIB (NDZ)
- 500m CRZ Line
- CRZ Line for River/Creek
- Survey Plots
- Village Boundary
- Municipal/Urban Area
- Taluk Boundary
- District Boundary
- Breakwater/Jetty/Croynes
- Port Limit
- Beach Tourism Area
- 50m Mangrove Buffer Zone - CRZ IA
- Mangroves - CRZ IA
- Turtle Nesting Grounds - CRZ IA
- Mudflats - CRZ IA
- Reserved Forest - CRZ IA
- Sand Dune - CRZ IA
- Intertidal Zone - CRZ IB
- No Development Zone
- 200 to 500m from HTL - CRZ IIB
- CRZ - IVA (Sea Up to 12 NM)
- CRZ - IIB

Proposed Project Activities/Existing Facility (As given by the Project Proponent)

- Proposed Project Boundary
- Proposed Project Activities
- Four Lane NHAI Road Connectivity and Improvement of NH66
- Kachcha Road (Service Road for Four Lane NHAI Road)
- Underpass
- Culvert Bridge
- Existing CC Road

Prepared in accordance with the approved CZMP of Karnataka as per CRZ Notification, 2019

Mapred During December 2022

HTL, LTL AND CRZ MAPPING FOR THE PROPOSED FOUR LANE NHAI ROAD CONNECTIVITY, IMPROVEMENT OF NH 66 AND KACHCHA ROAD CONNECTIVITY FROM NH 66 TO THE PORT PROJECT SITE AT KASARKOD TONKA VILLAGE, HONNAVAR TALUK, UTTAR KANNADA DISTRICT, KARNATAKA

Verified by

Approved by

(Signature)

(Signature)



Prepared by



National Centre for Sustainable Coastal Management
Ministry of Environment, Forest & Climate Change
Chennai - 25

Prepared for
Director of Ports & IWT, Karwar.

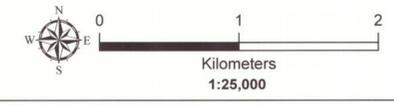


Legend

Lighthouse	200m CRZ Line - CRZ IIIIB (NDZ)	Port Limit	CRZ Landward of HTL - CRZ II
Fishing Port	500m CRZ Line	Beach Tourism Area	No Development Zone
Fish Landing Centre	CRZ Line for River/Creek	Coral & Coral Reefs - CRZ IA	200 to 500m from HTL - CRZ IIIIB
Road	Village Boundary	Mangroves - CRZ IA	CRZ - IVA (Upto 12 NM)
Railway Line	Municipal/Urban Area	50m Mangrove Buffer Zone - CRZ IA	CRZ - IVB
Fishing Road	Taluk Boundary	Turtle Nesting Grounds - CRZ IA	Non-Tidal Waterbody
High Tide Line	District Boundary	Mudflats - CRZ IA	
Low Tide Line	Fish Breeding Area	Reserved Forest - CRZ IA	
Seawall	Breakwater/Jetty/Groyne	Sand Dune - CRZ IA	
	Port Area	Intertidal Zone - CRZ IB	

Proposed Project Boundary (As given by the Project Proponent)

Proposed Project Boundary



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National Centre for Sustainable Coastal Management
(Ministry of Environment, Forest & Climate Change)
Chennai - 25

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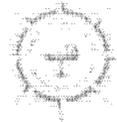
Director of Ports & IWT, Karwar.

Figure 3: CRZ Map covering about 7 Km around the Project Site (Refer Report No. NCSCM/GEO/CRZ/2023/REV-1/1)



GOVERNMENT OF KARNATAKA
INFRASTRUCTURE DEVELOPMENT, PORTS & INLAND
WATER TRANSPORT DEPARTMENT,

KARNATAKA MARITIME BOARD



No.KMB-22/Dev-11/2022

Office of the Director Ports and Member
(Maritime & IWT Operations)
Karnataka Maritime Board
Karwar-581302
Dated:08.02.2023

To,

The Member Secretary,
Karnataka State Coastal Zone Management Authority,
Room No.710, 7th Floor, IV Gate,
M. S. Building,
Bangalore - 560 001

Sir,

Sub:- Request for issue of CRZ clearance for four laning Port connectivity road to Honnavar Port from NH – 66 (FEE 78 CRZ 2023) for development of Honnavar Port by HPPL- Submission of additional information/clarification – regarding.

Ref:- 1. CRZ Application No: 1A/KA/CRZ/4/04527/2022 (Online in the Parivesh Portal of MoEFCC for Four lane port road connectivity).
2. 39th KSCZMA meeting held on 06.02.2023

In the 39th meeting of KSCZMA held on 06.02.2023, Agenda – 39.2.3 - Request for issue of CRZ clearance for four laning of Honnavar Port Connectivity road from 0.00Km (Kasarkod side of Honnavar port) to 2.580Km (towards NH – 66) connecting Honnavar Port with NH - 66 at Km 195.986 and to improve NH – 66 from 195.00 Km to 197.00 Km to integrate port connectivity on EPC Mode under Bharatmala Phase I in Kasarkod village of Honnavar Taluk of Uttar Kannada District by Assistant Executive Engineer, Port Sub-Division Honnavar (FEE 78 CRZ 2023) new proposal pertaining to road connectivity for development of Honnavar Port by HPPL was considered.

As instructed in the meeting, additional information/clarification pertaining to the above-mentioned proposal is most respectfully submitted for kind consideration.

1. It is submitted that the existing Kachha road that runs parallel to the beach from NH – 66 at Kasarkod upto the proposed port area in CRZ – III (road with gravel mixture) was developed while forming the construction of seawalls for protection from sea erosion. This fact has been elucidated in the site inspection report of Regional Director (Environment) Karwar which has been taken on record by the Hon'ble NGT South Zone, Chennai in its interim order dated: 21.10.2022(Annexure-1).

The proposal of four laning Port connectivity road to Honnavar Port from NH – 66 for development of Honnavar Port by HPPL at Kasarkod village for development of Honnavar Port for issue of CRZ clearance was considered in the DCZMC meeting held on 12.01.2023. This proposal was recommended to the KSCZMA by the Regional Director (Environment) Karwar on 19.01.2023(Annexure – 2).

However, at present this road is being used by the local inhabitants as an access road to their houses. This fact has been agreed by the petitioner himself. Therefore, it is clear that the road was not formed originally for the local inhabitants but was formed for transportation of construction materials like boulders, granite stones and other materials to the construction site for formation of seawalls.

2. The port limits of the Honnavar Port have been notified by the Government of Karnataka vide Notification No. PWD 107 PSP 2013, Dated: 09.12.2013 as per the powers conferred by Section 5 of the Indian Ports Act 1908 (Annexure-3). The Anchorage map showing the Honnavar Port limits is enclosed as Annexure – 4.

In the said Notification, the limits on the eastern side is Stated as Seashore of Honnavar 50mtrs above High Water Mark between North and South boundary mark.

3. The CRZ maps indicating HTL, LTL demarcation and project layout superimposed have been prepared by NCSCM, Chennai. In the report it is clearly stated that “The proposed four lane NHAI road connectivity and improvement of NH – 66 along the beach and the proposed Kachha road (service road for four lane NHAI road) completely falls within Port Limit as per the approved CZMP maps prepared as per CRZ Notification 2019. And as per CRZ notification 2019, Land area up to 50 mtrs from HTL, or width of the creek whichever is less, along the tidal influenced water bodies in the CRZ – III, shall also be earmarked as the NDZ in CRZ – III. The NDZ shall not be applicable in the areas falling within notified port limits” (Refer CRZ Notification 2019 under section 2.3.3). The three CRZ maps and the report of NCSCM is enclosed as Annexure – 5. Thus it is evident and clear that there is no violation of CRZ for the proposed project.
4. The proposed area to be used for the construction of four lane connectivity from NH – 66 has been surveyed by the Assistant Director of Land Records, Honnavar. The map showing the patta lands with Survey number is enclosed herewith as Annexure – 6. This map is superimposed on the CRZ map (Annexure -7). These maps clearly show that there is no patta land coming in the proposed four lane connectivity road.
5. Two underpasses are proposed along the beach in order to provide free access to seashore for the local inhabitants and for the movement of catamarans of the local fishermen.
6. A bridge is proposed where the four lane connectivity road passes through small portion of the sand dune for turtle nesting.
7. A Writ Petition No 4039 of 2021 (GM – POL) PIL was filed in the Honorable High Court of Karnataka in Bengaluru by Honnavar Taluk Hasimeenu Vyaparastara Sangha (Registered), Tonka – Kasarkod, Honnavar Versus HPPCL and others - State of Karnataka praying to issue a writ of mandamus directing the respondents not to continue with the construction of the Port on the beaches of Kasarkod, Mallikurva, Pavinkurve, Karki and Honnavar in Honnavar Taluka.

The Honorable Chief Justice disposed of this WP with judgment on 24.11.2021 after an in-depth consideration of various issues. The issues of Forest land in the said beaches, Turtle nesting ground and violations of various constitutional provisions have been examined in detail by the Honorable High Court. As per the court order

dated: 13.02.2023, the NCSCM has carried out the survey with regard to turtle nesting and in its report it has been stated that no nests, turtles or dead carcass of turtles have been observed in the entire 45 hectares of the proposed site during the survey. The report of NCSCM is enclosed as Annexure – 8.

8. It is submitted that along the beach of Kasarkud where the proposed four lane road is proposed sporadic incidents of turtles laying eggs is noticed. This is evident from the data provided by the local forest department from 2015 to 2021. It is found that in January 2016 total 3 nesting in a span of four days was found and the next nesting took place in the year 2019 which shows that the turtle nesting is not regular but fluctuating. Therefore it cannot be considered as Turtle nesting area.

It is also submitted that some persons are indulging in placing the turtle eggs physically above the alignment of proposed road. One such incident which occurred on 07.02.2023 is captured in the CC camera installed in the port site and the same has been brought to the notice of the Deputy Conservator of Forest, Honnavar on 08.02.2023 requesting necessary action (Annexure – 9). Thus it is amply clear that some persons are resorting to such type of illegal activities just to highlight that the area is a turtle nesting ground.

However, mitigation measures would be undertaken as approved by the forest department. Copy of the letter of the Forest Department is enclosed as Annexure 10. During the meeting the Hon'ble KSCZMA has suggested to earmark more budgets for the turtle nesting and accordingly revised the budget as shown below:

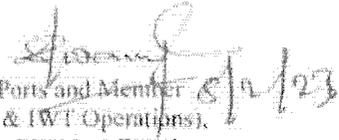
Sl. No.	Particulars	Amount in (lakhs)
1	Two underpasses to ensure safe and smooth movement/passage of animals	The execution and cost of the work to be borne by the proponent.
2	Box culvert at chainage 2491	
3	Either side retaining wall from chainage 2272 meter to 2491	
Additional mitigation measures (on annual basis)		
4	Protection for turtle nesting area i.e. to build barricades around the nesting area during breeding season further extending the barricades towards north from chainage 1500 meter to 2491 meters	5.00
5	Watch and ward (04 person) during breeding season	3.00
Total		8.00

It is clear from the Table above that the budget is increased from Rupees 4 lakhs to 8 lakhs.

Therefore, it is kindly requested to issue CRZ clearance for construction of land bank for connectivity road to Honnavar Port (Imp No: 66/111-78 CRZ 2023) for development of Honnavar Port by HPP.

Enc: As above.

Yours faithfully,



Director Ports and Member
(Maritime & IWT Operations),
Karnataka Maritime Board

~~ಕರ್ನಾಟಕ ಸರ್ಕಾರ~~
ಕರ್ನಾಟಕ ಸರ್ಕಾರ

ಸಂಖ್ಯೆ: ಅಪಜೀ 204 ಸಿಆರ್‌ಝಡ್ 2021

ಕರ್ನಾಟಕ ಸರ್ಕಾರದ ಸಚಿವಾಲಯ,
ಬಹುಮಹಡಿ ಕಟ್ಟಡ,
ಬೆಂಗಳೂರು, ದಿನಾಂಕ: 04.03.2023.

ಇಂದ,

ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿಗಳು,
(ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ),
ಅರಣ್ಯ, ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ.

ಇವರಿಗೆ,

1. ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿ, ವಾಣಿಜ್ಯ ಮತ್ತು ಕೈಗಾರಿಕಾ ಇಲಾಖೆ, ವಿಕಾಸ ಸೌಧ, ಬೆಂಗಳೂರು.
2. ಸರ್ಕಾರದ ಕಾರ್ಯದರ್ಶಿ, ಪ್ರವಾಸೋದ್ಯಮ ಇಲಾಖೆ, ವಿಕಾಸ ಸೌಧ, ಬೆಂಗಳೂರು.
3. ಸರ್ಕಾರದ ಕಾರ್ಯದರ್ಶಿ, ಪಶು ಸಂಗೋಪನೆ ಮತ್ತು ಮೀನುಗಾರಿಕೆ ಇಲಾಖೆ, ವಿಕಾಸ ಸೌಧ, ಬೆಂಗಳೂರು.
4. ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿ, ಕರ್ನಾಟಕ ರಾಜ್ಯ ಮಾಲಿನ್ಯ ನಿಯಂತ್ರಣ ಮಂಡಳಿ, ನಂ. 49, ಪರಿಸರ ಭವನ, ಚರ್ಚ್ ಸ್ಟ್ರೀಟ್, ಬೆಂಗಳೂರು - 560 003.
5. ಮಹಾ ನಿರ್ದೇಶಕರು, ಪರಿಸರ ನಿರ್ವಹಣೆ ಮತ್ತು ನೀತಿ ಸಂಶೋಧನಾ ಸಂಸ್ಥೆ, "ಹಸಿರು ಭವನ", ದೊರೆಸಾನಿಪಾಳ್ಯ, ಫಾರೆಸ್ಟ್, ವಿನಾಯಕನಗರ ಸರ್ಕಲ್, ಜೆ.ಪಿ.ನಗರ, 5ನೇ ಹಂತ, ಬೆಂಗಳೂರು-76.
6. ನಿರ್ದೇಶಕರು, ಕರ್ನಾಟಕ ರಾಜ್ಯ ದೂರ ಸಂವೇದಿ ಅನ್ವಯಿಕ ಕೇಂದ್ರ, (ಮಾಹಿತಿ ತಂತ್ರಜ್ಞಾನ, ಜೈವಿಕ ತಂತ್ರಜ್ಞಾನ ಹಾಗೂ ವಿಜ್ಞಾನ ಮತ್ತು ತಂತ್ರಜ್ಞಾನ), ತೋಟಗಾರಿಕಾ ಕಾಲೇಜು ಹತ್ತಿರ, ಮೇಜರ್, ಉನ್ನಿಕೃಷ್ಣನ್ ರಸ್ತೆ, ವಿಧ್ಯಾರಣ್ಯಪುರ ಪೋಸ್ಟ್, ಬೆಂಗಳೂರು - 560 097.
7. ನಿರ್ದೇಶಕರು, ಪೌರಾಡಳಿತ ನಿರ್ದೇಶನಾಲಯ, 9ನೇ ಮತ್ತು 10ನೇ ಮಹಡಿ, ವಿಶ್ವೇಶ್ವರಯ್ಯ ಗೋಪುರ, ಸಂಪಂಗಿ ರಾಮ ನಗರ, ಡಾ: ಬಿ. ಆರ್. ಅಂಬೇಡ್ಕರ್ ವೀಧಿ, ಬೆಂಗಳೂರು.
8. Dr. Shivakumar B. Haragi, Assistant Professor, Karnataka University Post Graduate Centre, Kodibag, Karwar.
9. Dr. M.D. Subash Chandran, consulting Scientist, (Ecology and Environment), Centre for Ecological Sciences, IISc, Bangalore.
10. Dr. Ramesh H., Associate Professor, Department of Applied Mechanics and Hydraulics, NITK, Surathkal, Mangaluru.

11. Shri. Ramachandra Bhatta, Snehakunja Trust, Kasarkod Post, Honnavar Taluk, Uttara Kannada District.

ಮಾನ್ಯರ,

ವಿಷಯ: ದಿನಾಂಕ: 27.02.2023 ರಂದು ನಡೆದ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಕರಾವಳಿ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರದ 40ನೇ ಸಭೆಯ ನಡವಳಿಯನ್ನು ಸಲ್ಲಿಸುವ ಬಗ್ಗೆ.

* * * * *

ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿಗಳು, ಅರಣ್ಯ, ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ ಇವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ದಿನಾಂಕ: 27.02.2023 ರಂದು ಅಪರಾಹ್ನ 03:00 ಗಂಟೆಗೆ ವಿಡಿಯೋ ಸಂವಾದದ ಮೂಲಕ ನಡೆದ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಕರಾವಳಿ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರದ 40ನೇ ಸಭೆಯ ನಡವಳಿಯನ್ನು ಇದರೊಂದಿಗೆ ಲಗತ್ತಿಸಿ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿ ಕೊಡಲಾಗಿದೆ.


(ಆರ್. ಗೋಕುಲ್)

ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿ,

ಕರ್ನಾಟಕ ಕಡಲ ತೀರ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರ,
ಅರಣ್ಯ, ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ

ಪ್ರತಿಯನ್ನು:

1. ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿಯವರ ಆಪ್ತ ಕಾರ್ಯದರ್ಶಿ, ಅರಣ್ಯ, ಜೀವಿ ಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ, ಬಹುಮಹಡಿಗಳ ಕಟ್ಟಡ, ಬೆಂಗಳೂರು.
2. ಸರ್ಕಾರದ ಪ್ರಧಾನ ಕಾರ್ಯದರ್ಶಿಯವರ ಆಪ್ತ ಕಾರ್ಯದರ್ಶಿ, (ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ) ಅರಣ್ಯ, ಜೀವಿ ಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ, ಬಹುಮಹಡಿಗಳ ಕಟ್ಟಡ, ಬೆಂಗಳೂರು.
3. ಪ್ರಾದೇಶಿಕ ನಿರ್ದೇಶಕರು (ಪರಿಸರ), 1ನೇ ಮಹಡಿ, ಊರ್ವಸ್ವೀರ್, ನಗರಾಭಿವೃದ್ಧಿ ಪ್ರಾಧಿಕಾರ ಕಟ್ಟಡ, ಮಂಗಳೂರು.
4. ಪ್ರಾದೇಶಿಕ ನಿರ್ದೇಶಕರ ಕಛೇರಿ (ಪರಿಸರ), 1ನೇ ಮಹಡಿ, 'ಸಿ' ಬ್ಲಾಕ್ 'ರಜತಾದ್ರಿ', 'ಜಿಲ್ಲಾ ಆಡಳಿತ ಕಛೇರಿಗಳ ಸಂಕೀರ್ಣ, ಮಣಿಪಾಲ, ಉಡುಪಿ ಜಿಲ್ಲೆ.
5. ಪ್ರಾದೇಶಿಕ ನಿರ್ದೇಶಕರು (ಪರಿಸರ), ಹೊಸ ಕೆ.ಹೆಚ್.ಬಿ ರೋಡ್, ಪರಿಸರ ಭವನ, ಹಬ್ಬುವಾಡ ಕಾರವಾರ.
6. ಶಾಖಾ ರಕ್ಷಾ ಕಡತ/ಹೆಚ್ಚುವರಿ ಪ್ರತಿ.

ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿಗಳು, ಅರಣ್ಯ, ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ ಇಲಾಖೆ ಇವರ ಅಧ್ಯಕ್ಷತೆಯಲ್ಲಿ ಉತ್ತರ ಕನ್ನಡ ಹಾಗೂ ದಕ್ಷಿಣ ಕನ್ನಡ ಜಿಲ್ಲೆಗಳಿಗೆ ಸಂಬಂಧಿಸಿದ ಪ್ರಸ್ತಾವನೆಗಳನ್ನು ಕುರಿತು ದಿನಾಂಕ: 27.02.2023 ರಂದು 03:00 ಘಂಟೆಗೆ ವಿಡಿಯೋ ಸಂವಾದದ ಮೂಲಕ ನಡೆದ ಕರ್ನಾಟಕ ರಾಜ್ಯ ಕಡಲ ತೀರ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರದ 40ನೇ ಸಭೆಯ ನಡವಳಿಗಳು:

ಸದಸ್ಯ ಕಾರ್ಯದರ್ಶಿಯವರು, ಸರ್ಕಾರದ ಅಪರ ಮುಖ್ಯ ಕಾರ್ಯದರ್ಶಿಗಳು (ಜೀವಿಪರಿಸ್ಥಿತಿ ಮತ್ತು ಪರಿಸರ) ಪ್ರಾಧಿಕಾರದ ಅಧ್ಯಕ್ಷರು, ಮತ್ತು ಸದಸ್ಯರುಗಳನ್ನು & ಅಧಿಕಾರಿಗಳನ್ನು ಸ್ವಾಗತಿಸುವ ಮೂಲಕ ವಿಡಿಯೋ ಸಂವಾದದ ಮೂಲಕ ಸಭೆ ಪ್ರಾರಂಭವಾಯಿತು ಸಭೆಗೆ ಹಾಜರಾದವರ ವಿವರಗಳನ್ನು ಅನುಬಂಧ-1ರಲ್ಲಿ ಲಗತ್ತಿಸಿದೆ.

40.1.1. ದಿನಾಂಕ: 06.02.2023 ರಂದು ನಡೆದ 39ನೇ ಕರಾವಳಿ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರದ ಹಿಂದಿನ ಸಭೆಯ ನಡವಳಿಗೆ ದೃಢೀಕರಣ.

ದಿನಾಂಕ: 06.02.2023 ರಂದು ನಡೆದ 39ನೇ ಕರಾವಳಿ ವಲಯ ನಿರ್ವಹಣಾ ಪ್ರಾಧಿಕಾರದ ಹಿಂದಿನ ಸಭೆಯ ನಡವಳಿಗೆ ದೃಢೀಕರಣ ನೀಡುವ ಬಗ್ಗೆ ಪ್ರಾಧಿಕಾರದ ಮುಂದೆ ಪ್ರಸ್ತಾಪಿಸಲಾಯಿತು. ಸದರಿ ನಡವಳಿಗೆ ತಿದ್ದುಪಡಿಯ ಅವಶ್ಯಕತೆಯ ಬಗ್ಗೆ ಯಾವುದೇ ಪ್ರಸ್ತಾವನೆ ಬಂದಿಲ್ಲದ ಕಾರಣ ದೃಢೀಕರಣ ನೀಡಲಾಯಿತು

40.2. ಕರಾವಳಿ ನಿಯಂತ್ರಣ ವಲಯ ನಿರಾಕ್ಷೇಪಣಾ ಪತ್ರ ನೀಡುವಂತೆ ಕೋರಿ ಬಂದಿರುವ ಹೊಸ ಪ್ರಸ್ತಾವನೆಗಳು :-

40.2.1 Request for issue of NOC for Four laning of Honnavara port connectivity road from 0 km to 2.58km connecting Honnavara port with NH-66 at km 195.986 and improve NH - 66 from 195km to 197km to integrate port connectivity on EPC Mode under Bharatmala Phase - 1 in Kasarakoda Village of Honnavar Taluk of Uttara Kannada District by Assistant Executive Engineer, Port Sub-Division, Honnavara (FEE 78 CRZ 2023).

1	Name of the Purpose	Four laning of Honnavara Port Connectivity road from 0 km to 2.58 km connecting Honnavara Port with NH-66 at km 195.986
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		and improve NH-66 from 195km to 197 km to integrate port connectivity on EPC Mode under Bharatmala Phase-I.
2	Name of the Applicant	Assistant Executive Engineer, Port Sub-Division, Honnavara
3	Location of the Project village/Town, Taluk, Dt.	Kasarakoda Village of Honnavar Taluk of Uttara Kannada District
4	Survey No's	Notified Port area & Intertidal zone Reserved Forest Area : F.Sy.No: 233 & 237 NH -66
5	Extent of land	-
6	CRZ Classification	CRZ-IA, CRZ-IB, CRZ-III (NDZ 200-500m) GPS Coordinates: N-14°15'10.19" N-14°16'54.15" E-74°26'18.37" E-74°26'18.37"
7	Project cost	Rs. 13800.00 Lakhs
8	Activities Proposed	<ul style="list-style-type: none"> Proposed for 4 lane Road Connectivity to port from - NH 66 - Length of 2.58Km average width 25mtr. Improvements to existing NH 66 - Length of 2 kms, service road and construction of flyover.
9	Whether permitted activity as per CRZ Notification? If yes, specify the relevant rules.	<p>Yes</p> <p>As per para 3 (i) a - Port is a waterfront activity,</p> <p>Para 4(i) a - clearance for waterfront and foreshore activities,</p> <p>Para 4 (ii) f - foreshore requiring facility for transport of raw materials</p> <p>Para 3(iv) a- setting up of foreshore facilities</p> <p>As per Para 8 III (A) (i), NDZ shall not be applicable for CRZ-III area falling in port limits of CRZ Notification, 2011.</p>
10	The details of recommendations of the	The proposal has been deliberated and recommended in DCZMC meeting held on 12.01.2023.



	District Coastal Zone Management Committee (DCZMC)	
11	Whether issue of clearance is within the scope of SCZMA or NCZMA? Specify relevant rules	NCZMA
12	Details of processing fee	Not paid
13.	Any other details	-

The Subject was placed in the KSCZMA meeting held on 06.02.2023. During the deliberation, the Ex-officio Member Dr. M.D.Subash Chandran stated that since the project is proposed at river mouth of Sharavathi estuary, aquatic importance of fish breeding area and marine Sensitive Areas is to be taken care off.

Another Ex-officio Member Dr. Shivakumar B.Haragi has stated that as the entire 4 lane project is proposed below the hazard line and eroding stretch, this issue has to be re-examined. He also expressed that if there is any Olive Redly turtle nesting area falling in the said project area, care has to be taken to protect the same.

NGO Member of the Authority Sri Ramachandra Bhatta, expressed that since the project is proposed in the high density area it is required to take care of eco sensitive aspect.

After detailed discussion and deliberation the Authority defered the subject for want of additional information raised by the Members from the project proponent within two days time to take further action with regard to the said project. Now they have submitted the information.

The Project Proponent made the following presentation with regard to the objections raised in the earlier meeting.



"The proposed 4 lane connectivity road for development of Honnavar Port is along the sea shore of Kasarkod village on the western side and not near the estuary. The estuary is on the northern side of the proposed road. It is clearly shown in the CRZ map prepared by NCSCM, Chennai".

"Hazard line of the seaside is inline with the HTL in the proposed 4 lane road connectivity along the beach of Kasarkod. As per the definition of Hazard line from CRZ notification 2019 it is the line demarcated to show the extent of the flooding on the land area due to water level fluctuations, sea level rise and shoreline changes (erosion or accretion) occurring over a period of time.

So, it is evident that as the Hazard line is inline with the HTL and our proposed road seaside protection to mitigate the sea erosion is being undertaken using vinyl sheet piles. It will also prevent flooding and erosion of the area due to water level fluctuation, waves and sea level rise".

Regarding the alternative of construction of road on stilt as suggested during last meeting, Replied that: *"Construction of the road on stilt is not considered because of making provision for making existing kaccha road as a pucca cement concrete service road, prevailing erosion conditions in the area and due to cost factor. At present rubble mound seawalls using granite stones are already constructed from the Port Department to mitigate sea erosion during monsoon (photo shown below). But as these seawalls are flexible structures, they have settled all along. Therefore, protection of the proposed 4 lane road along the beach is envisaged to be protected by adopting vinyl sheet piles which are eco-friendly whose life is approximately 40 to 50 years. If the road is built on stilt, then provision of pucca cement concrete service road for use of local inhabitants cannot be made and during monsoon erosion control measures may have to be taken up at an additional cost".*

"The proposed road is not passing through high density areas and will be constructed along the beach of the Kasarkod in port land. The Survey Map prepared by ADLR Honnavar clearly shows that the road is not passing



through any patta lands. Further it is submitted that there are no issues of rehabilitation and resettlement in execution of this project”.

“The proposed 4 lane road along the beach is passing through small portion of Forest land, sand dune and a small portion of beach which is marked as turtle nesting area in the CZMP map. Stage I clearance has been obtained from the Forest Department. A Culvert is proposed where the 4 lane connectivity road passes through small portion of the sand dune. This is clearly marked in the CRZ Maps prepared by NCSCM, Chennai”.

“Mitigation plan for protection of turtle nesting has been approved by the competent authority. However, in addition to statutory clearances and approvals already obtained it is submitted that M/s. HPPL would ensure protection of turtle nests along the beach within the port limits”.

The Authority after detailed discussion and deliberations on the submission made by the project proponent decided to recommend the proposal to MoEF & CC, New Delhi as per para 4 (ii) (f) of CRZ Notification 2011, with a condition that adequate mitigation measures need to be taken to protect Olive Ridley turtles nesting within port limits and to provide adequate medical facilities to the local fishermen and villagers.

40.2.2. CRZ clearance for Usage of Kaccha road along the sea shore as connecting at Kasarkod village for development of Honnavara Port by HPPL (FEE 264 ENV 2022)

1.	Name of the Purpose	Usage of kaccha road along the sea shore as connecting road at Kasarkod village for development of Honnavar Port.
2.	Name of the Applicant	Director of Ports and member (Maritime & IWT Operations) Karnataka Maritime Board
3.	Location of the Project village/Town, Taluk, Dt.	Kasarkod Village, Honnavar Taluk GPS Reading: N-14°15'49.20" N-14°16'54.43"



		E-74°25'54.48"	E-74°25'33.28"
4.	Survey No's	Notified Port area	
5.	Extent of land	2.1 km Kaccha Road	
6.	CRZ Classification	CRZ-III	
7.	Project cost	-	
8.	Activities Proposed	Usage of existing Kaccha road along the sea shore at Kasarkod village for development of Honnavar Port.	
9.	Whether permitted activity as per CRZ Notification? If yes, specify the relevant rules.	<p>Yes</p> <p>As per para 3 (i) a - Port is a waterfront activity, Para 4(i) a - clearance for waterfront and foreshore activities,</p> <p>Para 4 (ii) f - foreshore requiring facility for transport of raw materials</p> <p>Para 3(iv) a- setting up of foreshore facilities</p> <p>As per Para 8 III (A) (i), NDZ shall not applicable for area falling in port limits of CRZ Notification, 2011.</p>	
10.	The details of recommendations of the District Coastal Zone Management Committee (DCZMC)	The proposal has been deliberated and recommended at DCZMC meeting held on 25.11.2022.	
11.	Whether issue of clearance is within the scope of SCZMA or NCZMA? Specify relevant rules	As per Hon'ble NGT Order dated 21.10.2022 in OA No.76 of 2022 (SZ)	
12.	Details of processing fee	Not paid	
13.	Any other details	-	

The Subject was placed in the KSCZMA meeting held on 06.02.2023. Since the issue is before the Hon'ble NGT (vide OA No.76 of 2022 (SZ)), as per the request made by the petitioner through her legal



representative, an opportunity was given to hear their submission in this regard.

After detailed discussion and deliberation the Authority deferred the subject and directed the legal representative and the proponent to submit all the required information and relevant documents within two days time to take further action in the matter. Now both of them submitted the information.

In compliance to the decision taken in the earlier meeting, the legal representative for the petitioner has submitted the following:

"Existence of Kacha Road: The statement made by the Port Department that there existed a "Kacha road" along the sea shore as connecting at Kasarkod village for development of Honnavar port is false ab initio.

It is imperative to note that, there existed no "Kacha road" along the sea shore in Kasarkod village before January 2022. The villagers of the Kasarkod village used a mud path or 'Kaludhari' to access their homes on the sea shore and the same was used as fish drying area during the day. However, the said path existed in patches and did not provide connectivity for a length of 4km.

The port department since January 2022 at the peak of the Turtle Nesting season, dumped red soil, boulders on the sandy beach/ Sea shore of the Kasarkod village and used heavy machineries to level sand dunes and constructed a road from the boundary of the Port Land at Sy. No. 305 (44ha) through the Kasarkod village in an attempt to connect the port land to NH-66. In the monsoon of 2022, most of the laid road was washed during the high tide and what exists today is barely a 2-lane broken path that was laid by the Port Department. The petitioner herein, has challenged the construction of the said road in absence of CRZ clearance before the Hon'ble Tribunal. Therefore, submission of a proposal to use the illegal road constructed in violation of CRZ law is an attempt of creating fait accompli situation. A copy of the representation submitted by the petitioner is enclosed as Annexure -II



More over on perusal of the Bhuvan Map extracted from the website ISRO, Department of space, Government of India with the road layer does not show existence of any kacha road on the sea shore of Kasarkod village”.

The project proponent submitted the following clarification with regard to objections raised in the earlier meeting:

“1. It is submitted that the existing Kachha road that runs parallel to the beach from NH- 66 at Kasarkod upto the proposed port area in CRZ III (road with gravel mixture) was developed while forming the construction of seawalls for protection from sea erosion. This fact has been elucidated in the site inspection report of Regional Director (Env) Karwar which has been taken on record by the Hon'ble NGT South Zone, Chennai in its interim order dated: 21.10.2022

The proposal of usage of Kachha road along the seashore as connecting road at Kasarkod village for development of Honnavar Port for issue of CRZ clearance was considered in the DCZMC meeting held on 25.11.2022. This proposal was recommended to the KSCZMA by the Regional Director (Environment) Karwar on 29.11.2022. It is clearly stated in the letter that the existing Kachha road was formed for construction of seawalls to protect the area from sea erosion and the potholes have been made good using murrum (red earth) and Jelly .

However, at present, this road is being used by the local inhabitants as an access road to their houses. This fact has been agreed by the petitioner himself. Therefore, it is clear that the road was not formed originally for the local inhabitants but was formed for the transportation of construction materials like boulders, granite stones and other materials to the construction site for the formation of seawalls.

2. The port limits of the Honnavar Port have been notified by the Government of Karnataka vide Notification No: PWD 107 PSP 2013. Dated: 09.12.2013 as per the powers conferred by Section 5 of the Indian Ports Act 1908”.



In the said Notification, the limits on the eastern side is Stated as Seashore of Honnavar 50mtrs above High Water Mark between North and South boundary mark.

For further clarity a copy of the clarification submitted by the proponent is enclosed as Annexure -III".

In compliance to the directions issued by the Hon'ble NGT in O.A No. 76/2022 vide Order dated 21.10.2022,

"14. Therefore, the 2nd respondent is given the liberty to approach the authorities for the usage of the existing road by making an application to the SCZMA-Karnataka and followed by an application before the SEIAA-Karnataka and let the same be examined by the authorities and pass appropriate orders as per law".

the matter was placed and deliberated. The submission made by the Petitioner through his legal counsel and also the Project Proponent were heard. After perusing the metarials on record and averments made there under, KSCZMA discussed and decided to exempt the use of the existing Kacha road in as is where is basis only, as the proposed area falls in notified port limits where NDZ is not applicable in such areas, falling within notified port limits, as per provision in para 4 (i) (a) of CRZ notification 2011.

40.2.3. ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್, ಬಂದರು ವಿಭಾಗ ಬೈತಕೋಲ, ಕಾರವಾರ ಇವರು ಉತ್ತರ ಕನ್ನಡ ಜಿಲ್ಲೆಯ ಭಟ್ಟಳ ಬಂದರಿನಲ್ಲಿ Maintenance Dredging of Entrance channel and Basin of Bhatkal Fishing Harbour ಕುರಿತು (ಅಪಜೀ 32 ಸಿಆರ್‌ಝೆಡ್ 2023)

1	ಯೋಜನೆಯ ಹೆಸರು	Maintenance Dredging of Entrance Channel And Basin of Bhatkal Fisheries Harbour.
2	ಅರ್ಜಿದಾರರ ಹೆಸರು	ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್, ಬಂದರು ವಿಭಾಗ, ಕಾರವಾರ.
3	ಯೋಜನೆಯ ಸ್ಥಳ, ಗ್ರಾಮ	ಭಟ್ಟಳ ತಾಲ್ಲೂಕು, ಉತ್ತರ ಕನ್ನಡ ಜಿಲ್ಲೆ.

Government of Karnataka

No.Aa.Pa.Jee204CRZ2021

Karnataka Government
Secretariat,
Multistoreyed Building,
Bengaluru Date 04-03-2023

From

The Principal Secretary to the Government,
(Ecology and Environment)
Forest, Ecology and Environment Department

To

1. The Additional Chief Secretary to the Government, Commerce and Industrial Department, Vikasa Soudha, Bengaluru
2. The Secretary to the Government, Tourism Department, Vikasa Soudha, Bengaluru.
3. The Secretary to the Government, Animal Husbandry and Fisheries Department, Vikasa Soudha, Bengaluru.
4. The Member Secretary, Karnataka State Pollution Control Board, No.49, Parisara Bhavana, Church Street, Bengaluru-560003.
5. The Director General, Environmental Management and Research Institute, Hasiru Bhavana, Doresanipalya Forest, Vinayakanagar Circle, J.P.Nagara 5th Stage, Bengaluru-76.
6. The Director Karnataka State remote sensing applications centre (Information Technology, Bio Technology and Science and Technology) near Horticulture College, Major UnniKrishnan Road, Vidyaranyapura Post, Bengaluru -560097.
7. The Director, Directorate of Municipal Administration 9th and 10th Floor, Vishweshwarya Tower, Sampangiramanagara, Dr.B.R.Ambedkar Veedhi, Bengaluru.
8. Dr. Shivakumar B.Haragi, Assistant Professor, Karnataka University Post Graduate Centre, Kodibag, Karwar.
9. Dr. M.D.Subash Chandran, consulting Scientist, (Ecology and Environment), Centre for Ecological Sciences IISc, Bengaluru.
10. Dr.Ramesh H, Associate Professor, Department of Applied Mechanics and Hydraulics, NITK, Surathkal, Mangaluru.

11. Shri Ramachandra Bhatta, Snehakunja Trust, Kasarkod Post, Honnavar Taluk, Uttara Kannada District.

Sir,

Subject : Submission of the proceedings of the 40th meeting of the Karnataka State Coastal Zone Management Authority held on 27-02-2023 reg

The proceedings of the 40th meeting of the Karnataka State Coastal Zone Management Authority held through video conference on 27-02-2023 at 0-300 hrs presided over by the Additional Chief Secretary to the Government, Forest, Ecology and Environment Department is enclosed to this and sent for information.

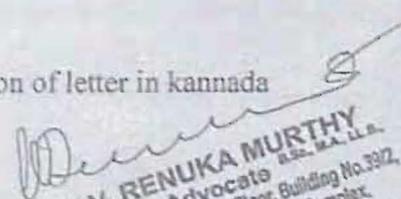
Sd/-
(R.Gokul)
Member Secretary,

Karnataka Coastal Zone
Management Authority
Forest, Ecology and Environment
Department

Copy to

1. The Personal Secretary to the Additional Chief Secretary to the Government, Forest, Ecology and Environment Department Multistoreyed Building, Bengaluru.
2. The Personal Secretary to the Principal Secretary to the Government, (Ecology and Environment) Forest, Ecology and Environment Department, Multistoreyed Building, Bengaluru.
3. The Regional Director (Environment) 1st Floor Urva Store, Urban Development Authority Building, Mangaluru.
4. The office of the Regional Director (Environment) 1st Floor 'C' Block, Rajathadri District Administrative Offices Complex, Manipal Udupi District.
5. The Regional Director (Environment) New KHB Road, Parisara Bhavan, Habbuvada Karwar.
6. Section Guard File/Spare copies.

certified that this is the true English Translation of letter in kannada


K.V. RENUKA MURTHY
Advocate
Shop No.19, Ground Ramp Floor, Building No.392,
A.S.V.N.V. Sangha Commercial Complex,
Opp. to State Bank of Mysore Head Office,
Kempegowda Road, Bangalore-560003

The 40th meeting of the Karnataka state Coastal Zone Management Committee held through Video conference on 27-02-2023 at 03-00 Hrs regarding the proposal pertaining to the Uttara Kannada and Dakshina Kannada District presided over by the Additional chief Secretary to the Government, forest, Ecology and Environment Department.

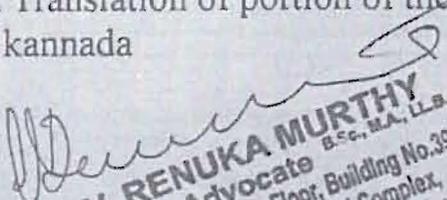
The meeting commenced through the video conference by inviting the member Secretary, Addition chief Secretary to the Government (Ecology and Environment) chairman of the Authority and members and the officers. The details of those present at the meeting is enclosed at Annexure -1.

40.1.1 confirmation of proceedings of the previous meetings of the 39th coastal Zone Management Authority held on 06-02-2023

Proposal was placed before the Authority regarding confirmation of the proceedings of the previous meeting, the 39th Coastal Zone Management Authority held on 06-02-2023. As no proposal were forthcoming regarding the necessity of the amendment to the said proceedings confirmation was accorded.

40.2 New proposals received requesting for coastal Management Zone no objection certificates.

certified that this is the true English Translation of portion of the proceedings in kannada


K.V. RENUKA MURTHY
Advocate B.Sc., M.A., U.L.B.
Shop No.19, Ground Ramp Floor, Building No.39/2,
A.S.V.N.V. Sangha Commercial Complex,
Opp. to State Bank of Mysore Head Office,
Kempgowda Road, Bangalore-560009



State Level Environment Impact Assessment Authority-Karnataka

(Constituted by MoEF, Government of India, under section 3(3) of E(P) Act, 1986)

**Proceedings of the 231st SEIAA Meeting held on 10th March 2023 at 11:00 AM
at Room No. 709, 7th Floor, Gate IV, M.S Building, Bangalore-560001.**

Members present: -

- | | |
|-----------------------------------|-------------------------|
| 1. Dr. K. R. Sree Harsha - | Chairman, SEIAA |
| 2. Shri. K. N. Shivalinge Gowda - | Member, SEIAA |
| 3. Shri. Vijay Mohan Raj V, IFS - | Member Secretary, SEIAA |

The Chairman welcomed the members and initiated the discussion. The subjects discussed and the decisions made on each of the agenda points are as follows:

231.1. Fresh Projects (Recommended for EC):

Construction Projects:

- 231.1.1. Residential Development "Down by the Water Project at Gasthikempanahalli Village, Yelahanka Hobli - 2, Bengaluru North Taluk, Bengaluru by M/s. Total Environment Building Systems Private Limited - Online Proposal No. SIA/KA/INFRA2/413112/2023 (SEIAA 155 CON 2022)**

M/s. Total Environment Building Systems Pvt. Ltd have proposed for construction of "Down By The Water" Residential Development Project on a plot area of 71,932.87 Sqmt. The total built up area is 2,38,420.06 Sqmt. The proposed project consists of 836 Nos. units in 6 towers 2B+G+18UF. Total water consumption is 705 KLD (Fresh water + Recycled water). The total wastewater generated is 635 KLD. The project proponent has proposed to construct Sewage Treatment plant with capacity of 650 KLD. The project cost is Rs. 510Crores.

Details of the project are as follows:

Sl. No.	PARTICULARS	INFORMATION
1	Name & Address of the Project Proponent	M/s. Total Environment Building Systems Pvt. Ltd. IMAGINE, #78, ITPL Road, EPIP Zone, Whitefield, Bengaluru - 560 066.

231.3.5. Usage of the existing road for development of Honnavar Port by M/s Honnavar Port Private limited with 2.1 km length - Online proposal No. SIA/KA/INFRA1/421307/2023

It is a proposal seeking environmental clearance for usage of the existing road for development of Honnavar Port by M/s Honnavar Port Private limited with 2.1 km length.

The Director, Ports and Member (Maritime & IWT Operations), Karnataka Maritime Board, Karwar has applied for this clearance as per the directions issued by the Hon'ble National Green Tribunal, South Zone, Chennai. The Tribunal had advised that the applicant can approach the SCZMA - Karnataka and subsequently the SEIAA - Karnataka for necessary approvals, in accordance with the law.

The Authority perused the proposal. Upon review of the proposal submitted online by the Director, Ports and Member (Maritime & IWT Operations), Karnataka Maritime Board, Karwar, the Authority has concluded that it does not fall under the purview of the EIA Notification 2006. The project activities listed under 3(f) of paragraph 2 and 7 of the Schedule of Projects or Activities Requiring Prior Environmental Clearance are applicable only to new State/national Highway Projects, National/State Highway expansion projects in hilly terrain (above 1000 m AMSL), involving additional right of way or land acquisition greater than 40m on existing alignment and 60 m on re-alignment or by-passes, or ecologically sensitive areas.

Therefore, it is the opinion of the Authority that the usage of the existing road for development of Honnavar Port by M/s Honnavar Port Private limited with 2.1 km length, does not come under the ambit of scheduled activities listed in the EIA notification 2006 and its amendment for prior environmental clearance.

231.3.6. Four laning of Honnavar Port connectivity road from km 0.00 (Kasarkod side of Honnavar port) to Km 2.580 (towards NH - 66) connecting Honnavar Port with NH - 66 at Km 195.986 and to improve NH - 66 from Km 195.00 to Km 197.00 to integrate port connectivity on EPC Mode under Bharatmala Phase - I- Online proposal No. SIA/KA/INFRA1/421268/2023

It is a proposal seeking environmental clearance for Four laning of Honnavar Port connectivity road from km 0.00 (Kasarkod side of Honnavar port) to Km 2.580 (towards NH - 66) connecting Honnavar Port with NH - 66 at Km 195.986 and to improve NH - 66 from Km 195.00 to Km 197.00 to integrate port connectivity on EPC Mode under Bharatmala Phase - I.

The Director, Ports and Member (Maritime & IWT Operations), Karnataka Maritime Board, Karwar has applied for this clearance as per the directions issued by the Hon'ble National Green Tribunal, South Zone, Chennai. The Tribunal had advised that the applicant can approach the SCZMA - Karnataka and subsequently the SEIAA - Karnataka for necessary approvals, in accordance with the law.

Drafted by 




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The Authority perused the proposal. Upon review of the proposal submitted online by the Director, Ports and Member (Maritime & IWT Operations), Karnataka Maritime Board, Karwar, the Authority has concluded that it does not fall under the purview of the EIA Notification 2006. The project activities listed under 3(f) of paragraph 2 and 7 of the Schedule of Projects or Activities Requiring Prior Environmental Clearance are applicable only to new State/national Highway Projects, National/State Highway expansion projects in hilly terrain (above 1000 m AMSL), involving additional right of way or land acquisition greater than 40m on existing alignment and 60 m on re-alignment or by-passes, or ecologically sensitive areas.

Therefore, it is the opinion of the Authority that the Four laning of Honnavar Port connectivity road from km 0.00 (Kasarkod side of Honnavar port) to Km 2.580 (towards NH - 66) connecting Honnavar Port with NH - 66 at Km 195.986 and to improve NH - 66 from Km 195.00 to Km 197.00 to integrate port connectivity on EPC Mode under Bharatmala Phase - I, does not come under the ambit of scheduled activities listed in the EIA notification 2006 and its amendment for prior environmental clearance.

STATE LEVEL EXPERT APPRAISAL COMMITTEE (SEAC), KARNATAKA**(Constituted by MoEF, Govt. of India)****No.KSEAC/01/GC/2023****Dept. of Ecology & Environment,
Karnataka Government Secretariate,
Room No. 710, 7th Floor, IV Gate,
M.S Building, Bangalore,
Date:06.04.2023**

From,

Member Secretary,
State Level Expert Appraisal Committee(SEAC),
Dept. of E&E,
M.S Building,
Bangalore.

To,

Executive Director,
Honnavar Port(P) Ltd.

Sir,

Sub: To furnish copy of proceedings and related documents of Honnavar Port Pvt. Ltd. to submit to Hon'ble NGT reg.

Ref: Your request letter dated 05.04.2023.

This is with reference to your letter dated 05.04.2023, requesting to provide a copy of the following information to submit to Hon'ble NGT,

1. Proceedings of SEAC meetings held on 17.03.2012, 07.04.2012, 25/26.05.2012
2. Documents submitted by HPPL with covering letter dated 10.05.2012.

As per the documents available in this office, the information sought by you is attached with this letter.

Yours faithfully,


Member Secretary
SEAC, Karnataka.

3. Industrial Project: "Development of Barge/Vessel Loading facility from 4.5 MTPA of cargo volume in which 3 MTPA of iron ore and 1.5 MTPA of Thermal Coal" at Kasarkod Tonka Village, Honnavar Taluk, Uttara Kannada District of M/s. Honnavar Port Private Ltd (HPPL). (SEIAA 22 IND 2011).

Name of the Proponent: Sri. G. Siva Shankar Reddy, Director.
Name of the Consultant: M/s. L & T - RAMBOLL Consulting Engineers Limited. (Listed A).

M/s. Honnavar Port Pvt. Ltd., have applied for EC for their newly proposed development of barge/vessel loading facility at Coastal Sand Spit (25 Hectares) (without RS No.) Kasarakod Tonka, Honnavar Taluk, Uttarakannada District under activity 7 (e) of EIA Notification, 2006 schedule under category -B (General condition apply) requiring EC from SEIAA. Proposed Barge/Vessel loading facility at Honnavar will handle 4.5 MTPA of cargo volume in which 3.0 MTPA of iron ore and 1.5 MTPA of thermal coal. It is proposed to develop straight berth with length of 440 m with the backup area of 25 Hectares. The proposed project attracts CRZ Notification, 2011 for their foreshore facilities.

The project involves construction activities namely: breakwaters (southern break water: 880 m and Northern break water: 755 m), berths (440 m long, 16m wide), dredging, approach channel [length of approach channel :1345m, width of the channel -75 m and depth of the channel : (-) 4.6 m CD], Turning circle (diameter of the turning circle -200 m, dredged to a depth of 4.6m), reclamation, internal road/rail network, external road/rail network, cargo storage and handling facilities, utilities, amenities and services. The project also involves reclamation works carried out in the backup area for providing landslide facilities about 0.5 million cum of material will be used for reclamation. Dredging will be carried out at berthing area, turning circle, approach channel. The estimated dredging quantity is about 0.55 million m³. Stockyard will be provided for storage of coal and iron ore. New rail and road will be proposed to transport the cargo from the Barge/vessel loading facility. Berths are proposed to be located along the left bank of Sharavati river and Barge/vessel entrance is proposed through existing river mouth.

Water requirement: construction phase: 15 KLD; operation phase: 7 KLD (raw water requirement will be sourced from Karnataka Rural Water Supply and Sanitation Agency which includes supply to Barge/vessels, port staff and users. In addition to that the water required for dust suppression system and fire fighting will be sourced from Sharavathi River. Power Requirement: 1 MVA sourced from Honnavar Substations (KSEB); Sewage: Treated in STP proposed. Sewage sludge from the STP shall be utilized in the green belt area. Sludge generated from oil water separator will be disposed off as per Karnataka Pollution Control Board/CPCB guidelines or norms. Project Surrounding details: Reserve Forest-14 Km, Minor Forest-10 Km, Ecology (mangroves) - 2 Km; Arabian Sea - adjoining west. Hospital and educational institutions are located within 1.5 Kms of the project site. The project site falls in seismic zone III (moderate risk); Other Details: the proponent has submitted proposed ToRs.

The subject was placed in the 73rd SEAC meeting held on 20.08.2011 and the project proponent and environmental consultant present explained the proposed ToRs for EIA as per the EIA Notification. He informed that Directorate of P&IWTD has signed lease agreement with HPPL. Alternative analysis done with the present proposal found viable to

Recordings of the 80th SEAC meeting

Dated: 17th March 2012

Develop barge/vessel facility. Barge of length 440 m is proposed to handle 4 barge/vessels of 5,000 T simultaneously. The consultant informed that erosion and accretion on the sea side is there along with spit formation. Bathymetry studies done for 10 years, 5 years and recent. The project is connected to sea port at Karwar 60 Km away. The proponent informed that the dredged material is used for reclamation purpose. The Committee observed that the project attracts provision of CRZ Notification, January 2011 of MoEF for its foreshore facilities.

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After deliberation, the Committee decided to categorize the project under B1 and to issue additional ToRs along with the model ToRs for the preparation of EIA along with the public consultation by the proponent addressing the following issues.

1. Details of handling, uploading, transportation of export material.
2. Details of materials proposed to be imported.
3. Breeding season of fish and their abundance.
4. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
5. Impact of dredging on fish breeding and the juveniles

The proponent has submitted the EIA on 29.02.2012 with response to the ToRs issued on 13.09.2011.

The proponent and environmental consultant present explained the EIA. The proponent informed that the proposed facility was planned earlier to handle 4.5 MTPA (3 MTPA of iron ore and 1.5 MTPA of coal). In the later stages due to prohibition on export of iron ore, the handling capacity is enhanced to 4.9 MTPA (2.7 MTPA of coal, 1 MTPA of iron ore and 1.2 MTPA of General Cargos) and accordingly EIA report has been submitted vide letter dated 29.02.2012 in continuation of letter dated 15.02.2012. The public consultation for the development of the barge/vessel loading facility was held on 27.01.2012. They have applied for CRZ clearance before KSCZMA and seek environmental clearance from SEIAA first. The Committee observed that the EIA study submitted does not address points (2) to (5) of the additional ToRs proposed by the Committee. River quality studies have not been done since project is located near the estuary and dissolved oxygen depends on the salinity. Salinity intrusion at the nearest intake in Sharavathi River is to be given. The list of plants provided in the landscape plan is not specific as the entire project is located in mangrove area.

The Committee decided to get the site inspected on 31.03.2012 by a sub committee consisting of the SEAC members namely Dr. G. Srinikethan, Dr. Manoj Kumar, Dr. C. G. Kushalappa, Dr. Bela Zutshi and Dr. Usha. N. Murthy as the project is first of its kind in the state. The site inspection will mainly focus on the (1) Location of the project with respect to salination and its impact on flora and fauna (2) Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves (3) Impact of the project on marine life.

After deliberation, the Committee decided to recall the proponent for presentation after obtaining the following information from the proponent with site inspection report from the subcommittee.

1. Details of materials proposed to be imported.

Proceedings of the 80th SEAC meeting

Dated: 17th March 2012

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2. Breeding season of fish and their abundance.
3. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
4. Impact of dredging on fish breeding and the juveniles.
5. River quality studies.
6. Salinity intrusion at the nearest intake in Sharavathi River.
7. Social commitment plan for Rs. 1.5 Crores/year for 5 years (letter not given).

Action to be taken: Secretary, SEAC to obtain the above information and recall the proponent for the presentation before the SEAC.

4. Construction Project: "Mantri Alpyne Residential Apartments" at Sy. No.s. 88/2, 88/3, 88/4, 88/5, Uttarahalli Village & Hobli, Bangalore South Taluk, Bangalore of M/s. Mantri Developers Pvt. Ltd. (SEIAA 143 CON 2011).

Name of the Applicant: - Sri. Kailash Chandra Gupta, AVP (Planning)
Name of the Consultant: - M/s. Ramky Enviro Engineers Limited (Listed A).

M/s. Mantri Developers Private Limited has applied for EC from SEIAA for proposed expansion of "Mantri Alpyne" Residential Apartment project at Sy. Nos. 88/2, 88/3, 88/4, 88/5, Uttarahalli Village, Hobli, Bangalore South Taluk, Karnataka under Schedule No 8(b) of EIA Notification, 2006. Total project cost: Rs.270 Crores.

The project proponent had obtained Environmental Clearance from SEIAA vide file No. SEIAA 70 CON 2010 dated: 26.05.2011 for construction of residential apartments on a plot area of 35,507.95 Sqm and total built up area of 1.42,711,116 Sqm.

Salient features of the project (Existing and Proposed) are shown below:

Sy. No.	Particulars	Earlier proposal (EC obtained)	Expansion proposal (now applied)
1	Plot Area	35,507.95 Sqm	42,794.9 Sqm
	Built up area	1,42,711,116 Sqm	1,71,189.535 Sqm
2	Number of units	976 units	1140 units
3	Building configuration	3 Blocks namely Block 1, Block 2 and Block 3. Block 1 consists of 6 Wings (wing A & B consists of 1 stilt + ground + 11 upper floors), Wings C,D,E,F consists 1 Basement + 1 Stilt + Ground + 12 upper floors; Block 2 consists of 4 wing with Basement + 1 stilt + ground + 13 upper floors ; Block 3 consists of Ground + 2 upper floors.	<ul style="list-style-type: none"> • Building-1 consist of 5 wings namely A, B, C, D, E & F. • Building-2 also consists of 5 Wings namely G, H, I, J & K.
4	Water requirement	730 KLD	850 KLD

Agenda-3: Discussion on site inspection reports:

1. Industrial Project: "Development of Barge/Vessel Loading facility of 4.9 MTPA cargo volume" at Kasarkod Tonka Village, Honnavar Taluk, Uttara Kannada District of M/s. Honnavar Port Private Ltd (HPPL). (SEIAA 22 IND 2011).

M/s. Honnavar Port Pvt. Ltd., have applied for EC for their newly proposed development of barge/vessel loading facility at Coastal Sand Spit (25 Hectares) (without RS No.) Kasarakod Tonka, Honnavar Taluk, Uttarakannada District under activity 7 (e) of EIA Notification, 2006 schedule under category -B (General condition apply) requiring EC from SEIAA. Proposed Barge/Vessel loading facility at Honnavar will handle 4.5 MTPA of cargo volume in which 3.0 MTPA of iron ore and 1.5 MTPA of thermal coal. It is proposed to develop straight berth with length of 440 m with the backup area of 25 Hectares. The proposed project attracts CRZ Notification, 2011 for their foreshore facilities.

The project involves construction activities namely: breakwaters (southern break water: 880 m and Northern break water: 755 m), berths (440 m long, 16m wide), dredging, approach channel [length of approach channel :1345m, width of the channel -75 m and depth of the channel : (-) 4.6 m CD], Turning circle (diameter of the turning circle -200 m, dredged to a depth of 4.6m), reclamation, internal road/rail network, external road/rail network, cargo storage and handling facilities, utilities, amenities and services. The project also involves reclamation works carried out in the backup area for providing landslide facilities about 0.5 million cum of material will be used for reclamation. Dredging will be carried out at berthing area, turning circle, approach channel. The estimated dredging quantity is about 0.55 million m³. Stockyard will be provided for storage of coal and iron ore. New rail and road will be proposed to transport the cargo from the Barge/vessel loading facility. Berths are proposed to be located along the left bank of Sharavati river and Barge/vessel entrance is proposed through existing river mouth.

Water requirement: construction phase: 15 KLD; operation phase: 7 KLD (raw water requirement will be sourced from Karnataka Rural Water Supply and Sanitation Agency which includes supply to Barge/vessels, port staff and users. In addition to that the water required for dust suppression system and fire fighting will be sourced from Sharavathi River. Power Requirement: 1 MVA sourced from Honnavar Substations (KSEB); Sewage: Treated in STP proposed. Sewage sludge from the STP shall be utilized in the green belt area. Sludge generated from oil water separator will be disposed off as per Karnataka Pollution Control Board/CPCB guidelines or norms. Project Surrounding details: Reserve Forest-14 Km, Minor Forest-10 Km, Ecology (mangroves) - 2 Km; Arabian Sea - adjoining west. Hospital and educational institutions are located within 1.5 Kms of the project site. The project site falls in seismic zone III (moderate risk); Other Details: the proponent has submitted proposed ToRs.

The subject was placed in the 73rd SEAC meeting held on 20.08.2011 and the project proponent and environmental consultant present explained the proposed ToRs for EIA as per the EIA Notification. He informed that Directorate of P&IWTD

proceedings of the 81st SEAC meeting

Dated: 7th April 2012

has signed lease agreement with HPPL. Alternative analysis done with the present proposal found viable to develop barge/vessel facility. Barge of length 440 m is proposed to handle 4 barge/vessels of 5,000 T simultaneously. The consultant informed that erosion and accretion on the sea side is there along with spit formation. Bathymetry studies done for 10 years, 5 years and recent. The project is connected to sea port at Karwar 60 Km away. The proponent informed that the dredged material is used for reclamation purpose. The Committee observed that the project attracts provision of CRZ Notification, January 2011 of MoEF for its foreshore facilities.

After deliberation, the Committee decided to categorize the project under B1 and to issue additional ToRs along with the model ToRs for the preparation of EIA along with the public consultation by the proponent addressing the following issues.

1. Details of handling, uploading, transportation of export material.
2. Details of materials proposed to be imported.
3. Breeding season of fish and their abundance.
4. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
5. Impact of dredging on fish breeding and the juveniles

The proponent has submitted the EIA on 29.02.2012 with response to the ToRs issued on 13.09.2011.

The subject was placed in the 80th SEAC meeting held on 17.03.2012 and the proponent and environmental consultant present explained the EIA. The proponent informed that the proposed facility was planned earlier to handle 4.5 MTPA (3 MTPA of iron ore and 1.5 MTPA of coal). In the later stages due to prohibition on export of iron ore, the handling capacity is enhanced to 4.9 MTPA (2.7 MTPA of coal, 1 MTPA of iron ore and 1.2 MTPA of General Cargos) and accordingly EIA report has been submitted vide letter dated 29.02.2012 in continuation of letter dated 15.02.2012. The public consultation for the development of the barge/vessel loading facility was held on 27.01.2012. They have applied for CRZ clearance before KSCZMA and seek environmental clearance from SEIAA first. The Committee observed that the EIA study submitted does not address points (2) to (5) of the additional ToRs proposed by the Committee. River quality studies have not been done since project is located near the estuary and dissolved oxygen depends on the salinity. Salinity intrusion at the nearest intake in Sharavathi River is to be given. The list of plants provided in the landscape plan is not specific as the entire project is located in mangrove area.

The Committee decided to get the site inspected on 31.03.2012 by a sub committee consisting of the SEAC members namely Dr. G. Srinikethan, Dr. Manoj Kumar, Dr. C. G. Kushalappa, Dr. Bela Zutshi and Dr. Usha. N. Murthy as the project is first of its kind in the state. The site inspection will mainly focus on the (1) Location of the project with respect to salinity and its impact on flora and fauna (2) Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves (3) Impact of the project on marine life.

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After deliberation, the Committee decided to recall the proponent for presentation after obtaining the following information from the proponent with site inspection report from the subcommittee.

1. Details of materials proposed to be imported.
2. Breeding season of fish and their abundance.
3. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
4. Impact of dredging on fish breeding and the juveniles.
5. River quality studies.
6. Salinity intrusion at the nearest intake in Sharavathi River.
7. Social commitment plan for Rs. 1.5 Crores/year for 5 years (letter not given).

The project proponent has submitted his replies on 03.04.2012 in response to this office letter dated: 29.03.2012.

The subcommittee members submitted the site inspection report and the same is reproduced as below:

Report of site inspection to Honnavar Port by SEAC team members on 31-3-2012.

As per the communication from Secretary, SEAC, the following subcommittee visited the proposed Honnavar Port (P) Ltd. site near Honnavar town on 31st March 2012 at 10.00 am. The visiting team was accompanied by Mr. Masih, Director Operations, Honnavar Port (P) Ltd., Capt. Suryaprakash Technical Consultant and representatives for L& T Romboll Hyderabad and experts who prepared EIA from the proponent side. Proponent and environmental consultant showed the physiographic features of the site and explained the proposed activities to be done at the site.

1. Dr. G. Srinikethan, Member, SEAC
2. Dr. Kushalappa C. G., Member, SEAC
3. Dr. Bela Zutshi, Member, SEAC
4. Dr. Manoj Kumar, Member, SEAC
5. Dr. Usha N. Murthy, Member, SEAC

During site visit the experts present from consultant side did not give convincing response for the queries made by subcommittee members. Following are the observations made during the visit for which an elaborative study needs to be done before the project is considered for appraisal.

1. Basis for selection of the site port need to be clarified and if any alternative sites were considered is not clear. The proposed site is in the sea and does not have a survey number. Proponent informed that revenue department will provide the survey number soon and this issue is crucial since clearance cannot be provided to a site without survey number.
2. Since the area is under CRZ examination needs to be undertaken to see if the proposal has to be presented for CRZ review committee and get clearance for the proposed activity.
3. For any accidental spills - model studies needs to be undertaken for river and sea.

Dated: 7th April 2012

- Consultant present did not give satisfactory answer for the values and parameters selection reported in water quality results and hence to be reworked.
5. Consultant did not provide justification for site selection for monitoring of air, noise and water quality- It was also found that critical and sensitive areas like islands with habitation were not considered for monitoring. Give the details of tidal wave studies.
 6. Typical input data and output result for all models used in EIA needs to be reported - Data used for the model need to be elaborated and any assumptions and limitations made to be provided in the report.
 7. Water intake location for use by the workers for proposed project and existing water quality & changes expected near the intake due to the proposed activity along with details of other competitive users near the location to be provided.
 8. Salinity measurements in the estuarine/ river portion to be studied in detail and impact of proposed activities on salinity intrusions towards river/ estuarine side needs to be predicted.
 9. Water quality studies in critical areas of Sharavathi and other river need to be undertaken.
 10. For air modeling studies impact of line sources (road/ rail/ ship movement) needs to be included.
 11. Impact studies for proposed road and railway line on local environment needs to be undertaken.
 12. Since the dredged material will be dumped into sea its impact on marine ecology needs to be undertaken.
 13. For wastewater generated in the proposed activity a sewage treatment system to be proposed.
 14. Some of the critical and sensitive areas were identified during site visit (island of Mavinkurve, Mangroves near road bridge, inland travel) for which impact studies need to be undertaken.
 15. The report submitted by experts and forest officers to the Deputy Commissioner on coastal erosion in Pavinkurve area which is within the project area has to be taken into consideration before issuing clearance.

Comments on ecological issues:

1. The ToR was approved during September 2011 but baseline marine and terrestrial studies were undertaken from March to May 2011 and the three month study is too short a period to assess the impact of a project on this magnitude on the ecology, environment and livelihood of communities. Post monsoon data is not included in the report. As indicated by some of the participants in the public hearing local resource persons were not involved in undertaking studies and hence many critical issues have not been addressed properly.
2. Under environmentally sensitive areas within 10 km from site boundary which are used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, nesting, overwintering, migration there is no mention about the following :
 - i. Mangrove formations in the estuary, which are protected under CRZ Notification- under Zone-1, as inviolable areas not mentioned.

Dated: 7th April 2012

- mentions considerable area under mangroves in the land use details within the project impact area but no details are provided regarding the number and extent of mangroves upstream the two rivers.
- ii. Over 100 species of birds are associated with the estuary, of which at least 40% are migrants from northern latitudes that arrive for over-wintering. The details of resident birds breeding in the estuary and surroundings is not mentioned. The estuary and mudflats and marshy islands provide abundant feeding grounds for the birds and numerous fishes and other organisms and impact on these habitats is not provide. Hence impact of the proposed project on avifauna needs to be redone involving local experts.
 - iii. Sharavathi River has 64 species fresh water fishes including the newly described *Batasio Sharavathiensis* an endangered fish and additionally there are many rare, endangered and threatened fishes from the project impact area. Fishes reported from study area largely ignores the estuarine fish of Sharavathi, which are very unique and is important source of livelihoods of many and a good trade of which is carried out. The list given is just a general list of marine fishes. Hence detailed study of the fish resources, impacts of the project on their population and livelihood of locals need to be undertaken involving local experts.
3. The floristic inventory provided is based on secondary data which lists 286 plants from the district but the district has close to 2000 plants of which around 1200 could be present in Honnavar Taluk. Rather than providing general check list for the entire district detailed plant inventory from the project impact area needs to be provided by local experts focusing on plant diversity in the different forest types mentioned in the land use especially mangroves and estuarial plants.
 4. Under areas containing important high quality or scarce resources only reserved forest 14 km away mentioned but there is reserve forests within 1km in Kasarkod and a forest nursery . Basavadurga Island is also located located within the project core area with good vegetation cover.

Sharavathi estuary is a near pristine ecosystem of largely fresh water that is present from Mavinkurve island towards inteior and also along Badagani river. Such unique habitats of low salinity to fresh water conditons do not exist in other coastal estuarine areas. Studies undertaken is too short and hence the studies realted to impact of the project on the unique marine flora and fauna is not exhaustive. Hence a detailed study needs to be undertaken invloving local experts to address these issues. The proponent and consultants have agreed to undertake studies based on the suggestions provided by the committee during the site visit.

The subcommittee informed the Committee that the project is coming up in reclaimed land formed due to accretion in water. The survey numbers of the port land is required for environmental clearance appraisal. The proponent has informed that survey is going on in the project area. The proponent needs to submit the survey numbers officially. There are several lacunas in the project proposal such as:

- Salinity not measured.
- Basis for fixing air sampling stations.

Dated: 7th April 2012

- Model studies have to be done by CWPRS for tidal influence.
- Flora/fauna and mangrove have not been done.
- ToR issued in September 2011 and EIA submitted in March 2012.
- There is no post monsoon study.
- Environmental clearance can be considered based on CRZ clearance by KCZMA.

The Committee noted that the ToRs for the preparation of the EIA by the proponent were issued based on the model ToRs published by M/s. ASCI assigned by MoEF, GoI for preparation of EIA guidelines/manual. The Secretary, SEAC informed the Committee that proponent has made application for CRZ clearance before KCZMA and the same will be placed in the next meeting of KCZMA wherein the Regional Director (Environmental) will be present.

The Committee after deliberations decided to obtain the details/documents as per the inspection report submitted by the subcommittee from the project proponent and recall the proponent for presentation in the SEAC meeting.

Action to be taken: Secretary, SEAC to obtain the above information and recall the proponent for the presentation before the SEAC.

2. **Construction Project: "Group Housing project" at Sy. No. 61, Hennagara Hosahalli village, Bangalore South Taluk, Bangalore of M/s Jambhala Projects (SEIAA 137 CON 2011).**

M/s. Jambhala Projects have applied for EC from SEIAA for their new proposed Residential project "Group Housing" Survey Nos, 61, Hennagara Hosahalli Village, Bangalore South Taluk, Bangalore under Schedule No 8(a) of EIA Notification, 2006. Total project cost: Rs 25 Crores. Land conversion from DC submitted.

Project Details: (a) Land: Total plot area: 32374.85 Sqm; Total built up area: 23302.14 Sqm. The project consists of 105 Units residential flats with consists of Ground + 1 Floor. (b) Greenery: Landscape area: 11654.9 Sqm (36%). (c) Water Requirement: Total water requirement is 100 KLD, sourced from BWSSB. (d) Sewage: Total quantity generated 70.875 KLD treated in proposed STP of design capacity of 60 KLD; Sludge 5 Kg/day. (f) Solid waste: Total generated: organic waste of 94.5Kg/day treated in organic Converter. Inorganic waste of 63 Kg/day will be sent for recycling. (g) Power Requirement: Total Requirement: is 1000 KVA from BESCO; Power Backup 500 KVAX 1 Nos DG sets (h) parking -210 Numbers.

Project surrounding Details: Bangalore International Airport - 45 Km Bangalore 30 Km. Other details: Rain Water Harvesting proposed. CPE from KSPCB submitted.

The subject was placed in the 75th SEAC meeting held on 15.10.2011 and the proponent present explained the project. The proponent informed that the level difference of the project is 4m. The proponent informed that Kondareddy Lake is abutting the project site on the upstream. The proponent informed that there are 30 trees existing in the project site and about 200 trees are proposed to be planted; the

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Date: 25th & 26th May 2012

backup area for providing landslide facilities about 0.5 million cum of material will be used for reclamation. Dredging will be carried out at berthing area, turning circle, approach channel. The estimated dredging quantity is about 0.55 million m³. Stockyard will be provided for storage of coal and iron ore. New rail and road will be proposed to transport the cargo from the Barge/vessel loading facility. Berths are proposed to be located along the left bank of Sharavati river and Barge/vessel entrance is proposed through existing river mouth.

Water requirement: construction phase: 15 KLD; operation phase: 7 KLD (raw water requirement will be sourced--from Karnataka Rural Water Supply and Sanitation Agency which includes supply to Barge/vessels, port staff and users. In addition to that the water required for dust suppression system and fire fighting will be sourced from Sharavathi River. Power Requirement: 1 MVA sourced from Honnavar Substations (KSEB); Sewage: Treated in STP proposed. Sewage sludge from the STP shall be utilized in the green belt area. Sludge generated from oil water separator will be disposed off as per Karnataka Pollution Control Board/CPCB guidelines or norms. Project Surrounding details: Reserve Forest-14 Km, Minor Forest-10 Km, Ecology (mangroves) - 2 Km; Arabian Sea - adjoining west. Hospital and educational institutions are located within 1.5 Kms of the project site. The project site falls in seismic zone III (moderate risk); Other Details: the proponent has submitted proposed ToRs.

The subject was placed in the 73rd SEAC meeting held on 20.08.2011 and the project proponent and environmental consultant present explained the proposed ToRs for EIA as per the EIA Notification. He informed that Directorate of P&IWD has signed lease agreement with HPPL. Alternative analysis done with the present proposal found viable to develop barge/vessel facility. Berth of length 440 m is proposed to handle 4 barge/vessels of 5,000 T simultaneously. The consultant informed that erosion and accretion on the sea side is there along with spit formation. Bathymetry studies done for 10 years, 5 years and recent. The project is connected to sea port at Karwar 60 Km away. The proponent informed that the dredged material is used for reclamation purpose. The Committee observed that the project attracts provision of CRZ Notification, January 2011 of MoEF for its foreshore facilities.

After deliberation, the Committee decided to categorize the project under B1 and to issue additional ToRs along with the model ToRs for the preparation of EIA along with the public consultation by the proponent addressing the following issues.

1. Details of handling, uploading, transportation of export material.
2. Details of materials proposed to be imported.
3. Breeding season of fish and their abundance.
4. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
5. Impact of dredging on fish breeding and the juveniles

The proponent has submitted the EIA on 29.02.2012 with response to the ToRs issued on 13.09.2011.

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The subject was placed in the 80th SEAC meeting held on 17.03.2012 and the proponent and environmental consultant present explained the EIA. The proponent informed that the proposed facility was planned earlier to handle 4.5 MTPA (3 MTPA of iron ore and 1.5 MTPA of coal). In the later stages due to prohibition on export of iron ore, the handling capacity is enhanced to 4.9 MTPA (2.7 MTPA of coal, 1 MTPA of iron ore and 1.2 MTPA of General Cargos) and accordingly EIA report has been submitted vide letter dated 29.02.2012 in continuation of letter dated 15.02.2012. The public consultation for the development of the barge/vessel loading facility was held on 27.01.2012. They have applied for CRZ clearance before KSCZMA and seek environmental clearance from SEIAA first. The Committee observed that the EIA study submitted does not address points (2) to (5) of the additional ToRs proposed by the Committee. River quality studies have not been done since project is located near the estuary and dissolved oxygen depends on the salinity. Salinity intrusion at the nearest intake in Sharavathi River is to be given. The list of plants provided in the landscape plan is not specific as the entire project is located in mangrove area.

The Committee decided to get the site inspected on 31.03.2012 by a sub committee consisting of the SEAC members namely Dr. G. Srinikethan, Dr. Manoj Kumar, Dr. C. G. Kushalappa, Dr. Bela Zutshi and Dr. Usha. N. Murthy as the project is first of its kind in the state. The site inspection will mainly focus on the (1) Location of the project with respect to salinity and its impact on flora and fauna (2) Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves (3) Impact of the project on marine life.

After deliberation, the Committee decided to recall the proponent for presentation after obtaining the following information from the proponent with site inspection report from the subcommittee.

1. Details of materials proposed to be imported.
2. Breeding season of fish and their abundance.
3. Identification of mangroves in backwaters and the impact of the project on the flora and fauna in the mangroves.
4. Impact of dredging on fish breeding and the juveniles.
5. River quality studies.
6. Salinity intrusion at the nearest intake in Sharavathi River.
7. Social commitment plan for Rs. 1.5 Crores/year for 5 years (letter not given).

The project proponent has submitted his replies on 03.04.2012 in response to this office letter dated: 29.03.2012.

The subject was placed in the 81st SEAC meeting held on 07.04.2012 and the subcommittee members submitted the site inspection report and the same is reproduced as below:

Report of site inspection to Honnavar Port by SEAC team members on 31-3-2012.

As per the communication from Secretary, SEAC, the following subcommittee visited the proposed Honnavar Port (P) Ltd. site near Honnavar town on 31st March 2012 at 10.00 am. The visiting team was accompanied by Mr. Masih, Director Operations, Honnavar Port (P) Ltd., Capt. Suryaprakash Technical Consultant and

Page 10 of 56

Date: 25th & 26th May 2012

representatives for L& T Romboll Hyderabad and experts who prepared EIA from the proponent side. Proponent and environmental consultant showed the physiographic features of the site and explained the proposed activities to be done at the site.

1. Dr. G. Srinikethan, Member, SEAC
2. Dr. Kushalappa C. G., Member, SEAC
3. Dr. Bela Zutshi, Member, SEAC
4. Dr. Manoj Kumar, Member, SEAC
5. Dr. Usha N. Murthy, Member, SEAC

During site visit the experts present from consultant side did not give convincing response for the queries made by subcommittee members. Following are the observations made during the visit for which an elaborative study needs to be done before the project is considered for appraisal.

1. Basis for selection of the site port need to be clarified and if any alternative sites were considered is not clear. The proposed site is in the sea and does not have a survey number. Proponent informed that revenue department will provide the survey number soon and this issue is crucial since clearance cannot be provided to a site without survey number.
2. Since the area is under CRZ examination needs to be undertaken to see if the proposal has to be presented for CRZ review committee and get clearance for the proposed activity.
3. For any accidental spills - model studies needs to be undertaken for river and sea.
4. Consultant present did not give satisfactory answer for the values and parameters selection reported in water quality results and hence to be reworked.
5. Consultant did not provide justification for site selection for monitoring of air, noise and water quality- It was also found that critical and sensitive areas like islands with habitation were not considered for monitoring. Give the details of tidal wave studies.
6. Typical input data and output result for all models used in EIA needs to be reported - Data used for the model need to be elaborated and any assumptions and limitations made to be provided in the report.
7. Water intake location for use by the workers for proposed project and existing water quality & changes expected near the intake due to the proposed activity along with details of other competitive users near the location to be provided.
8. Salinity measurements in the estuarine/ river portion to be studied in detail and impact of proposed activities on salinity intrusions towards river/ estuarine side needs to be predicted.
9. Water quality studies in critical areas of Sharavathi and other river need to be undertaken.
10. For air modeling studies impact of line sources (road/ rail/ ship movement) needs to be included.
11. Impact studies for proposed road and railway line on local environment needs to be undertaken.
12. Since the dredged material will be dumped into sea its impact on marine ecology needs to be undertaken.

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Date: 25th & 26th May 2012

14. For wastewater generated in the proposed activity a sewage treatment system to be proposed.
14. Some of the critical and sensitive areas were identified during site visit (island of Mavinkurve, Mangroves near road bridge, inland travel) for which impact studies need to be undertaken.
15. The report submitted by experts and forest officers to the Deputy Commissioner on coastal erosion in Pavinkurve area which is within the project area has to be taken into consideration before issuing clearance.

Comments on ecological issues:

1. The ToR was approved during September 2011 but baseline marine and terrestrial studies were undertaken from March to May 2011 and the three month study is too short a period to assess the impact of a project on this magnitude on the ecology, environment and livelihood of communities. Post monsoon data is not included in the report. As indicated by some of the participants in the public hearing local resource persons were not involved in undertaking studies and hence many critical issues have not been addressed properly.
2. Under environmentally sensitive areas within 10 km from site boundary which are used by protected, important or sensitive species of flora or fauna for breeding, nesting, foraging, nesting, overwintering, migration there is no mention about the following :
 - i. Mangrove formations in the estuary, which are protected under CRZ Notification- under Zone-I, as inviolable areas not mentioned. The report mentions considerable area under mangroves in the land use details within the project impact area but no details are provided regarding the number and extent of mangroves upstream the two rivers.
 - ii. Over 100 species of birds are associated with the estuary, of which at least 40% are migrants from northern latitudes that arrive for over-wintering. The details of resident birds breeding in the estuary and surroundings is not mentioned. The estuary and mudflats and marshy islands provide abundant feeding grounds for the birds and numerous fishes and other organisms and impact on these habitats is not provide. Hence impact of the proposed project on avifauna needs to be redone involving local experts.
 - iii. Sharavathi River has 64 species fresh water fishes including the newly described *Batasio Sharavathiensis* an endangered fish and additionally there are many rare, endangered and threatened fishes from the project impact area. Fishes reported from study area largely ignores the estuarine fish of Sharavathi, which are very unique and is important source of livelihoods of many and a good trade of which is carried out. The list given is just a general list of marine fishes. Hence detailed study of the fish resources, impacts of the project on their population and livelihood of locals need to be undertaken involving local experts.
3. The floristic inventory provided is based on secondary data which lists 286 plants from the district but the district has close to 2000 plants of which around 1200 could be present in Honnavar Taluk. Rather than providing general check list for

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Date: 25th & 26th May 2012

- the entire district detailed plant inventory from the project impact area needs to be provided by local experts focusing on plant diversity in the different forest types mentioned in the land use especially mangroves and estuarial plants.
1. Under areas containing important high quality or scarce resources only reserved forest 14 km away mentioned but there is reserve forests within 1km in Kasarkod and a forest nursery. Basavadurga Island is also located located within the project core area with good vegetation cover.

Sharavathi estuary is a near pristine ecosystem of largely fresh water that is present from Mavinkurve island towards interior and also along Badagani river. Such unique habitats of low salinity to fresh water conditons do not exist in other coastal estuarine areas. Studies undertaken is too short and hence the studies realted to impact of the project on the unique marine flora and fauna is not exhaustive. Hence a detailed study needs to be undertaken invloving local experts to address these issues. The proponent and consultants have agreed to undertake studies based on the suggestions provided by the committee during the site visit.

The subcommittee informed the Committee that the project is coming up in reclaimed land formed due to accretion in water. The survey numbers of the port land is required for environmental clearance appraisal. The proponent has informed that survey is going on in the project area. The proponent needs to submit the survey numbers officially. There are several lacunas in the project proposal such as:

- Salinity not measured.
- Basis for fixing air sampling stations.
- Model studies have to be done by CWPRS for tidal influence.
- Flora/fauna and mangrove have not been done.
- ToR issued in September 2011 and EIA submitted in March 2012.
- There is no post monsoon study.
- Environmental clearance can be considered based on CRZ clearance by KCZMA.

The Committee noted that the ToRs for the preparation of the EIA by the proponent were issued based on the model ToRs published by M/s. ASCI assigned by MoEF, GoI for preparation of EIA guidelines/manual. The Secretary, SEAC informed the Committee that proponent has made application for CRZ clearance before KCZMA and the same will be placed in the next meeting of KCZMA wherein the Regional Director (Environmental) will be present.

The Committee after deliberations decided to obtain the details/documents as per the inspection report submitted by the subcommittee from the project proponent and recall the proponent for presentation in the SEAC meeting.

The proponent has submitted the information on 10.05.2012 in response to this office letter dated: 10.04.2012.

The proponent and environmental consultant present explained the queries raised by the Committee. The proponent informed that survey of the project site is already completed and the list of survey numbers will be submitted to the Committee. The proponent informed further that the subject is placed before the KSCZMA on 28.05.2012 for consideration for CRZ clearance. After deliberation the Committee

Date: 25th & 26th May 20

Decided at the 83rd SEAC meeting
 after obtaining the following information from the proponent and subject to the condition that the project proponent obtains CRZ clearance.

1. Copy of the Revenue Department letter regarding survey numbers.
2. Traffic impact on the landward side from the project.
3. Impact of the project on the riverine habited Island.
4. Incorporation of the already published data on the project area (if available).

Action to be taken: Secretary, SEAC to recommend the proposal to SEIAA after obtaining above information from the project proponent.

2. Construction Project: "Residential Apartment" at Sy.No. 29/1 and 29/2, Begur Village, Begur Hobli, Bangalore South Taluk, Bangalore of M/s. Windsor Edifices Pvt. Ltd., (SEIAA 23 CON 2012).

Name of the Applicant: Sri. Muralidhar

M/s. Windsor Edifices Pvt. Ltd have applied for EC from SEIAA for their Residential project "Windsor Edifices" at Sy. No. 29/1 & 29/2, Begur Village, Begur Hobli, Bangalore North, Bangalore under 8(a) of schedule of EIA Notification, 2006 under category-B requiring EC from SEIAA. Total project cost: Rs. 60 Crores. Project comes under BBMP Limits.

Project Details: (a) Land: Total plot area: 19699.72 Sqm; Total built up area: 60035.44 Sqm. The project consists of 448 Units with consists of Basement + Ground + 19 Upper Floors & Terrace Floor (b) Greenery: Landscape area: 5650.36 Sqm (33 % of plot area). (c) Water Requirement: Total water requirement is 302.4 KLD; Source of water: BWSSB Water Supply system. (d) Soil: Total excavated soil: 13500 Cum; Backfilling Quantity: 12000 Cum and landscaping quantity: 1500 Cum within the project site. (e) Sewage: Total quantity generated: 240 KLD, treated in proposed STP of design capacity 218 KLD; Sludge generated: 26 Kg/day used as manure. (f) Solid Waste: Total generated: 1344 Kg/day; Organic waste: 806.4 Kg/day treated in organic converter and product used as manure. Inorganic waste: 537.6 Kg/day will be sent for recycling. (g) Power Requirement: Total Requirement 1400 KVA & Maximum 1344 KVA from BESCO; Power Backup: 3 X 200 KVA DG sets. (h) Parking: 550 Numbers.

Project Surrounding Details: K.R.Puram Railway Station -18 Kms. Begur Lake- 2km; Hulimavu lake- 2.5km; Bangalore International Airport- 43 Km. Bannerughatta National Park -15 Km. Other Details: Rain Water Harvesting is proposed.

The subject was placed in the 81st SEAC meeting held on 07.04.2012 and the proponent was informed that RoW in front of the project site is 24 m and the height of the building is 60 m. He informed that there is no fire station located within 5 km radius of the project site as per the minimum required according to the O. M. dated 07.02.2012 regarding high rise building. The Committee did not further appraise the project because of this non compliance of the O.M.















TRANSLATED FROM KANNADA TO ENGLISH

Village: Kasarakoda
 taluk : Honnavara
 District: Uttara Kannada

- * Survey (Moojini) Date: 04/01/2021
- * Reasons for the survey : Regarding giving the road connection from NH 66 to Port planning Area. and regarding prepare of P.T.Sheet after making the survey.

- * Survey Order ; Tahasildar Honnavara's letter ;

LND/V.V /74/20-21

Hon'ble land Survey officer Honnavara 's
 Order No. HNR/1.S/E.P/27/20-21

- * Presented at the time of survey ;

Port Department officers and port honnavara Company's
 Engineers.

NOTE:

- _____ : marked as per the villageplan - it is S.No.border
- : which is showned for the construction of road area mark
- : the place shown in this mark ,that will be the place shown for the construction of road , the construction was carried out in between these area it is Imarathina marks.

- * There is no plan reagrding the Patta Land, hence on the basis of the Kasarakoda Village sketch , on this basis , the said sketch was made on the basis of the GPS reading for the area which is requested for the construction of road.

TRANSLATED ATTESTED BY ME

T. Mallikarjuna
 T. MALLIKARJUNA
 ADVOCATE & NOTARY PUBLIC
 GOVT. OF INDIA

No. C-5, RAJA BHAVAN QUARTRES,
 RAJA BHAVAN, BANGALORE-560 001

22 APR 2023

sd/- & sld.

Translated by me
RAR/369/02
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 Avenue Road,
 BENGALURU - 560 002.
 Mobile No: 9448207563

