

BEFORE THE NATIONAL GREEN TRIBUNAL (SZ) CHENNAI
(Under Section 16(h) read with Section 18(1) of the National Green Tribunal
Act, 2010)

Appeal No. 7 OF 2025

Janardhan P Mesta and Anr.

....Appellants

Vs.

State Environment Impact Assessment Authority
(SEIAA), Karnataka and Anr.

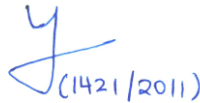
... Respondents

REJOINDER FILED BY APPELLANTS
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//Certified to be true copies of the respective originals//

Dated at Chennai on this the 15th day of March, 2025


(1421/2011)

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BEFORE THE NATIONAL GREEN TRIBUNAL (SZ) CHENNAI

(Under Section 16(h) read with Section 18(1) of the National Green Tribunal Act, 2010)

Appeal No. 7 of 2025

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Vs.

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REJOINDER FILED BY THE APPELLANTS

The Appellants submit as follows:

1. That the present rejoinder is being filed in response to the counter affidavit dated 27.02.2025 filed by the 1st Respondent and the counter affidavit dated 26.02.2025 filed by the 2nd Respondent.
2. The contents of the reply statements filed by the 1st and 2nd Respondents are denied as false, except to the extent they relate to matters of record, and to the extent expressly admitted hereunder.

REJOINDER TO REPLY STATEMENT OF 1ST RESPONDENT

3. It is submitted that the 1st Respondent has not responded to the averments in the appeal on merits, and has merely paraphrased portions of proceedings that culminated in the issuance of the impugned clearance, extracted provisions of the EIA Notification, 2006, and the 1st Respondent's failure to controvert the contentions in the appeal with evidence may be taken note of by this Hon'ble Tribunal.
4. The contents of paras 1 and 2 are for the information of this Hon'ble Tribunal, and do not call for any reply.
5. At the outset, it is submitted that both the 1st and 2nd respondents have failed to inform this Hon'ble Tribunal that another port has been proposed on the right (Northern) bank of the Sharavathi estuary at Pavinakurve. The impugned port of the 2nd respondent is on the left (Southern) side of the estuary. It is surprising that the 14 MTPA port proposed adjacent

to the 2nd respondent port has been suppressed in the entire clearance process. Information has not been provided when solicited in the form - I. The EIA report is silent and the entire appraisal process has proceeded as though this port proposal never existed, vitiating the impugned EC and rendering the entire process otiose. Documents pertaining to this proposal are annexed as **Annexure A21**.

6. Insofar as the contents of paras 3 to 5 are concerned, it is submitted that the 1st Respondent has only narrated facts pertaining to the previous EC, which are irrelevant to the determination of the validity of the impugned clearance.

7. Insofar as the contents of paras 6 and 7 are concerned, it is denied that the 1st Respondent's SEAC exercised due diligence and issued the impugned clearance in compliance with the law. The 1st Respondent admits the fact that the 2nd Respondent applied for fresh EC, as required by the EIA Notification, 2006. The 1st Respondent however fails to mention the fact that they have no powers under the EIA Notification, 2006 to exempt the requirement of public hearing in favour of any project proponent, unless the Notification specifically grants such exemption. The attempt of the 1st Respondent to cite another illegal order of the Ministry of Environment, Forest and Climate Change (MoEFCC) granting exemption from public hearing is of no avail, as it is trite that there is no equality in illegality. The 1st Respondent further admits that they relied upon clause 7(ii) of the EIA Notification, 2006 in order to exempt public hearing. A bare reading of the said clause will make it clear that it applies only to expansion and modernisation projects, and not to applications for fresh EC, such as the impugned clearance. Even for expansion or

modernisation projects, the 1st Respondent has not been bestowed with absolute powers to exempt public hearing, and such exemption can be granted only for projects that are specifically exempted under the said clause. The justification sought to be given by the 1st Respondent is illegal, contrary to the EIA Notification, 2006 and cannot be countenanced.

8. The contents of para 8 are denied as false. It is submitted that once again, the 1st Respondent has resorted to making bald assertions without providing any justification or reasons to back them. The 1st Respondent has admitted that the Karnataka State Coastal Zone Management Authority (KSCZMA) only reviewed reports dated 20.09.2024 from the PARIVESH portal in its 46th meeting held on 21.10.2024. It is therefore evident that the EIA report dated 25.10.2024 was not even before the KSCZMA during the consideration and recommendation of the proposal. This fact vitiates the proceedings, and it cannot be claimed that the KSCZMA's decision is valid. In the absence of EIA studies, it is not known how the KSCZMA could have assessed the anticipated impact of the project and arrived at a decision.
9. It is submitted that insofar as the contents of para 9 are concerned, the 1st Respondent has admitted that the project site is erosion-prone. In the absence of erosion, there is no need for mitigation measures. The 1st Respondent has made a very strange claim that the EIA report includes "comprehensive seasonal data". It is obvious that the 1st Respondent has no understanding of the difference between a comprehensive EIA and a rapid EIA, and the mandate of the law. The 1st Respondent has failed to see that even the EIA report contains data from the National Centre for Coastal Research (NCCR) Shoreline Change Atlas, proving that the site is erosion prone. The reliance on the National Centre for Sustainable Coast

Management (NCSCM) shoreline management guidelines also does not enure in the benefit of the 1st Respondent, and exposes the falsity of their claim. The SMP referred to by the 1st Respondent itself records the erosion status of the shoreline as moderate to high. For the sake of clarity, it is submitted that erosion greater than 1 m per year is high erosion, as per the MoEFCC's office memorandum (OM) dated 03.11.2009, disqualifying the site from the establishment of the subject port. The factum of erosion is not disputed. Even if the rate of erosion were considered low or medium, the project requires comprehensive EIA (i.e. based on one year's baseline data), without which the impugned clearance could not have been issued.

10. The contents of para 10 are denied as false. It is submitted that the 1st Respondent has admitted that the subject site is a turtle nesting ground. The Coastal Regulation Zone (CRZ) Notification, 2019 makes no such distinctions as sought to be drawn by the 1st Respondent. If the 1st Respondent's reasoning is to be accepted, no turtle nesting ground except the Gahirmatha and Rushikulya in Odisha, which are witness to the annual phenomenon of Arribada, will qualify for protection under the CRZ Notification, 2019 as a turtle nesting ground. The 1st Respondent's reasoning is both legally and scientifically unsustainable. The CRZ Notification, 2019 does not classify turtle nesting grounds into sporadic and otherwise. The admission that the site is a turtle nesting ground by the 1st Respondent is significant. The fact that the Coastal Zone Management Plan (CZMP) does not mark the subject area as a turtle nesting ground is of no relevance, as it is common knowledge that CZMPs across the country, including in Tamil Nadu, Karnataka etc. have not demarcated even areas recognised by the respective Forest Departments as turtle nesting grounds. Insofar as the earlier report of the NCSCM

report is concerned, that report itself states that it was based on inspection during non-nesting season (August), and it is not surprising that the report concluded that they did not discover any turtle nesting.

11. It is submitted that in addition to the data and evidence on turtle nesting submitted by the appellant, information regarding turtle nesting available with the forest department for this coastline for 2023-2025 was obtained under RTI from the Range Forest Officer, Honnavar vide reply dated 13.03.2025, and is filed along with this rejoinder as **Annexure A22**. Recent news reports on turtle nesting at the subject stretch as **Annexure A23**. The Forest Department has erected boards stating that the subject beach is a "turtle nesting area", and has built hatcheries. Photos of the boards, hatcheries and recent nests have been annexed as **Annexure A24**.
12. The report titled "Report on water quality and biological parameters related to rapid marine environmental impact assessment studies in connection with Port development at Honnavar" by the Council for Scientific and Industrial Research – National Institute of Oceanography (CSIR-NIO) dated August 2024, produced as Annexure I to the EIA report of the 2nd Respondent, is irrefutable proof that the project site is a turtle nesting area. The report also provides evidence of other ecologically sensitive areas (ESAs) like seagrass beds, mangroves, dunes etc. Extract of this report is annexed herewith as **Annexure A25**.
13. The contents of paras 11 to 13 are denied as false. It is submitted that once again, the 1st Respondent has resorted to making assertions sans substantiation or merit. A scrutiny of the process culminating in the issuance of the impugned EC would demonstrate that the mandate of the EIA Notification, 2006 and CRZ Notification, 2019 have been reduced to

a formality, and the self-serving assertions of the 1st Respondent are untrue. It is submitted that the impugned clearance deserves to be quashed, and it is surprising that the 1st Respondent has sought the dismissal of the present appeal with “exemplary costs”, which is unbecoming of a statutory authority who ought to welcome a judicial and merits-review of their orders.

REJOINDER TO REPLY STATEMENT OF 2ND RESPONDENT

14. The contents of para 1 are for the information of this Hon’ble Tribunal, and call for no reply.

15. The contents of paras 2 and 3 are denied as false, and the 2nd Respondent is put to strict proof of the same. It is submitted that the appellants are persons aggrieved by the 2nd Respondent’s project, which would destroy their lives and livelihoods, and the sensitive ecology of the subject estuary. It has become a matter of routine for project proponents to make such allegations against any persons who seek to challenge the validity and vires of clearances obtained by them, in a court of law. Approaching courts for redressal is the right of any person, and it is unfortunate that such baseless, frivolous, standard-form allegations are raised without even bothering to substantiate the same. It is submitted that the present appeal is a challenge to the impugned clearance. The inadequacy of impact assessment studies, the failure to comply with the procedure mandated by law etc. are grounds to be examined by this Hon’ble Tribunal. The contention of the 2nd Respondent that the appeal is barred by res judicata and estoppel is only demonstrative of their lack of understanding of the scope of the proceedings, or these legal principles. It is submitted that the contention of the 2nd Respondent that the impugned clearance is an extension of the earlier EC also reveals their

lack of understanding of the EIA Notification, 2006. It is submitted that the attempt of the 2nd respondent to conjure a conspiracy is futile. The earlier proceedings before this Hon'ble Tribunal are a matter of record and it has also been mentioned in the proceedings culminating in the impugned order and the appeal. The photographs produced evidence turtle nesting in the past and also show the nesting in 2024. It is relevant to note that the 2nd respondent has not disputed the factum of nesting or the veracity of these photographs.

16. The contents of paras 4 to 10 are denied as false, and they contain a self-serving narration of facts pertaining to various orders and proceedings pre-dating the impugned EC, and are irrelevant for the determination of the validity of the impugned clearance. These orders do not in any manner validate the impugned EC and the process culminating in it.
17. The contents of para 11 are denied as false, and It is submitted that the 2nd Respondent is aware of the fact that they have indeed applied for fresh clearance and obtained the impugned EC.
18. The contents of para 12 are denied as false. The present appeal is a statutory remedy under Section 16 of the NGT Act, 2010, and challenges the validity of the EC dated 31.12.2024, which was issued well after the disposal of the cases cited by the 2nd Respondent in order to falsely claim that there is an attempt to re-agitate and re-argue old issues.
19. The contents of para 13 are denied as false. It is submitted that the reasons for the non-completion of the project within the validity of the earlier EC are completely irrelevant to the determination of the

present case. It is a matter of record, and the 2nd Respondent's own admission that they obtained fresh EC, and the process mandated by the EIA Notification, 2006 for the issuance of fresh clearances thus needs to be followed. The reason for limiting the validity of environmental clearances is that the environmental conditions, especially in an eroding coastal area, are not static but dynamic, and the sustainability of any project needs to be assessed against extant environmental conditions and baseline data, in order that the impact of such projects on the surrounding environment can also be assessed with reasonable accuracy.

20. The contents of para 14 are denied as false and repetitive. The 2nd Respondent has merely re-narrated the contents of para 12 with some embellishments and these assertions are irrelevant and do not answer the grounds raised in the appeal.

21. The contents of paras 15 and 16 are denied as false and repetitive, and the 2nd Respondent is put to strict proof of the same, and the submissions made above may be read as the reply to these paragraphs as well. The 2nd Respondent's attempt to defend the exemption from the mandatory public hearing requirement on the ground that "public hearing was not exempted, but earlier public hearing was incorporated" ought to be rejected. There is no provision in the EIA Notification, 2006 that allows for the "incorporation" of past public hearings for a fresh application for EC, and the exemption granted by the 1st Respondent is a legal nullity. The impugned EC is based on an EIA report prepared in 2024. It is now known how the 2nd respondent can even claim that the earlier public hearing conducted in 2012, 12 years ago is to be considered as public hearing of the impugned EC. These contentions are utterly without merit and betray the complete lack of understanding of the 2nd respondent of

the mandate of the EIA Notification, 2006. It is submitted that averments in the appeal are not repeated for the sake of brevity and may be read as reply to these contentions of the 2nd respondent.

22. The contents of paras 17 to 19 are denied as false, and the 2nd Respondent is put to strict proof of the same. At the risk of repetition, It is submitted that the impugned EC is admittedly a fresh clearance. Since the entire attempt of the 2nd respondent to justify the impugned EC is premised on the earlier EC, the earlier EIA report prepared in 2012, at the outset it is submitted that the 2012 EIA report is irrelevant in the present context as the impugned EC was not issued based on it. The earlier EC has expired and fresh EC has been obtained, as mandated by law. The contention that the EC which has now expired was granted based on "comprehensive EIA" is false and the EIA report dated February 2012 at 1.7.2 states that baseline terrestrial and marine surveys were conducted during March to May 2011, thus for a period of 3 months. This EIA was also a rapid EIA. It is not known why the 2nd respondent is repeatedly attempting to mislead on matters of record.

23. The 2nd Respondent has selectively cited the shoreline management plan of the NCSCM, without reference to the MoEFCC's OM dated 03.11.2009 which classifies stretches with erosion of over 1 metre per year as high erosion, and prohibits the siting of ports in such stretches. Further, the 2nd Respondent has admitted that the NCCR classifies the subject shoreline as an eroding coast, and has in fact used the NCCR map in their own EIA report at pg. 4-6. The 2nd respondent has misquoted the NCSCM report. The SMP prepared by NCSCM clearly classifies Tonka I, Honnavara where the subject port is located as "Moderate to High". It is submitted that the NCSCM report and the NCCR report use the threshold of erosion of 5 meter above as high erosion, 2

to 5 meter as moderate erosion, 0.5 to 2 meter as low erosion. Thus, even if the coast is marked as low erosion in these maps, the erosion rate of more than 1 meter, disqualifies the location for siting a port. IN arguendo, even if one were to ignore this fact, the factum of erosion is admitted and even if it were considered low or medium, a comprehensive EIA is mandated by law and the impugned clearance is vitiated. The proceedings before the Hon'ble High Court in 2021 referred to by the 2nd respondent predates the impugned EC and was not a challenge to the impugned EC. It is trite that the project's location must be legally permissible and these issues were not the subject matter before the Hon'ble High Court. It is submitted that the contentions of the 2nd respondent in this regard are without merit. Extracts of the SMP by the NCSCM are annexed as **Annexure A26**.

24. Insofar as the contents of paras 20 to 22 are concerned, It is submitted that the 2nd Respondent has merely referred to and extracted certain portions of their EIA report, without responding to the averments made in the Appeal. The contention of the 2nd respondent that the impugned EC is an extension of the earlier EC is contrary to facts and law and in fact, their own assertions. The fact that the proposed site itself is a livelihood space being used by fishers for centuries has not even been mentioned in the EIA report, which does not even contain a true record of the number of houses that will be impacted by the proposed port connectivity road.

25. The contents of para 23 are denied. The 2nd Respondent has only denied the assertions in the appeal as false, without providing any justification to support their assertion. The 2nd Respondent's brazen remark that the "previous EIA contains the required details" is proof that the present EIA which is the basis on which the impugned EC has been

granted does not contain any information in this regard. The 2012 EIA report is irrelevant in the issuance of the impugned EC and for the record, this EIA also does not address these issues. It is submitted that the 2nd respondent cannot rely on the previous EIA report in order to sustain the impugned EC, which was based on an EIA report dated 25.10.2024, and ought to be evaluated only on those merits.

26. The contents of paras 24, 25, 26, 27, 28 and 29 are denied as false and repetitive, and the reply tendered above may be read as the reply to these paragraphs. The 2nd Respondent has not even attempted to justify the misplaced reliance on clause 7(ii) of the EIA Notification, 2006 to illegally exempt public hearing, and has engaged in a bare denial of the averments in the appeal, probably because no explanation can be provided. Curiously, the 2nd Respondent has denied even averments such as the fact that “more than 12 years have lapsed since the public hearing”, and that “the affected parties in 2025 are different from the population in 2012 and they have an absolute, inalienable right to participate in the environmental clearance process”. It is to make a mockery of the law to suggest that queries and comments raised in the earlier public hearing can substitute the requirement of public hearing for a fresh EC. A public hearing has to be conducted after the EIA report is placed in public domain. The absurdity of the 2nd respondent’s contention that the 2012 public hearing is considered sufficient for the impugned EC based on the 2024 EIA report needs no elaboration.

27. The contents of paras 30 and 31 are denied as false. I am advised to submit that the 2nd Respondent cannot deny the contents or findings in a judgment. They are matters of record.

28. The contents of para 32 are denied as false and repetitive, and the reply tendered above on the subject shoreline being an eroding stretch may be read as the reply to this paragraph as well. The 2nd Respondent's invocation of clause 5 of the CRZ Notification, 2019 is a strawman argument that is intended to divert from clause 4(vii) prohibiting the siting of ports in high eroding stretches and clause 8(i)(c) mandating comprehensive EIA for ports in low and medium eroding stretches of the shore.
29. The contents of para 33 are denied as false, and it is submitted that the OM dated 03.11.2009 is the prevailing policy of the Government qua siting of ports and is not in conflict with the CRZ Notification, 2019. The CRZ Notification, 2019 also prohibits ports and harbours in high eroding stretches. The fact that Honnavara is mentioned in the schedule to the OM is a matter of record but the 2nd respondent has remained true to form and denied this as well.
30. The contents of para 34 are denied as false and are repetitive, and the reply above may be read as the reply to this para as well.
31. The contents of para 35 are denied as false and repetitive. The 2nd Respondent has responded to the averment on prohibition of ports within 10 km of CRZ-IA areas in the MoEFCC OM dated 03.11.2009, by stating that the subject port does not fall within the CRZ IA area, with an intention to mislead this Hon'ble Tribunal. It is submitted that the NCSCM report referred to by the 2nd respondent has been filed by them at page 743 and at page 753 under the head "Site Survey", the report itself clearly mentions that the survey was conducted during 2nd and 3rd of August, 2021 as per the directions of the Hon'ble High Court and that August is not the nesting season for sea turtles. It is not surprising that the report

stated that they found no turtles during the inspection. The summary of the report states "The present survey was undertaken during non-nesting season of turtles. Hence no nesting could be recorded during the survey, undertaken in August,2021." The non-mention of the area as an ESA in the CZMP map cannot enure to the benefit of the 2nd respondent as the lack of alacrity in preparation of these CZMP maps across the country and the failure to mark turtle nesting grounds in particular are well known and are even subject matter of proceedings before this Hon'ble Tribunal. It is submitted that the attempt to blame artisanal fishers for turtle death also betrays the superficial understanding of the causes of turtle mortality and is false.

32. The contents of paras 36 and 37 are denied as false and it is submitted that the averments in para 36 are in poor taste. I am advised to submit that the 2nd respondent ought not to make personal allegations against an advocate who appeared in a legal proceeding before this Hon'ble Tribunal. It is submitted that if the 2nd respondent wishes to dispute the correctness of the facts presented in the video, it should do so and not resort to such tactics. It is submitted that it is a fact that the forest department also has recorded turtle nesting in the area. It is also a fact that the NCSCM's SMP also records the coast on the south bank of the Sharavathi estuary, Honnavar as an olive ridley turtle conservation area. The 2nd respondent ought to realise that their port can be established at any legally compliant area but turtle nesting grounds cannot be obliterated to facilitate the port.

33. It is submitted that the contents of para 38 and 39 are denied as false and repetitive, and the reply above may be read as the response to these paragraphs.

34. The contents of para 40 are denied, and the 2nd Respondent is put to strict proof of the same. The 2nd Respondent has not provided any reason or cogent explanation for their statement in their Form 1 application that the subject shore is a non-eroding coast.
35. The contents of paras 41 and 42 are denied as false. The 2nd respondent has made repetitive bald assertions with no reference to the law or facts.
36. Insofar as the contents of para 43 are concerned, It is submitted that the 2nd Respondent has admitted that the only benefit of the breakwaters is the smooth navigation of mechanised fishing vessels. The 2nd Respondent has not denied the averments in the Appeal on the shifting mouth of the Sharavathi river and the dynamism of this landform, and these averments are deemed to be admitted. The impact of these large breakwaters on littoral drift, stability of an already eroding coast etc are not issues that have even been considered.
37. The contents of paras 44, 45 and 46 are denied as false and repetitive. Apart from bald denials, the 2nd respondent has not made any assertions. They have however denied facts and figures from their own EIA reports.
38. The contents of para 47 are denied. It is submitted that an EIA report ought to contain specific forecasts of the impact of a project, and provide detailed measures to mitigate such impact. Vague claims that "dust suppression will be provided", "dust control equipment system...will be provided", and "suitable spray system shall be provided" can be made by any layman, and do not meet the standard required in an EIA report.

39. The contents of para 48 and 49 are denied as false and misleading. It is submitted that the 2nd Respondent has admitted that the baseline data collected for the subject EIA is insufficient in their own averment by stating that "historical and secondary data were used from the 1st EIA report and monitoring studies to create a comprehensive environmental profile." The contention that the old EIA and secondary data formed the basis of the appraisal is sufficient to quash the impugned EC. The 2nd respondent has also admitted in these paragraphs that point source emissions are merely representative and not based on the actual expected traffic forecasted from the port and other expected emissions. The other averments constitute bare denials of the averments in the appeal, and deserve to be rejected for want of any reasons. Copy of OM dated 08.06.2022, which mandates that baseline data ought not to be more than three years old at the time of application for EC, is annexed as **Annexure A27**.
40. The contents of para 50 are denied as false and it is submitted that the averments in the appeal have not been addressed by the 2nd respondent. It is submitted that the manual referred to by the 2nd respondent is one published by Australian Government for reporting emissions at coal and metalliferous mineral mines. It is not for a transport and handling facility like a port and does not relate to the handling of cargo in a coastal environment. Further, the lacunae in the EIA report on the modelling and forecasting has not been addressed by the respondent and the contents of the EIA have merely been reiterated.
41. The contents of para 51 and 52 are denied as false. It is reiterated that fugitive emissions caused by a port's operations will not spread over an impact area of radius 7 km, and that a large area has been assessed

only to dilute the forecast regarding the impact of the port. The contentions of the 2nd respondent are rhetorical, self-serving and absent any justification.

42. The contents of para 53 are denied as false, and a mere reading of the EIA report is proof of the lack of assessment of impact or even a true record of the actual profile of impact. It is a matter of fact that the subject area is used by fishers for their traditional activities, and the denial of the same is tantamount to denying the presence of stakeholders in the project area and its vicinity.

43. The contents of para 54,55 and 56 are denied as false. Even assuming the EIA report records diversity and importance of flora and fauna in the region and the estuary, the fact remains that it has failed to account for it in the impact assessment. Recording diversity of species and importance and proposing a port at the same location cannot be countenanced. The EIA report merely states that “the impact on the flora and fauna due to this development is insignificant”, and it is on the basis of this among other statements that the impugned EC was granted. The 2nd respondent has admitted in this paragraph that the EIA report talks about the presence of olive ridley turtles, though they seek to qualify it as “sparse and random ” (sic). This admission is significant – the law protects all turtle nesting grounds. If only mass nesting sites are to be protected, then the CRZ Notification would have said so and limited the protection to the two Arribada sites in Orissa. The major nesting of turtles occurs outside the arribada locations, where turtles born on a beach come back to the same coastal stretch. Therefore, the law protects all turtle nesting grounds as CRZ IA. The respondent admits the ENVIS reports, which begs the question as to why the impact on fisheries in the

estuary and the fact that the estuary serves as a sheltered nursery and wadge bank is absent any consideration in the EIA report.

44. The contents of paras 57 to 60 are denied as false, and the 2nd Respondent is put to strict proof of the same and are repetitive bald denials. It is submitted that the respondent has failed to address the contentions in the appeal and has only referred to the EIA report. The contents of the appeal are not repeated for the sake of brevity. The fact that the 2nd respondent plans to armour the entire project site with a seawall is not an erosion control measure and as is universally acknowledged, construction of a seawall destroys the sandy beach in existence and forever destroys the beach.
45. The contents of para 61 and 62, are denied as false, and it is submitted that the 2nd Respondent has not denied that the MoEFCC OM dated 08.06.2022 prohibits the use of 13-year old baseline data in an EIA and the factum of presence of forest, its non-disclosure etc. has not been denied.
46. Insofar as the contents of paras 63, 64, 65, 66 and 67 are concerned, it is submitted that the non-application of mind by the State Expert Appraisal Committee (SEAC) and the 1st Respondent is clear from the manner in which public hearing was exempted, the EIA report was appraised, and the fact that the EIA report had not even been submitted when the KSCZMA recommended the grant of CRZ Clearance for the subject project. It is a matter of record that the SEAC does not even discuss the EIA report while recommending the project for grant of clearance, and the 2nd Respondent cannot justify the same by claiming that the EIA report was available for review "well in advance", and it is

not for the 2nd respondent to claim that the 1st respondent exercised due diligence. The record speaks for itself.

47. The contents of paras 68 to 82 are denied as false and repetitive, and are not controverted again for the sake of brevity. The reply tendered above may be read as the reply to these paragraphs. It is submitted that these paragraphs only contain a reproduction of the averments contained in the Appeal and suffixing them with the words "denied as false and vexatious". The denial of every averment ought to be accompanied by reasons and justification, and the absence of the same in the statement under reply amounts to an admission of the averments in the Appeal. The 2nd Respondent cannot claim that "there will be coordination with the Karnataka Ports Department & Pollution Control Boards", and "there shall be mock drills and integration with the disaster management plan (DMP) to ensure emergency preparedness." These are not mere details that can be determined at a future point, and are fundamental to any EIA of a port. The failure to cover these aspects in the present EIA goes to the root of the matter, and vitiates the impugned EC. The EIA report contains no details of modification of project alignment to minimise vegetation loss and reduce tree felling. The chapter on analysis of alternatives in the EIA is all of one page, and clearly states that "analysis of alternative site and construction of port on the west side of the coastal sand pit is not envisaged". The 2nd Respondent's claim that the EIA report includes an assessment of alternative options, including both river-side and sea-side options, is contrary to the record. In fact, section "5.2" of the EIA report referred to by the 2nd Respondent does not even exist. The 2nd Respondent has repeatedly resorted to citing broad sections of the EIA report, without addressing the issues raised in the Appeal on the non-compliance with the Terms of Reference (ToR) issued.

48. The contents of paras 83 and 84 are denied as false. It is submitted that by the 2nd Respondent's own admission, only 5% of the project has been constructed. The form I clearly states that work is yet to commence. The contention that 300 crores has been spent is false. The total project cost according to the EIA report is 607.03 crores. It is preposterous to claim that for 5 % of the work, 50% of the costs have been incurred. In fact, no real work has taken place at the port site and this 5% estimate itself is inflated and a vain attempt made to only project as though substantial developments have occurred and an attempt to claim fait accompli. This aspect is irrelevant in any case. The costs incurred by them is no ground to justify the illegalities that pervade the impugned EC and its grant. The process culminating in the issuance of the impugned EC suffers from illegalities apparent on the face of the record, as demonstrated in the Appeal and the present rejoinder, and the damage that will be caused by the operation of the impugned EC will be irreversible both for the local environment and for the lives and livelihoods of the fishers, who have not even been consulted as stakeholders as is required by the law. The 2nd Respondent has admitted that work has commenced on both the port connectivity road. A recent confrontation between the locals, agents of the 2nd Respondent and the district administration on 25.02.2025 shows that the 2nd Respondent is attempting to strongarm the locals into giving up their traditional spaces in order to hasten construction for their project and present a fait accompli, so that the glaring illegalities that pervade the impugned EC can be overlooked. No amount of money that the 2nd Respondent has supposedly invested in the present project can override the fact that the siting of the subject port is prohibited. I therefore reiterate that the balance of convenience is in favour of the grant of interim reliefs as prayed for in the Appeal.

It is therefore prayed that this Hon'ble Tribunal may be pleased to allow the appeal as prayed for, and thus render justice.

(Handwritten signature)
(Janardhan. Mesta) *Manoj*
(Manoj Mesta)
APPELLANTS

VERIFICATION

We, Janardhan P Mesta and Manoj Sheshagiri Mesta, the appellants herein, do hereby verify that the contents in the above paragraphs are true to the best of our knowledge and based on legal advice and that we have not suppressed any material fact.

Date: Karwar

Place :15-03-2025

(Handwritten signature) *Manoj*
(Janardhan. Mesta) (Manoj Mesta)

Signature of the Appellants



No. OF CORRECTIONS

SWORN AND SIGNED BEFORE ME

Notarial Register No...29
Book No... Sl.No...185
Dated...15-03-2025

(Handwritten signature)
S. M. DURGEKAR
NOTARY, KARWAR

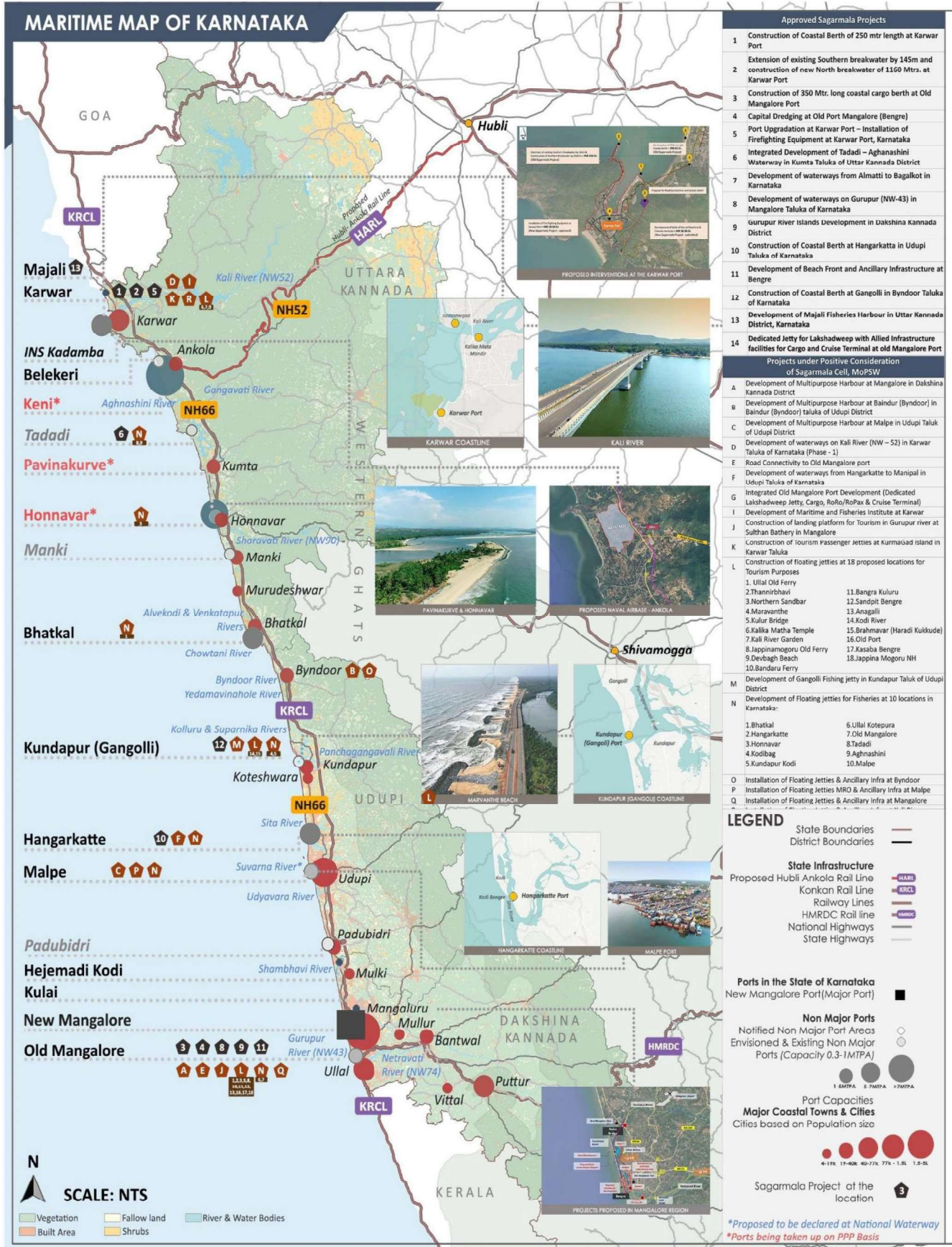
Administrative Report 2022-2023



Infrastructure Development, Ports & Inland Water Transport ,
Government of Karnataka



**Karnataka
Maritime Board**



Non-Major Ports in Karnataka

The state’s non major ports stretch from Karwar located in the Uttara Kannada district till the Old Mangalore Port at the tip of the Dakshina Kannada district.

The State has 13 non major ports listed as follows:

- i. Karwar
- ii. Keni
- iii. Belekeri
- iv. Tadadi
- v. Pavinakurve
- vi. Honnavara
- vii. Manki
- viii. Bhatkal
- ix. Kundapura
- x. Hangarkatte
- xi. Malpe
- xii. Padubidri
- xiii. Old Mangalore



Figure 1: Non-Major Ports in Karnataka

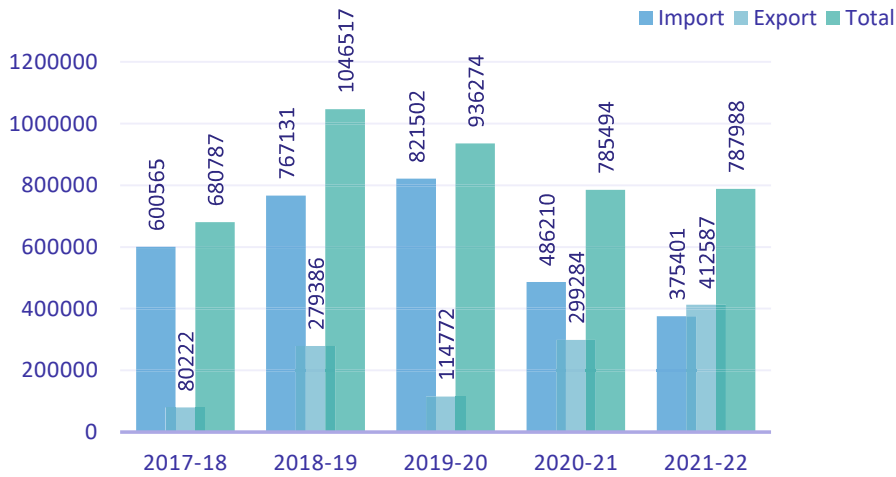


Figure 2: Traffic Handled at Non-Major Ports of Karnataka

iii. Honnavar Port

The Port of Honnavar is located at (Latitude 14° 16.30' N & Longitude 74° 7.10 E) the mouth of the Sheravati River in the Uttara Kannada District. The Port of Honnavar is surrounded by hills, Forest and Sharavathi river. The environment position of the port is quite good and there is no environmental threat.

The development at this port is already underway by M/s Honnavar Port Pvt. Ltd. (HPPL). The development of the Port will be advantageous to the local populace with the provision of various improvements like increased draft due to dredging and other infrastructural facilities like Breakwaters and Approach Roads. The development of the port will also help boost business opportunities in the hinterland.

HONNAVAR PORT: EXISTING FACILITIES

1. First stage lighterage wharf of 400 m length with a stacking area of 69,000 sq.ft.
2. Second stage lighterage wharf of 564' long with about 3,00,000 sq.ft. of stacking area.
3. Transit shed for the storage of imported and exported cargo.

HONNAVAR PORT DEVELOPMENT: SALIENT FEATURES



Figure 13: Images of work in progress at Honnavar Port

1. Construction of northern breakwater 820m long.
2. Construction of southern breakwater 865m long.
3. Construction of Berth size 440mtrs x 30m with 2 no's approach trestles in Stage 1.
4. Dredging of navigation channel up to -15mtrs

5. Channel Width 150 mtrs.
6. Outer channel length 2280mtrs.
7. Inner channel length 1395mtrs.
8. Turning Circle Radius of 350mtrs. in Phase-1 and will be expandable up to 600mtrs for larger vessels in Phase 2.
9. Vessel capacity – up to 60,000 DWT in Phase 1
10. Vessel capacity – 1,00,000 DWT up to 1,20,000 DWT in Phase 2

DETAILS OF LAND AREA

1. Total land available: 56,812 sq.m.
2. Land allotted for Shipping activities (Govt & Others): 8,553 sq.m.
3. Department Land used for Jetty, Quarters, Road & Godown: 7,567 sq.m.
4. Remaining Port Land: 40,692 sq.m.

iv. Keni Port

Considering the rising demand in comparison to the current meagre cumulative capacity in the coastline, there is a clear need for an additional deep draft port specifically to be located in the northern end of the coast considering the presence of NMPT in the southern end. Keni is one such suitable site for an All-weather, Greenfield, Multi-cargo, direct berthing, deep-water and commercial port.



Figure 14: Proposed Port Location - Keni Port

A bifurcation of the Ports limits for the proposed Keni Port was undertaken while keeping the overall limits for the proposed Keni Port was undertaken while keeping the

PROPOSED KENI PORT DEVELOPMENT: SALIENT FEATURES

- Provision of two breakwaters and adequate Dredging to handle vessels up to 2,00,000 DWT.
- The marine infrastructure for the facility would include the required berths, turning circle, channel of required length etc.
- Provision of tugs, mooring launches, survey launch and pilot launch.
- Backup area of approx. 500 acres, (*proposed to be created with dredged material*)
- No land acquisition or displacement envisaged for the port except for the road and rail connectivity.
- Appropriate width of roads up to backup area for commodity / trucks movement.
- Provisions for utility infrastructure such as power and water would be developed as per the requirement.

V. Pavinakurve Port

The Government of Karnataka in their Notification No: PWD 107 PSP 2013 Dated: 09.12.2013 has declared the Port Limits of Pavinakurve Port in Honnavar Taluk for the development of Captive Port.

In terms of traffic, this port will be highly dependent on its hinterland comprising Uttar Kannada, Shivamogga, Belagavi, Haveri, Koppal, Bagalkot, Davangere &

Bellary and also South Maharashtra & border of Andhra Pradesh. The vision is to develop the site as an All Weather, Deep Water, Multi Cargo, Greenfield Port. The proposed site for development of Pavinakurve port is located near Pavinakurve village, Honnavar

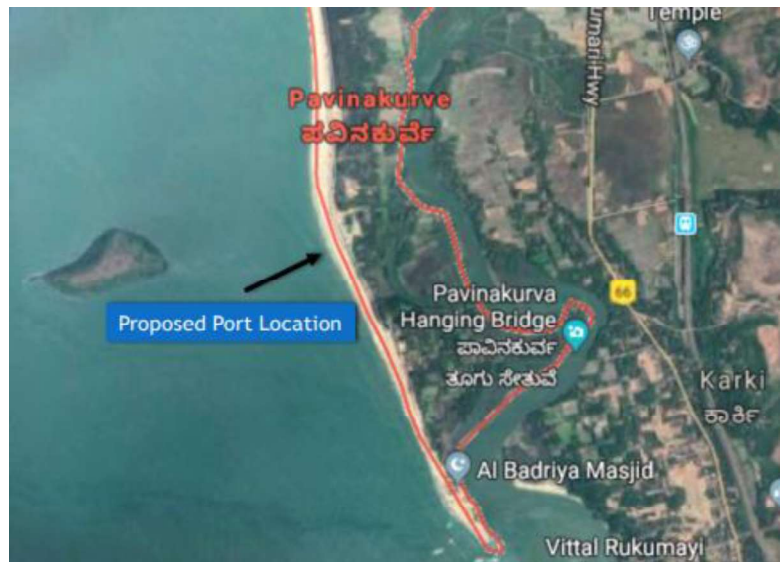


Figure 15: Proposed Port Location at Pavinakurve

Taluka of Uttar Kannada district, Karnataka. The geographical location of the port is positioned at Latitude 14^o 18' 49.1" N, Longitude 74^o 24' 54.4" E.

Pavinakurve is well connected to the hinterland through National and State Highways and has a lesser gradient compared to Goa & Mangalore, making it easier to move cargo by road. The National Highway No. 66 passes very close to the port site.

With regards the railway connectivity, the Konkan Railway passes just a couple of kilometers away. Thermal coal, Iron ore, coking coal and dolomite would be the key commodities that can be catered by the proposed port. The port will operate as a Commercial Port for Industrial hinterland of Central & North Karnataka and for the adjacent states of Telangana and Southern part of Maharashtra. It is estimated that the proposed port has a present potential of attracting thermal coal traffic of 3 MTPA which can go up to 4.2 MTPA by 2030. The current potential is estimated on the basis of Pavinakurve being better placed given the shorter distance from most of the Steel plants and power plants located in the hinterland. The port would be better placed to handle iron ore moving inbound to Bellary region as compared to Krishnapatnam, since the distance from Belekeri to Bellary is significantly lesser than the distance between Bellary and Krishnapatnam port. This will result in reduced logistic costs and Pavinakurve port may become the primary port to handle iron ore traffic in future. The traffic cargo potential of the proposed Port is expected to be 14 MMTPA in the short term and will potentially increase to 37 MMTPA in the long term by FY50. A Detailed Project Report (DPR) has already been prepared to envisage the port under the PPP model.

PROPOSED FACILITIES

Port Details	Description
Estimated Project Cost	₹3047.86 Cr.
Port Capacity	~14 MTPA
No. of Berths (min)	2
Vessel Draft	18m

Total Land Requirement	114.9 Hectares (284 Acres)
Land for Approach Road & Rail Connectivity, utilities etc. <i>(to be acquired)</i>	25.9 Hectares (64 Acres)
Berth Length	600m
Turning Circle	600m
Channel length	
Approach Channel	8900m
Entrance Channel	1100m
Channel Width	240m

SALIENT FEATURES

- The Pavinakurve Port is envisaged as a modern Greenfield Deep water Port to boost EXIM - with capacity of ~14 MTPA and having 2 berths in the initial phase.
- The Port would have modern environment friendly high throughput equipment with deep draft berthing facilities for handling of cape size vessels up to 1,80,000 DWT capacity, enabling the Port to meet the present and future requirements of trade and shipping.
- Construction of breakwater protected harbour on the leeward side of the Basavarajdurga Island estimated with 8 km long channel.
- The average productivity is envisaged to be 70,000 TPD for iron ore and 40,000 TPD for Coal.
- Being predominantly a bulk import terminal, it can serve the social good through export of Agro-products and the locally finished steel products and can also supply fuel to the existing power plants in the hinterland.



Proposed Projects

S · N o	Project Name	Project Location	Project Size
1	Development of an all-weather Greenfield Port at Keni	-	Annual of 30 MTPA in Phase 1
2	Development of an all-weather Greenfield Port at Pavinakurve	-	Annual of 14 MTPA in Phase 1
3	Development of Multi-Purpose Harbour at Manki	Uttara Kanna da	Capacity of 18 MTPA (~4 MTPA in Phase 1)
4	Development of Honnavar Port		5 MTPA
5	Operationalisation of passenger cruises between Old Mangalore and Lakshadweep	Mang alore	Berth to accomodate 330m cruise vessel
6	Development of Multipurpose Harbour at Malpe in Udupi Taluk of Udupi District	Udupi	~9 acres land to be reclaimed to construct a harbout with 2.19 sq.m waterfront area
7	Development of Majali Fishing Harbour in Uttara Kannada District	Uttara Kanna da	Phase 1: Harbour designed to cater to 180 ten-meter gill netters and 300 eleven-meter gill netters
8	Development of Multipurpose Harbour at Baidur (Byndoor) in Baidur (Byndoor) taluka of Udupi District	Udupi	~9 acres land to be reclaimed to construct a harbour with 0.32 sq.m waterfront area
9	Extension of existing Southern breakwater by 145m and construction of new North breakwater of 1160 Mtrs. at Karwar Port	Uttara Kanna da	-
10	Introduction of waterways transport & tourism and development of ancillary infrastructure at Almatti, Hangarkatte, Kali River, Gurupura and Tadadi	Multip le Locati ons	120 houseboat keys
11	Development of Multipurpose Harbour at Mangalore in Dakshina Kannada District	Daksh in Kanna da	~13.43 acres land to be reclaimed to construct a harbour with 0.47 sq.m waterfront area

1 2	Road Connectivity to Old Mangalore port	Daksh in Kanna da	4-laning ~9.8 kms to connect Bengre side of the port to NH-66
1 3	Construction of Coastal Berth at Gangolli in Byndoor Taluka of Karnataka	Udupi	~ 1.6 MTPA throughput initially, expanding up to ~2.8 MTPA
1 4	Construction of Coastal Berth at Hangarkatta in Udupi Taluka of Karnataka	Udupi	~ 1.6 MTPA throughput initially, expanding up to ~2.8 MTPA
1 5	Construction of 350 Mtr. long coastal cargo berth at Old Mangalore Port	Daksh in Kanna da	350 m Coastal Berth
1 6	Development of Dedicated Jetty for Lakshadweep with allied infrastructure facilities for Cargo and Cruise Terminal at Old Mangalore Port	Daksh in Kanna da	Cruise terminal with Berth to accomodate 330m cruise vessel
1 7	Construction of Coastal Berth of 250 mtr length at Karwar Port	Uttara Kanna da	250 m Coastal Berth
1 8	Development of Maritime Institute at Karwar	Uttara Kanna da	Institute Building proposed on an identified site of ~3.94 acre
1 9	Development of waterways on Gurupur (NW-43) in Mangalore Taluka of Karnataka	Udupi	~1,66,000 tourist footfall in 2030
2 0	Capital Dredging at Old Port Mangalore (Bengre)	Daksh in Kanna da	-

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Home > Honnavar

Honnavar

The port of Honnavar is located at Latitude 14° 16.30' North and longitude 74° 7.10 East at the mouth of Sharavati river in Uttara Kannada District. The port of Honnavar is surrounded by hills, forests and the Sharavathi river. The port is positioned such that there is no environmental threat.

The development of this port is already under- way by the Honnavar Port Pvt. Ltd. (HPPL) and will be advantageous to the local populace as it shall generate local employment and improve the socio-economic well-being of the local community. The development of the port will also boost business opportunities in the hinterland.

Honnavar Port: Existing Facilities

1. First stage lighterage wharf of 400 m length with a stacking area of 69,000 Sq. Ft.
2. Second stage lighterage wharf of 564' long with about 3,00,000 Sq. Ft of stacking area.
3. Transit shed for the storage of imported and exported cargo.

Karwar Port

Keni Port

Belekeri

Tadri

Pavinakurve

Honnavar

Manki

Bhatkal

Kundapur

Hangarkatta

Malpe

Padubidri

Old Mangalore Port

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4. Dredging of navigation channel up to -15mtrs.

5. Channel Width 150 metres.

6. Outer channel length 2280mtrs.

7. Inner channel length 1395mtrs.

8. Turning circle radius of 350mtrs in phase-1 and will be expandable up to 600mtrs for larger vessels in Phase 2

9. Vessel capacity – 40,000 to 60,000 DWT in phase – 1.

10. Vessel capacity – 1, up to 1,20,000 DWT in phase – 2.



at Honnavar Port

ent Features

ater 820M long.

ater 865M long.

mtrs x 30m with 2 no's

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Home > Pavinakurve

Pavinakurve

The Government of Karnataka vide Notification No: PWD 107 PSP 2013 dated 09.12.2013, has declared the Port Limits of Pavinakurve Port in Honnavar Taluk for the development of a Captive Port. In terms of traffic, this port will be highly dependent on its hinterland comprising of Uttar Kannada, Shivamogga, Belagavi, Haveri, Koppal, Bagalkote, Davangere & Bellary and parts of South Maharashtra & bordering areas of Andhra Pradesh.

The vision is to develop the site as an All Weather, Deep Water, Multi Cargo, and Greenfield Port.

The proposed site for the development of Pavinakurve port is located near Pavinakurve village, Honnavar Taluka of Uttar Kannada district, Karnataka. The geographical location of the port is positioned at the following coordinates:

Latitude 14° 18' 49.1" N

Longitude 74° 24' 54.4" E

This location is approximately 5 km north of the Honnavar fishing port and is located along the coast of Pavinakurve village, situated on the right bank of the estuarine region of River Sharavathi and River Badagani.

The location of the proposed port is at the east of Basavarajdurga Island & sea shore of Pavinakurve village and the port's reclamation shall leverage the available natural tranquillity, thereby reducing the requirement of break water and land reclamation.

Pavinakurve is well connected to the hinterland through National and State Highways, and has a lesser gradient compared to Goa & Mangalore, making it easier to move cargo by road. The National Highway No. 66 passes very close to the port site. With regards to railway connectivity, the Konkan Railway passes just a couple of kilometres away.



Figure 15: Proposed Port Location at Pavinakurve

Thermal coal, Iron ore, coking coal and dolomite would be the key commodities that can be catered by the proposed port. It shall operate as a Commercial Port for the Industrial hinterland of Central & North Karnataka and the adjacent state of Telangana, and the Southern part of Maharashtra.

It is estimated that the proposed port has a potential of attracting thermal coal traffic of 3 MTPA, which can go up to 4.2 MTPA by 2030. The current potential is estimated based on Pavinakurve's location which is better placed given the shorter distance from most of the Steel plants and power plants located in the hinterland.

The port is also strategically located to handle iron ore moving inbound to Bellary region as compared to Krishnapatnam since the distance from Pavinakurve to Bellary is significantly lesser than the distance between Bellary and Krishnapatnam port. This will result in reduced logistic costs and Pavinakurve port may become the primary port to handle iron-ore traffic in future.

The traffic cargo potential of the proposed Port is expected to be 14 MMTPA in the short term and will potentially increase to 37 MMTPA in the long term by FY50. A Detailed Project Report (DPR) has already been prepared to envisage the port under the PPP model.

The following infrastructural facilities are envisaged for the Proposed Port :

- Pavinakurve port is envisaged as a modern Greenfield Deep water Port to boost EXIM – with capacity of 14 MTPA and having 2 berths in the initial phase.
- The Port would have modern environment friendly high throughput equipment with deep draft berthing facilities for handling of cape size vessels up to 1,80,000 DWT capacity, enabling the Port to meet the present and future requirements of trade and shipping.
- Construction of breakwater protected harbour on the leeward side of the Basavarajdurga Island estimated with 8 km long channel
- The average productivity is envisaged to be 70,000 TPD for iron ore and 40,000 TPD for coal
- Being predominantly a bulk import terminal, it can serve the social good through export of agro-products and the locally finished steel products and can also supply fuel to the existing power plants in the hinterland.

Port Details	Description
Port Capacity	~14 MTPA
No. of Berths (min)	2
Vessel Draft	18 sq.m
Total Land Requirement	114.9 Hectares (284 Acres)
Land for Approach Road & Rail Connectivity, utilities etc. (to be acquired)	25.9 Hectares (64 Acres)
Berth Length	600 sq.m
Turning Circle	600 sq.m
Channel length	
Approach Channel	8900 sq.m
Entrance Channel	1100 sq.m
Channel Width	240 sq.m

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GOVERNMENT OF KARNATAKA MINOR PORTS DEVELOPMENT POLICY

1. SHORT TITLE

This policy is called the “**Karnataka Minor Ports Development Policy of 2014**”

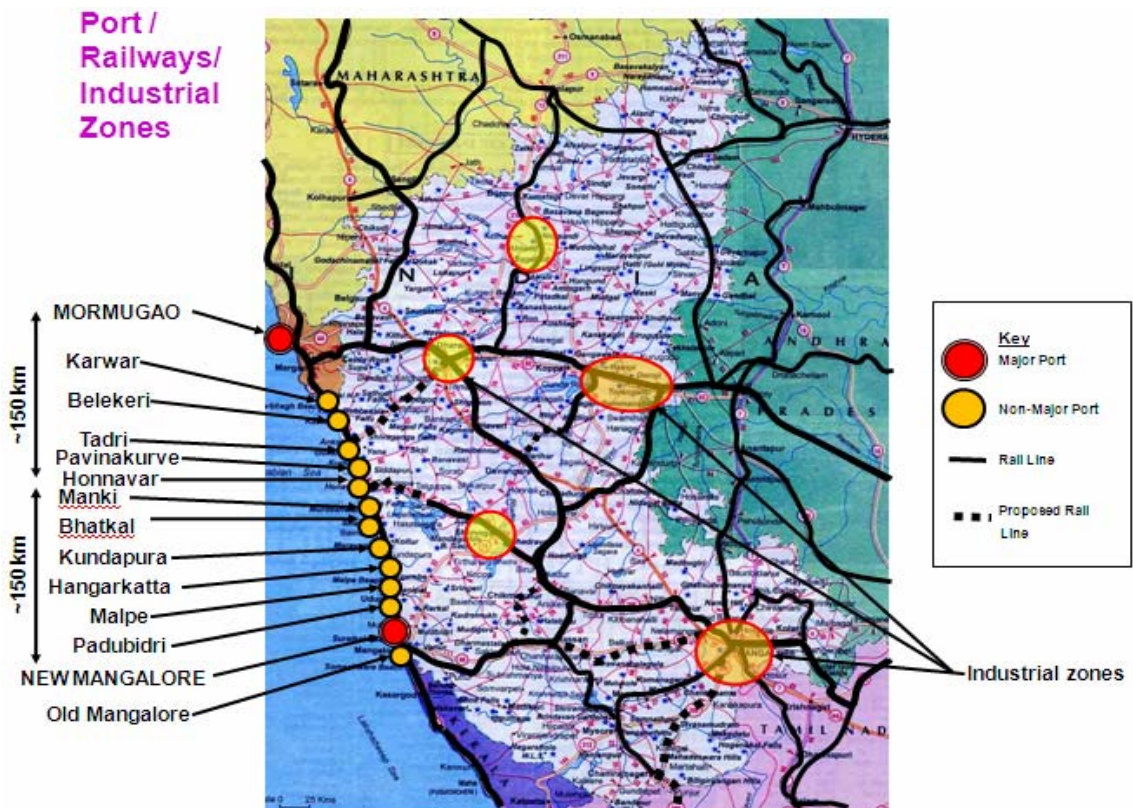
2. INTRODUCTION. -

2.1. Karnataka State

Karnataka has been a pioneer state in industry and has a distinction of building a strong and vibrant Industrial base, which combines the strengths of the large public sector, large and medium privately owned industries and a very wide and dispersed small scale sector. In more recent times Karnataka has emerged as the knowledge and technical capital of the country.

Karnataka is targeting an impressive industrial growth and there has been an increased emphasis on the expansion and growth in infrastructure sectors. The prospects of rapid growth in infrastructure sectors is driven by two factors – (1) sustainable economic growth is contingent upon the support of strong infrastructure development and (2) the Government’s thrust on private sector participation in development of these sectors. Since ports are the trade gateways for a state, their ability to meet the increasing demands of a rapidly growing economy is crucial for addressing the rising import and export traffic. Several Industries are importing large quantities of raw materials and exporting finished products, to carry out these activities several major industries presently depend on the ports of adjoining states.

The Karnataka State has a maritime coastline of 155 nautical miles (300 Kilometers), studded with twelve Minor Ports from Karwar in the North to Mangalore in the south, situated in the three Coastal Districts of Uttara Kannada, Udupi and Dakshina Kannada. The twelve minor ports of the State from the North to the South are Karwar, Belekeri, Tadri, Pavinakurve, Honnavar, Manki, Bhatkal, Kundapur, Hangarkatta, Malpe, Padubidri & Old Mangalore Port. [A map showing the locations of above mentioned ports is indicated below]. Out of these twelve ports, Karwar is the only All Weather Port while the other eleven minor ports are the reverine lighterage ports. Some of the Salient features of these ports are mentioned below.



2.2. Maritime History.

The Karnataka Coast is also known as the Malabar Coast. It is endowed with a coastline of about 300 km, by the Arabian Sea, along the Western Ghats. Throughout recorded history, right from 3000 BC, had been a major trading center in commercial intercourse with Mesopotamia, Egypt, Greece, Rome, Jerusalem and the Arabs. Shivappa Nayaka (1645-60), a great soldier and statesman ousted the Portuguese, of their possessions on the West Coast, namely Mangalore, Honnavar and Basrur. He reformed the land revenue system, and it is renowned as 'Sisthu'. He helped reclamation of land on a large scale. Keladi enjoyed a rich overseas trade, especially in spices, textiles and rice. In the later stages Tippu Sultan used Mangalore port extensively for his foreign trade activities.

2.3. Location.

The Karnataka State is situated between Latitude 12°45'25' to 14° 54'00" N. It is situated in the south west of India on the Deccan plateau and ensures a salubrious climate in most part of the state. It is the eighth largest state in the country, covering an area of 1,91,791 sq. km. which is 6.3% of total area of the country. The state is divided into four revenue divisions with 30 districts comprising 176 taluks. The state has an average rainfall about 1100 mm annually, mostly through the south – west monsoon.

2.4. Karnataka as an emerging industrial giant.

Today, Karnataka has emerged as one of the leading industrialized state in India. In line with economic, trade and industrial reforms,

initiated by the Government of India, Karnataka has taken several steps to attract and activate global investment in economic activities including that in infrastructure apart from IT sector. The Karnataka Vision 2020 document envisages Industrial growth of 9% per annum and is today experiencing substantial interest by local, national, international and multinational investments in various sectors, more particularly in IT sector, automobiles, heavy engineering, electronics hardware, iron & steel, power and other mineral processing etc.

2.5 Strategic Advantages

Apart from the location advantage, Karnataka has mineral reserves which have given birth to many metal based industries and power sector. Apart from that, there is potential to access to the import of raw materials through its ports which has largely been ignored so far. To support the industrial activity state has vast pool of educated, skilled and unskilled manpower. Also policy environment of the state has many attractive propositions for various sectors and industries

2.6. Logic of Location.

Karnataka has a matured industrial climate and culture. It has easy access to the import of raw materials through its ports and sea routes, which is economical for the industries in its vast hinterland, which is a huge reservoir of skilled and unskilled manpower, with a relatively cheaper labour and stable Government, committed to progress and development.

2.7. Karnataka Ports and need to improve / develop port facilities.

The Indian Ports handled about 934 million tonnes of cargo in FY 2012-13. About 38 Million tonnes of this cargo was handled by ports in Karnataka and the Lion share of this cargo (37 Million tons) was handled by the only major port at Mangalore.

Indian Non Major Ports handled about 388 Million tons of Cargo in FY 2012-13, Gujarat's Non Major ports handled about 288 Million tons (74%) and Karnataka's Non Major Ports handled about 1 Million ton (0.1%) There are twelve non-major ports at Karwar, Belikeri, Tadri, Pavinakurve, Honnavar, Manki, Bhatkal, Kundapura, Hangarakata, Malpe, padubidri and Old Mangalore. The state of the non-major ports with the exception of Karwar is not very encouraging as they lack adequate infrastructure facilities and connectivity. **Therefore majority of the Karnataka's cargo is being exported / imported by the ports of neighboring states.**

This lack of development in ports has caused limited development of agro based and other industries. This in turn has caused the socio-economic development to be dependent on services sector (largely IT) and the broad based development did not happen.

3 PRESENT STATUS OF KARNATAKA PORTS. –

Along the approximate 300 Kms length of Coast line in Karnataka, there are 13 ports – 12 Minor and 1 Major port.

(i) **KARWAR PORT:-**

Karwar Port is situated at the northern extremity of the Karnataka coast is about 100 Kilometers south of Mormugoa Port on the southern side of the Kali River and caters to the requirement of about 2.00 lakh sq. Kms. of hinterland. At present, this port has been

613

developed as an all weather port in the Karwar bay with 355 mtr. quay length which can accommodate two ships. The port has other matching infrastructure facilities.

Salient Features:-

- Location : Latitude 14° 48` N, Longitude 74° 07` E.
- Konkan Railway Line, NH 17 pass very close and linkage of Hubli – Ankola Railway line is under progress.
- One of the best all weather natural minor port.
- Catering to the requirement of about 2 lakh Sq. Km. Hinterland covering 3 states.

(ii) BELEKERI PORT:-

This port is located 26 Kms south of Karwar on the bank of Hattikeri River and is a fair weather lighterage port and is open to traffic for about 8 fair weather months. This port has got a vast stacking area, good network of roads. A number of Shipping agencies have taken interest to upgrade the port by developing their own Infrastructure to handle export of mineral ore through the Port and Government has allotted lands on lease basis.

Salient Features:-

- Location : Latitude 14° 42-50` N, Longitude 74° 16` E.
- Vast stacking area and good network of roads.
- Konkan Railway, Broad Guage Line, NH - 17, NH - 63 passing very close and linkage of Hubli – Ankola Railway line is under progress.

(iii) TADRI PORT:-

This port is situated in the estuary of the Aghanashini River and is about 25 kms. south of Belekeri Port. The backwater of the river Aghanashini has got vast water front at this port. Konkan Railway line and NH – 17 pass very close to the port area. Also NH – 63 and

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proposed Hubli – Ankola Railway line Honnavar Tumkur NH – 206 are added infrastructural facilities for all-round development of Tadri port. Vast area of about 1850 acres has already been acquired by the State Government and is available for development of this port. Tadri port has got an effective hinterland of about 2,000 Sq.Kms comprising of Central and Northern parts of Karnataka and some parts of Andhra Pradesh, which are rich in large deposits of Minerals, Forests, Agricultural and Marine wealth.

Salient Features:-

- Location : Latitude 14° 31.5` N, Longitude 74° 21.50` E.
- Vast stacking area and scope to develop with modern infrastructural facilities.
- Konkan Railway Line, NH - 17 pass very close and linkage of Hubli – Ankola Railway line is under progress.

(iv) PAVINAKURVE

This is newly declared port and is located near Pavinakurve village of Honnavar taluk. The shore line are sandy and erosions move southwards towards the Sharavathi river inlet. An Island called ‘Basavarajadurga’ is also located near the shoreline which helps in trapping of sand. This island provides protection to the shoreline intending to be used for the port.

Salient Features:-

- Location : Latitude 14° 22’30” North, Longitude 74° 24.30’ East.

(v) HONNAVAR PORT:-

This port is located on the Right Bank of the Sharavathi river and at present is functioning as a fair weather lighterage port situated at about 25 Kms South of Tadri Port. This port has a good highway

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connection to the hinterland as well as the Konkan Railway connection.

Salient Features:-

- Location : Latitude $14^{\circ} 16.30' N$, Longitude $74^{\circ} 27.10' E$.
- Bordered by Hills and Forests on landside.
- Konkan Railway Line, NH 17 pass very close to the port.

(vi) MANKI PORT :-

This port is a captive port located between Honnavar and Bhatkal, presently this port is given on lease basis to Renuka sugars.

- Location : Latitude $14^{\circ} 13' North$ Longitude $74^{\circ} 27'$.

(vii) BHATKAL PORT:-

This is a well – protected port on the bank of Bhatkal River. Presently fishing vessels are utilizing the facilities of this port. This port is located at a distance of about 35 Kms South of Honnavar Port.

Salient Features:-

- Location : Latitude $13^{\circ} 58' N$, Longitude $74^{\circ} 32' E$.
- Bordered on the land side by hills.
- Konkan Railway Line, NH 17 pass very close to the port.

(viii) KUNDAPUR PORT:-

This port is located on the Right Bank of the Pancha Gangoli Rivers. The estuary formed by these groups of rivers has got a vast water spread.

Salient Features:-

- Location : Latitude $13^{\circ} 38' N$, Longitude $74^{\circ} 40.50' E$.
- Konkan Railway Line, NH 17 pass very close to the port.

(ix) HUNGARKATTA PORT:-

This port is located on the Right Bank of Sita and Swarna Rivers situated at the distance of about 18 Kms South of Gangolli.

Salient Features:-

- Location : Latitude 13 o 27` N, Longitude 74o 42` E.
- Konkan Railway Line and NH 17 pass very close to the port.

(x) MALPE PORT:-

This port of Malpe is located at the estuary of Udhyavar river in Udupi District and situated at a distance of about 10 Kms south of Hungarkatta Port. Malpe is a major fishing harbour, which has been provided with breakwaters for making it a safe harbour.

Salient Features:-

- Location : Latitude 13° 21` N and Longitude 74° 42.5` E.
- Konkan Railway Line and NH 17 pass very close to the port.

(xi) PADUBIDRI PORT:-

This port is located in the North of Mulki River situated at distance of 20 Kms South of Malpe Port.

Salient Features:-

- Location : Latitude 13 o 06` N, Longitude 74o 46` E.
- Konkan Railway Line and NH 17 pass very close to the port.

(xii) OLD MANGALORE PORT:-

This port is situated on the confluence of Netravati and Gurupur rivers and is approximately 30 Km south of the Padubidri Port and Kms South of New Mangalore Port. The port at present is a lighterage port with along side berthing facilities for coastal vessels drawing a draft not exceeding 4.5 m and functional only during the fair weather season from September to May.

Salient Features:-

- Location : Latitude 12 o 52` N, Longitude 70o 51` E.
- Konkan Railway Line and NH 17 pass very close to the port.
- Linked by Air also.

In addition to the above, the New Mangalore Port is also situated in the State of Karnataka which is the Gateway for the import and export of the state's various commodities. The New Mangalore Port is located at Panambur on the West Coast of India, about 170 nautical miles south of Mormugoa Port and 190 nautical miles north of Cochin Port. The New Mangalore Port was declared the ninth Major Port of India, on 4th May 1974 and was formally inaugurated on 11th January 1975. A Port Trust Board was formed under the Major Port Trust Act on 1st April 1980. Since then, the port has been functioning as one of the Major Ports in India.

3.1 The Karnataka Maritime Board.

The Government of Karnataka has already initiated process to formulate "Karnataka Maritime Board" (KMB) as an overarching institution to cater to the long term development of ports in state. The Karnataka Maritime Bill, 2011 which was passed by the both houses of the Legislature and submitted for assent of the President of India. The main objective of the Bill is for rapid Development and Management of Ports, Inland Water Ways and the Coastal region in the State. It would act as the nodal agency to co-ordinate and implement the Minor Port Development Policy of the Government once the bill becomes an Act.

Till such time the Board becomes operational, the Department of Public Works, Ports and I.W.T, Government of Karnataka, will act as a Nodal Agency for implementation of this Policy.

3.2 Emerging economic Potential of Ports.

The Government of Karnataka are convinced that there is vast scope to improve the productivity of these ports by which the ever growing volumes at the minor ports and dedicated captive jetties / ports could be handled and

revenue improved. Apart from handling cargo, coastal passenger traffic could also be effectively and economically handled which could decongest the highways. In view of long coastal line, leisure and water sport activities could also be introduced which can attract tourists both from within and outside the country.

3.3 Development of Ports.

Due to increasing growth of industries and their need, it is essential that the developments of infrastructures to meet such industrial needs are put in place at the appropriate time. India, being a peninsular country, has a lot to gain out of Maritime trade and hence it needs to develop the ports to meet these requirements. The policy hitherto followed for such development is inadequate and is inconsistent with the industrial growth in the State. Few ports are fair weather ports, open to traffic for most part of the year. The draft in these ports, adjacent bay and channel though not uniformly of 8 - 9 metres can be made so with dredging. Construction of breakwater and dredging would be necessary to turn these ports into all weather ports.

3.4 Funding Pattern.

The Government of Karnataka have, under the above mentioned circumstances and in order to meet the growing demands of Industry, trade and commerce, realised the need to involve private investments in development of these minor ports. Techno-economic feasibility studies have to be initiated to properly assess the potential of these minor ports. The Government of Karnataka is of the view that the potential of these ports should be jointly developed through Private Participation.

4. DEFINITIONS: -In this policy, unless the context otherwise requires, -

- 'all weather port' means port which can function during all seasons;
- 'anchor user industry' means the prime industry, which uses the port for its import and export,;
- 'berth' means alongside facility such as wharf, quay, jetty etc., for berthing the vessel;
- 'berthing dues' means charges levied for using the berth;
- 'breakwater' means strong structural material construction intended to break the force of the sea waves;
- 'captive cargo' means cargo, which are meant for the exclusive use of the port promoter;
- 'captive jetty' means artificial structure into the sea constructed by the promoter for handling exclusively his own cargo;
- 'captive port' means port created by a promoter for handling captive cargo;
- 'coastal shipping' means movement of cargoes by ship between ports of the same country;
- 'commercial port' means a port where all the cargoes including captive and commercial are handled;
- 'dock ' means an enclosed place near a harbour or river where ships can berth to load and unload;
- 'government' means the State of Government of Karnataka.
- 'hinterland' means part of the industrial area behind or in the environs of a seaport;
- 'jetty' means artificial structure into the sea enabling passage of passengers and cargoes to and from the vessel;
- 'landing dues' means dues levied on the landed cargo;

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- 'lighterage' means the provision of barge service for the transport of goods from ship to the shore and vice-versa;
- 'navigational equipment' means the guiding aids for navigation such as lights, buoys etc provided in accordance with international rules;
- 'nodal agency' means the Department of Public Works, Ports & I.W.T, GoK.
- 'piloting' means the act carried out by a qualified pilot to navigate the vessel when entering or leaving a port;
- 'ports' under this policy means such minor ports declared by Government of Karnataka under clause (a) of sub-section (1) of section 4 of the Indian Ports Act, 1908 (Central Act XV of 1908);
- 'port dues' means dues levied on the Gross Registered Tonnage of the vessels entering into port limit;
- 'port operator' means the individual or group or the company or their authorised agency that develops or promotes and / or operates the port;
- 'port user' means the individual or group or the company or their authorised agency who uses the services of the port;
- 'quay' means a dock within a port where cargo is imported or exported;
- 'Ro-Ro service' means conveying of wheeled cargo being driven on or off ship via a ramp. Explanation.- "Ro-Ro" is an abbreviation of roll-on / roll-off;
- 'schedule of rates' means schedule detailing the various dues such as port dues, landing and shipping dues, license fee, ground rent, shed rent, waterfront charges, vehicle entry fee, weigh bridge charges, hire charges, bunkering charges, bar channel fee, harbor craft fee, pilotage dues, berthing dues etc., and the rate at which they are levied;
- 'ship waiting time' means the time spent for a berth;
- 'shipping dues' means dues levied on the shipped cargo;

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- 'transshipment port' means the port meant for transfer of goods from one ship to another;
- 'tug boats' means craft to give assistance to ship;
- 'turn around time' means the time spent by a ship between arrival and departure from port;
- 'turning circle' means that portion of navigational channel of a port where a ship is permitted to turn as part of berthing or unberthing operations;
- 'waterfront' means coastline;
- 'wharf' means a construction in a harbor or on the banks of inland water for berthing of a ship.

5. OBJECTIVES. -

1 Objectives of minor port policy.

- (i) To increase the share of Karnataka State in the Export and Import sector, in National and International Trade and Commerce, in the post-liberalisation and globalization era;
- (ii) To cater to the needs of increasing traffic of Karnataka and its neighboring States by providing efficient facilities and services and to support the country's domestic and international trade;
- (iii) To create sufficient infrastructure facilities by both Government and Private efforts to handle 5 - 10% of India's total cargo in Karnataka Maritime waters in the days to come.
- (iv) To provide port facilities to promote export oriented industries and port based industries in the coastal districts of Karnataka and its hinterland.
- (v) To promote port based thermal power plants by providing exclusive port facilities to import different kinds of fuels.

- (vi) To decongest highways by providing facilities for coastal shipping of passengers and cargo traffic along the West Coast of nearly 300 Kms;
- (vii) To promote tourism by providing facilities for leisure and water sports activities along the coast line;
- (viii) To provide facilities to encourage ship building, repairing, breaking and manufacture of cranes and floating crafts;
- (ix) To facilitate optimum utilization of the port infrastructure developed in the State.
- (x) To enhance the potential of ports, with Public and Private Participation.

6. POLICY AND OPERATIONAL STRATEGY. –

6.1 Private participation.

With a view to create multi user facilities capable of handling all types of cargo like bulk, break bulk, containers, petroleum products, chemicals etc., the Government of Karnataka have decided to develop all the minor ports in the State through Public-Private Participation / captive route.

6.2 Flexible approach.

The private participation in the construction / development of ports/ jetties and improvement of the existing minor ports or the facilities of the existing minor ports will be encouraged, and each proposal will be considered on its own merits as per the new port policy. The thrust of the policy will be to encourage effective private participation and speedy implementation of the projects.

6.3 Institutional Co-ordination.

The Government of Karnataka have already established a separate Ports and I.W.T Department which will be the nodal agency to co-ordinate and

implement the port development policy till Karnataka Maritime Board is established. The Department will have the benefit of the experts from the fields of shipping, port construction etc. The Department is responsible for operational and functioning of Minor ports in Karnataka and has the responsibility of developing the ports.

7. CAPTIVE PORTS

Licensing of Captive Ports.

- 7.1 In order to satisfy the requirements of port based industries for allocation of sites for construction of captive ports and to create the port facilities, the Government of Karnataka have decided to allow private participation. The Nodal Agency will identify and make brief pre-feasibility study of the ports that can be offered for captive purpose.
- 7.2 The Private / Public Limited Companies intended to invest in the state requiring port based facilities will be allotted sites for construction of Ports / jetties, both for captive and captive cum commercial purposes through competitive bidding.
- 7.3 To take care of the increasing cargo traffic, and to facilitate optimum usage of port facilities, captive ports coming up in the future will be permitted to handle other commercial cargo as well, with the prior approval of Government of Karnataka.
- 7.4 A captive port handling only the captive cargo will be permitted on the principles of Build, Own and Operate and transfer, (hereinafter referred to as “BOOT”);

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- 7.5 If the captive port handles third party commercial cargo, it will be permitted on priority basis on the principles of Build, Own, Operate, Share and transfer (hereinafter referred to as “BOOST”);
- 7.6 A captive port, which handles third party commercial cargo, but ceases to handle the captive cargo after some time, the operation of the port will be on the principles of Build, Own, Operate, Share and transfer (hereinafter referred to as “BOOST”) for the remainder of the period (Commercial Operation period) within the maximum period of 30 years;
- 7.7 The land and site for port and facilities will be leased out for a period of 30 years with a provision of further renewal for the appropriate period at the discretion of Government of Karnataka at a mutually acceptable terms and conditions
- 7.8 The entire construction of the captive port and the port facilities will be permitted on the principle of “BOOT” in which the dues on the captive cargo shall be on the basis of schedule of rates fixed by the Government from time to time.
- 7.9 If a captive port is permitted to handle multi user specific and multi-commercial cargoes along with captive cargo, it will be on the Principle of “BOOST” basis; in which case the dues on the captive cargo shall be on the basis of schedule of rates fixed by the Government from time to time and the dues on the multi user-specific and multi-commercial cargoes shall be on the basis of revenue share under the “BOOST”. However, Government of Karnataka shall have the option, either to collect the dues as per schedule of rates or to receive the share of revenue under “BOOST”, whichever is beneficial to the Government of Karnataka.

7.10 The construction, repair, maintenance, management of the facilities etc., will be the sole responsibility of the developer / promoter;

8 Procedure for Licensing

The Procedure for allotment of captive ports would be as under;

8.1 The Nodal Agency will invite the competitive bids for development of captive ports and the Private Parties who require captive port facilities, need to participate in the bidding process.

8.2 The criteria to select the parties:

- Profile of the company
- Justification for the captive use of the port,
- Related experience of the company in the captive industry,
- Financial performance of the company for the last three years,
- The proposed activity using the port and the proposed investment.
- Maximum handling capacity.
- Minimum guaranteed through put (MGT) in terms of Metric tons.
- Weightage will be given to the private parties having manufacturing industries located in Karnataka.

The bid document shall be developed by the Nodal Agency indicating the above criteria and other standard guidelines.

8.3 The Nodal Agency will process the bids and select the party as per the criteria indicated in the bid document and issue in principle approval to setup the port.

8.4 On Obtaining the In-principle approval the company will be expected to prepare the Techno Economic Feasibility Report (TEFR) within 120 days, which should contain the Bathymetry Survey report, Environment aspects as per MOEF guidelines, covering nearby water

bodies, estuaries, heritage or Archeological sites, eco sensitive areas, lighthouse etc., identifying port limits, identifying the coastal habitation lying within the port limits, identifying the layout of the proposed port facilities, water front requirement with proper justification.

- 8.5 On receipt of the TEFRR, the Government would analyze the details and if satisfied, it will notify/modify the port limits.
- 8.6 Upon notification of the port limits, the Government will issue the final approval and Government Coastal land within the port limits will be allotted to the company on a 30 years lease and the company thereafter will be permitted to undertake necessary site investigations required for preparing the Detailed Project Report (DPR) containing Topographic Survey, Soil investigation, Shallow Seismic survey, Seabed investigations by side scan survey, Feasibility Study on Lighterage / Deep Sea operation (if required), Wave Transformation Study, Wave Tranquility Study, Shoreline Evaluation, Dredging and disposal of dredged materials, Studies on sea water intake and outfall (if required), EIA and EMP, along with the consent from State Pollution Control Board, approval from MOEF, New Delhi, and approval of CRZ etc.
- 8.7 In case the company requires additional adjoining private land for port development purpose, the company may purchase the same at their cost and as per the provisions of the Prevailing Land Policy, Karnataka Land Revenue Act 1964 and Karnataka Land Reforms Act 1974. However the Government will facilitate in the proposes of land acquisition if any.
- 8.8 The company is expected to submit the Detailed Project Report for the project within six months of signing of the agreement. The Nodal

Agency shall approve the DPR within a period of two months. However, the financial closure shall be achieved within one year from the date of the agreement and commence port construction activities within three months from the date of the financial closure and commission the project within 3 years from the date of commencement of port construction activities. If the project is not completed within the specified time by the developer, the allotted land will be withdrawn by the nodal agency with the prior approval of the Government.

- 8.9 The mode of transfer of project assets at the end of the agreement period will be detailed in the respective concession agreement / lease agreement.

9. COMMERCIAL PORTS:

Licensing of Commercial Ports.

The minor ports (both existing and upcoming) will be offered for development through private sector participation.

- 9.1 For the selection of promoters for the ports identified for commercial developments, bids would be initially invited for the selection of suitable promoters on a competitive basis and they will be selected **as per technical and financial evaluation keeping in view** the guidelines issued or to be issued by the DEA/Planning Commission, GOI for selection of concessionaire under PPP. In case of development of new ports, the bids will be invited after notifying the port limits.

Procedure for selection:

- The main criteria considered for technical evaluation are company's profile, annual turnover, land requirement, project cost, funding capacity, asset / infrastructure creation, port modernization, maximum handling capacity and minimum guaranteed throughput (MGT) in terms of Metric Tons.
- The main criteria for financial evaluation is 'maximum revenue share' to be offered to Government or any other criteria to be indicated in notification.
- Only such companies who qualify in technical bids will be considered for financial evaluation.
- Bid document will be developed by the nodal agency for inviting the bids.

9.2 In cases where suitable offers are not forthcoming as under para 9.1 above, development of such ports will be done through joint venture with Government agencies including Public Sector Undertakings of Government of Karnataka. The JV partner shall be selected on competitive bidding basis keeping in view the guidelines on establishing JV in infrastructure sectors of Planning Commission / GOI.

Minimum requirements to be fulfilled.

- I. A Minimum investment of Rs.1000 crores is made in Port infrastructure over a period of five years. Such investment will be for the following items:-
 - Construction of breakwaters.
 - Capital dredging of approach channel.

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- Capital dredging of Water basin inside breakwaters; turning circle and dock arms/ channels.
 - Construction of Berths and Jetties.
 - Reclamation of land
 - Construction of stockyards, roads, buildings and other port related facilities.
 - Navigational equipments including tug boats and service vessels.
 - Port handling equipments including topside facilities of berths/ jetties, pipelines and tank farms.
 - Rail / road connectivity inside the port area or upto the nearby location shall always be the part of the project.
 - Utilities including distribution networks, sewerage/ waste handling equipments / facilities, storage and ware housing and amenities;
- II. A Special Purpose Company (hereinafter referred to as “the Port Company”) that may be formed to implement and operate the minor port can be a Joint Venture between the Promoters or a consortium of promoters and Government Agencies including Corporations / Boards of Government of Karnataka and other Government of Karnataka Enterprises;
- III. The aggregate investment by such Government Agencies including Public sector Corporations / Boards of Government of Karnataka and other Government of Karnataka Enterprises in the equity of the Port Company will be up to 11% of the total equity;
- IV. The port company may also include the anchor user industries / projects as its stakeholders. Such Anchor Industrial projects

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should have achieved financial closures for the respective projects prior to the Port Company's financial closure;

- V. Aggregate investments of anchor Industries / projects should be at least Rs.2000 Crores over a period of five years;
 - VI. The total investment in the port infrastructure and the Anchor user industries / projects should thus be at least Rs.3000 Crores over a period of five years;
 - VII. Port company will obtain commitments from the Anchor user industries / Projects for handling minimum of 50% of the total cargo that may be required by such Anchor user Industries / projects through the proposed port;
 - VIII. The lands for the Port backup area will be procured / reclaimed by the Port Company and by its nominated agencies. As per the provisions of prevailing land policy. Such lands may also include those transferred by Government and or its agencies to the port company on lease basis;
 - IX. The right to construct and operate the Port will be on nonexclusive basis;
- 9.3 The entire project will be on the principle of Build, Own, Operate, Share and Transfer (BOOST);
- 9.4 The period of lease will be initially for 30 years with a provision for further renewal as decided by the Government at mutually acceptable terms and conditions;
- 9.5 The lease period for more than 30 years could be considered unless otherwise required as per financial analysis of the project or for projects which entail sizable capital investment on account of site specific marine conditions and backup infrastructure such as road, rail linkages and which are either part of special economic zones

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(SEZs) / Petroleum, Chemicals and Petro-chemicals Investment Regions (PCPIRs) and or included as anchor entities of such SEZs and PCPIRs developed as per the Acts / Rules of Government of India and Government of Karnataka;

- 9.6 Government shall have the option, either to collect the dues as per the schedule of rates or to receive the share of revenue under BOOST, whichever is beneficial to Government;
- 9.7 If the project is not completed within the stipulated time as enunciated in the Concession / lease Agreement / TOR, the allotted land will be withdrawn by the nodal agency with the prior approval of the Government. The mode of transfer of project assets at the end of the agreement period will be detailed in the respective concession / lease agreement / TOR.
- 9.8 The company entrusted with the development of port will raise the required capital for the development of the port, create all facilities in the port, maintain and operate the port;
- 9.9 Where the Government do not participate in the equity, they will nominate one Director on the Board of Directors and in other cases two or more as may be decided by the government in respect of each such project;
- 9.10 The expenditure for the construction of one primary road leading to the port will be shared equally between the developer / promoter and the Government. However, any construction / development cost within the port area shall be borne by the developer / promoter;

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9.11 The port developer is responsible for establishing the facilities and running the port under the International Ships and Port facility Security Code (ISPS) and would therefore be responsible for all the activities relating to the port waters;

9.12 Apart from handling cargo, the port may construct and provide facilities for passenger water transport and leisure cum water sports activities. In such cases, the Government of Karnataka shall have a right to fix tariff and recover dues as applicable and as approved by Government.

9.13 **COLLECTION OF LEVIES, DUES, ETC.** The following table indicates the Parties who shall levy, collect, pay and appropriate the dues / charges in connection with the Port services.

Sl. No	Nature of Activity	Levied and Collected by	Payable by	Appropriated by
1	Captive Port handling only Captive Cargo Dues Collectable : Dues at the rates to be fixed by the Government from time to time on various items.	Government of Karnataka	Port User / Operator	Government of Karnataka:
2	Captive Port handling both Captive & Commercial Cargo also			
2(a)	For the Captive Cargo only Dues Collectable : Dues at the rates to be fixed by the Government from time to time on various items.	Government of Karnataka	Port User / Operator	Government of Karnataka
2(b)	For the Commercial Cargo : Dues Collectable : Tariff as fixed by the Port Operator on various items.	Port Operator	Port User	Government of Karnataka: Dues at the rates to be fixed by the Government from time to time on various items or share of revenue whichever is beneficial to Government B. Port Operator: Balance Revenue
3	Commercial Port : Dues Collectable : Tariff as fixed by the Port Operator on various items.	Port Operator	Port User	Government of Karnataka: Dues at the rates to be fixed by the Government from time to time on various items or share of revenue whichever is beneficial to Government

10. Explanation. -**A. Captive Ports****(i) Captive Ports handling only the captive cargo.**

Levy and payment shall be as per the schedule of rates as approved by the Government of Karnataka from time to time.

(ii) Captive Ports handling both captive and commercial cargo.

(a) In respect of the captive cargo alone, levy and payment shall be as per the schedule of rates as approved by the Government of Karnataka.

(b) In respect of other commercial cargo, levy and payment shall be as per the schedule of rates as approved by the Government of Karnataka or the share of revenue in accordance with the concession Agreement under BOOST, whichever is beneficial to the Government.

B. Commercial Ports

Levy and payment shall be as per the schedule of rates as approved by the Government of Karnataka or the share of revenue in accordance with the concession Agreement under BOOST whichever is beneficial to the Government.

C. Assessment of Cargo quantity

All landing and shipping dues shall be payable based on the quantity as stated in the customs cargo manifest.

11. Corporate Social Responsibility and Security to Ports:-

- The Developer has to provide one job per family to the land looser if private land is acquired for development.
- Passenger jetties to be provided wherever required.
- Encourage fishing activities.

- The security to the port is the responsibility of the developer. Also the developer has to make provision to berth patrol crafts of the security agencies viz., coast guard, coastal security, navy and customs.

12. DEVELOPMENT OF NEW PORTS: –

The State level committee headed by the Chief Secretary to Government of Karnataka along with other concerned officers as members will be formed for the overall development of all existing minor ports in the State on priority basis and also new ports. Development of commercial ports will be given preference over captive ports.

12.1 General guidelines for modernisation of Services.

In order to attract private sector participation in modernisation of port services, the Government encourages for the following. –

- (a) To privatise the incomplete works of wharf / jetty / quay of K.P.W, P & I.W.T;
- (b) To permit private companies to install modern mechanical handling equipment on the existing wharf/jetty/quay; and
- (c) To encourage the parties making investments in these locations with suitable concessions.

12.2 Services for private participation.

1. With a view to increase the efficiency of cargo handling, the Government also decide to open up the following port services for private participation. –
 - (a) Lighterage or cargo handling services.

- (b) Dredging.
 - (c) Piloting.
 - (d) Tug towing service.
 - (e) Other essential utility service in selected existing minor ports and in all new Ports. However, for use of private barges, the operators will pay the service charges as per existing rate.
2. Government will consider joint ventures in modernization / privatization.

13. INDUSTRIALISATION: -

The major aim of port development in Karnataka is to promote regional development along the coastal line of about 300 Kms. The Government will therefore promote and establish port based industrial estates to facilitate import of raw materials and export of finished products at competitive prices. The Government will encourage setting up of major industries by private sector and offer all necessary infrastructure facilities. The industrial development and port development should go hand in hand and should produce synergic impact on the socioeconomic structure of coastal area in the state.

14. INFRASTRUCTURE DEVELOPMENT. -

The Government being aware of the need for huge investments for development of port sector is committed to establish the complementary infrastructure facilities like roads and railways, open land sites, water and drainage, power and technical training institutes

to back up full fledged development of these ports and hinterland areas.

15. COASTAL SHIPPING :-

15.1 Transshipment Ports.

With the development of new ports with modern handling facilities many of these minor ports are expected to emerge as Transshipment ports for Karnataka and adjoining states and the rest of the country, especially in building up international trade with neighboring and other countries.

15.2 Passenger Services.

Introduction of Ro-Ro Service, and hover craft / catamaran service linking different terminals on the West Coast over 300 Kms. is bound to be not only popular in passenger and cargo transport but also cheaper, safer and quicker. This is bound further to decongest the highways and reduce the pressure on rail and road haulage. It is sure to promote leisure and water sport activities, which will attract both foreign and local tourists. The terminal facilities will be created by Government and such coastal shipping will of course follow the development of these ports and at the ripe time these will also be offered for private participation.

PWD 183 PSP 2013

(T.N. Chikkarayappa) 1/2/14.
Secretary to Government,
Public Works, Ports & Inland Water
Transport Department

ಕ್ರ.ಸಂ./ಮಾಹಿತಿಹಕ್ಕು/2356

/2024-25

637
ನಾರಣ್ಯ
ಅರಣ್ಯ
ಇಲಾಖೆ

ANNEXURE A22

ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿಗಳು

ಹೊನ್ನಾವರ ವಲಯ

ದಿ:-13 /03/2025

rfohonnavar@gmail.com

ಶ್ರೀ. ರಾಜೇಶ ಈಶ್ವರ ತಾಂಡೇಲ
ಕಾಸರಕೋಡ- ಟೊಂಕಾ
ಹೊನ್ನಾವರ (ಉ.ಕ)
ಮೋ. 9242313670

ಮಾನ್ಯರೆ,


ವಿಷಯ :ಮಾಹಿತಿ ಹಕ್ಕು ಆಧಿನಿಯಮ-2005 ರಡಿ ಮಾಹಿತಿ ನೀಡುವ ಕುರಿತು.

ಉಲ್ಲೇಖ:-ನೀವು ಈ ಕಚೇರಿಗೆ ಹಣ ಸಂದಾಯ ಮಾಡಿದ ದಿನಾಂಕ:-13-03-2025

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ಮೇಲಿನ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ, ಉಲ್ಲೇಖ ಪತ್ರದಂತೆ ನೀವು ಮಾಹಿತಿ ಹಕ್ಕು
ಆಧಿನಿಯಮ 2005 ರಡಿಯಲ್ಲಿ ಮಾಹಿತಿ ಶುಲ್ಕ ರೂ 100.00 ಈ ಕಚೇರಿಗೆ ಸಂದಾಯ ಮಾಡಿದ್ದಂತೆ
ಸದರಿ ಮಾಹಿತಿಯನ್ನು ಇದರ ಲಗ್ನ ಇಟ್ಟು ಸಲ್ಲಿಸಿದೆ.

ತಮ್ಮ ವಿಶ್ವಾಸಿ,


ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ

ಕ್ರ. ಸಂ.	ವಿವರಣೆ	ಮೊತ್ತ	ಆಧಾರ್ ಸಂಖ್ಯೆ	ತಾರೀಖು	ಸಂಖ್ಯೆ
01	ಬಿನ್ನಾಯಕ ಕೆಸ್ತು ಅಂಚೆ ಇ ಶಿರಾಬಾಗಿ ನೆಡಕುಳ್ಳ ಕುಳಿವುಳ್ಳು	₹74,24.692	N14.20.001 E74.24.692	3/12/2023	166
02	ಬಿನ್ನಾಯಕ ಕೆಸ್ತು ಅಂಚೆ ಇ ಶಿರಾಬಾಗಿ ನೆಡಕುಳ್ಳ ಕುಳಿವುಳ್ಳು	₹74,24.892	N14.18.857 E74.24.892	16/12/2023	121
03	ಬಿನ್ನಾಯಕ ಕೆಸ್ತು ಅಂಚೆ ಇ ಶಿರಾಬಾಗಿ ನೆಡಕುಳ್ಳ ಕುಳಿವುಳ್ಳು	₹74,24.838	N14.18.955 E74.24.838	23/12/2023	127
04	ಬಿನ್ನಾಯಕ ಕೆಸ್ತು ಅಂಚೆ ಇ ಶಿರಾಬಾಗಿ ನೆಡಕುಳ್ಳ	₹74,24.991	N14.18.626 E74.24.991	23/12/2023	110

Date : _____

ಸಿಕ್ಯು ವಿ.ನಂ	ವಿವರಣೆ	ಮೊತ್ತ	ಶೇಕಡಾವಾರು	ಮೊತ್ತ ಬಂದ ದಿನಾಂಕ	ಮೊತ್ತ ಬಂದ ದಿನಗಳ ಸಂಖ್ಯೆ	ಒಟ್ಟು
166	22/01/24	81		22/01/24	51 days	
	23/01/24	01		23/01/24	52 days	
	Total	82	49.39%			
121	04/02/24	96		04/02/24	51 days	
	06/02/24	02		06/02/24	53 days	
	08/02/24	02		08/02/2024	55 days	
	09/02/24	01		09/02/2024	56 days	
	Total	101	83.47%			
127	10/02/24	01		10/02/2024	50 days	
	12/02/24	114		12/02/2024	52 days	
	13/02/24	01		13/02/2024	53 days	
	24/02/24	02		24/02/2024	54 days	
	Total	118	92.91%			
110	12/02/24	96		12/02/2024	52 days	
	13/02/24	02		13/02/2024	53 days	
	14/02/24	03		14/02/2024	54 days	
	24/02/24	02		24/02/2024	55 days (64 days)	
	Total	103	87.02%			

ಶಿವಮೊಗ್ಗ, 09/03/2024
 ಕೆ.ಎಸ್.ಎಸ್. (ಎ.ಬಿ.)

Date : _____

ಕ್ರ.ಸಂ.	ವಿನ್ಯಾಯದ ದಿನಾಂಕ	ಯಾಚಾರಿ ಸಂಖ್ಯೆ	ಶಿಕ್ಷಕನ ಹೆಸರು	ಮೊ. 100	ಮೊ. 200	ಒಟ್ಟು
1	16/02/24	89		16/02/24	52 days	ಮೊ. DCF Honnavara, ACF Hnvr PF. Hnvr, Dy. to Hnvr ಹಾಗೂ ಸೀನಿ ಒಟ್ಟು 100 ರಷ್ಟು ಸಮಯ 2024 ಮಾಸ 2024
2	16/02/24	92		16/02/24	52 days	ಮೊ. DCF Hnvr, ACF Hnvr, PF. Hnvr, Dy. to Hnvr ಹಾಗೂ ಸೀನಿ ಒಟ್ಟು ಒಟ್ಟು 100 ರಷ್ಟು ಸಮಯ 2024 ಮಾಸ 2024
	Total	92	74.19%			
3	26/02/2024	91		26/2/24	51 days	
4	27/02/2024	01		27/2/24	52 days	
5	04/3/24	13		04/3/24	58 days	
	Total	105	82.03%			
6	28/02/24	02		28/2/24	51 days	
7	29/2/24	75		29/2/24	52 days	
8	03/3/24	01		03/3/24	55 days	
9	04/3/24	04		4/3/24	56 days	

ಪಾಲಯ ಲಕಣ್ಣ, ಅಧಿಕಾರಿ
ಕೊಪ್ಪಳ (ಉ.ಕ.)

No.	ಕಾರ್ಯದ ವಿವರ	ವಿಸ್ತೀರ್ಣ (ಚ.ಮೀ.)	ಇತರೆ ವಿವರ	ದಿನಾಂಕ	ಮಾನ್ಯತೆ	ತೀರ್ಮಾನ
09	ಅನಾಯಕ ಕೆನು 009105	ಗ್ರೇಡ್ ಕೆನು ಕಟ್ಟಡದೊಳಗೆ E 74 24.628	N 14 20.233	11/01/2024	87	28/02/24
						29/02/24
						02/03/24
						03/03/24
						04/3/24
10	ಅನಾಯಕ ಕೆನು 009105	ಗ್ರೇಡ್ ಕೆನು ಕಟ್ಟಡದೊಳಗೆ E 74 24.596	N 14 20.471	12/01/2024	In situ Conservation	02/03/24
						03/03/24
						Total.
11	ಅನಾಯಕ ಕೆನು 009105	ಕಟ್ಟಡದೊಳಗೆ (ಕೆನು) E 74 24.874	N 14 12.884	15/01/2024	77	04/3/24
						06/3/24
						Total.
12	ಅನಾಯಕ ಕೆನು 009105	ಕಟ್ಟಡದೊಳಗೆ (ಕೆನು) E 74 24.716	N 14 19.855	15/01/2024	128	04/3/24
						Total

ವಿಜಯಲಕ್ಷ್ಮಿ ಅಧಿಕಾರಿ
ಕೂನ್ಸಿಲರ್ (ಉ.ಕ.)




Date: _____

ಗಟ್ಟಿ ನ್ಯ ರಾಜ್ಯ	ಪೊರವಾಂಡ ದಿನಾಂಕ	ವಾಣಿಜ್ಯ ಸಂಖ್ಯೆ	ಶೇಷವಾರ್ತೆ	ಮಾಂಸ ಬಿಡುಗಡೆ ದಿನಾಂಕ	ಮಾಂಸ ಬಿಡುಗಡೆ ದಿನಾಂಕ	ಕಾಲ
75/20131	28/02/24	01		28/02/24	49 days	
	29/02/24	55		29/02/24	50 days	
	02/03/24	01		02/03/24	52 days	
	03/03/24	02		03/03/24	53 days	
10/00/21	04/3/24	02	70% 61	04/3/24	54 days	
tu servation	02/03/24	118	1	02/3/2024	52 days	
	03/03/24	02		03/3/24	53 days	
	Total →	120	96%			
	04/3/24	33		04/3/24	50 days	
	06/3/24	05		06/3/24	52 days	
	Total →	38	49.35%			
	04/3/24	19		04/3/24	50 days	
	Total	19	14.84%			

ವರದಿಯ ಅಧಿಕಾರಿ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ.ಕ.)

సంఖ్య	అవగాహన వివరాలు	మీటర్ నంబర్	డి.ఎ.ఎస్ నంబర్	మీటర్ నంబర్	శిల్ప వివరాలు	తేదీ
13	వివరాలు తెలియని కనెక్షన్	కెంబ్రిడ్జ్ (అగ్రిమెంట్) E74 24.697	N14 19.943	15/01/2024	116	04/3/24
						05/3/24
						08/3/24
						09/3/24
						Total
14	వివరాలు తెలియని కనెక్షన్	కెంబ్రిడ్జ్ (అగ్రిమెంట్) E74 24.573	N14 20.566	15/01/2024	115	3/3/24
						04/3/24
						4/3/24
						06/3/24
						Total →
15	వివరాలు తెలియని కనెక్షన్	కెంబ్రిడ్జ్ (అగ్రిమెంట్) E74 24.790	N14 19.104	16/01/2024	68	05/3/24
						06/3/24
						09/3/24
						Total →
16	వివరాలు తెలియని కనెక్షన్	కెంబ్రిడ్జ్ (అగ్రిమెంట్) E74 24.799	N14 19.424	16/01/2024	141	M 03.03.24
						N 03.03.24
						04/03/24
						05/03/24
						06/03/24


 మ. అశోక్ కుమార్
 కార్యదర్శి (అ.క.)



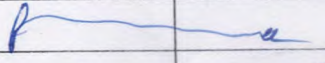
Date : _____

ಮಟ್ಟಣ್ಯ ವರ್ಗ	ಮೊದಲ ದಿನಾಂಕ	ಯಾವುದೇ ಕಾರ್ಯ	ಶೇಕಡೆಗಳು	ಮುಂದಿನ ದಿನಾಂಕ	ಮುಂ ಮಾಡುವ ದಿನಗಳು	ಉಳಿ
	04/3/24	82		04/3/24	50 days	
	05/3/24	05		05/3/24	51 days	
	08/3/24	01		08/3/24	54 days	
	09/3/24	01		09/3/24	55 days	
	Total	89	76.72%			
5	3/3/24	01		03/3/24	49 days	
	04/3/24	92+1=93				
	4/3/24	92		04/3/24	50 days	
	06/3/24	10		06/3/24	52 days	
	Total →	103	89.56%			
	05/3/24	27		5/3/24	51 days	
	06/3/24	03		6/3/24	52 days	
	09/3/24	01		09/3/24	55 days	
	Total →	31	45.58%			
	^M 03.03.24	03		03/3/24	48 days	
	^N 03.03.24	19		03/3/24	48 days	
	04/03/24	71		04/3/24	49 days	
	05/03/24	03		05/3/24	50 days	

ವಲಯ ಆರಣ್ಯ ಅಧಿಕಾರಿ
ಕೂನ್ಯಾವರ (ಉ.ಕ.)

Date: _____

ಸಂಖ್ಯೆ	ಕಡಲಿನಿಂದ	ವಿಚ್ಛೇದನ	ವಿಚ್ಛೇದನ	ಬಿ.ಡಿ ಎನ್	ವಿಚ್ಛೇದನ	ಬಿಡಿ ವಿಚ್ಛೇದನ	ತೀರದಿಂದ
ನಂ	ಹೆಚ್ಚುವರ	ದಿವಲ	ವಿಚ್ಛೇದನ	ಆಯ್ಕೆ	ಬಿಡಿ	ವಿಚ್ಛೇದನ	ಅಂತರ
17.	ರೇವಿನ್	ಬಿಡಿ	ಬಿಡಿ	N 14° 17. 759'	17/01/2024	Institu Conservation	
			(ಪ್ರಾಥಮಿಕ)	E 74° 25. 505'			
18.	ವಿನ್ಯಾಯಕ ಕೆನ್ಸ	ಆರ್.ಆರ್.	ಕಾಪಿ	N 14° 19. 999'	18/01/2024	110	06/3/24
			(ಪ್ರಾಥಮಿಕ)	E 74° 24. 702'			08/3/24
							Total →
19.	ವಿನ್ಯಾಯಕ ಕೆನ್ಸ	ಆರ್.ಆರ್.	ಪ್ರಾಥಮಿಕ	N 14° 18. 003'	19/01/2024	106	09/3/24
			(ಕರ್ಣ)	E 74° 25. 300'			Total →
20.	ವಿನ್ಯಾಯಕ ಕೆನ್ಸ	ಆರ್.ಆರ್.	ಪ್ರಾಥಮಿಕ	N 14° 18. 592'	21/1/2024	124	09/3/24
			(ಕರ್ಣ)	E 74° 25. 012'			Total →


 ವರದಿಯನ್ನು ಉಪಯುಕ್ತವಾಗಿ
 ಹೊಂದಿಸುವಂ (ಉ.ಕ.)



Date: _____

ಕ್ರ. ಸಂ.	ಶಿಕ್ಷಣ ಸಂಸ್ಥೆ	ಶಿಕ್ಷಣದ ವಿವರ	ವಿಷಯ	ಶಿಕ್ಷಕರು	ಮಾನ್ಯತೆ	ಮಾನ್ಯತೆ	ಫಲ
1	2	3	4	5	6	7	8
24	Institu Conservatory						2260
4	110	06/3/24	96		06/3/24	49 days.	
		08/3/24	01		08/3/24	51 days.	
		Total →	97	88.18%			
+	106	09/3/24	83		09/3/24	51 days.	
		Total →	83	78.30%			
	124	09/3/24	109		09/3/24	49 days.	
		Total →	109	87.50%			
<p>ವಲಯ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ ಹೊನ್ನಾವರ (ಉ.ಕೆ.)</p>							

Date : _____

ಕ್ರ. ಸಂ.	ಕಡಲಮಟ್ಟದಿಂದ ಎತ್ತರ	ವಿಸ್ತೀರ್ಣ	ಉದ್ದ	ಅಗಲ	ವಿಸ್ತೀರ್ಣ	ತಾರೀಖು	ಮಾಪಕರು	ಮಾಪನ
21	ವಿಭಾಗೀಕೃತ ಕೆನೈ ಕಡಲಮಟ್ಟ	ಪಾಲಿಸ್‌ಕೋಪ್ (ಕರ್ಪ)	N14° 18. 644'	E74° 24 979'		22/1/2024	59	10/3/24
								Total
22	ಬಾಗ್ಲೆರೆ ಕೆನೈ ಕಡಲಮಟ್ಟ	ಪಾಲಿಸ್‌ಕೋಪ್ (ಕರ್ಪ)	N14° 17. 512'	E74° 25. 459'		24/1/2024	137	14/3/24
								Total
23	ವಿನ್ಯಾಯಕ ಕೆನೈ ಕಡಲಮಟ್ಟ	ಪಾಲಿಸ್‌ಕೋಪ್ (ಕರ್ಪ)	N14° 18. 042'	E74° 25. 303'		28/01/2024	102	15/3/24
								Total
24	ವಿನ್ಯಾಯಕ ಕೆನೈ ಕಡಲಮಟ್ಟ	ಕರ್ಪ	N14° 19. 632'	E74° 24. 765'		29/01/2024	144	16/3/24
								Total

ವಲಯ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ.ಕ.)




Date: _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಮುಖಾಂತಿ	ಮಾಹಿತಿ	ಶೇಕಡಾವಾರು	ಮುಕ್ತಾಯದ ದಿನಾಂಕ	ಮುಕ್ತಾಯದ ದಿನಗಳ ಸಂಖ್ಯೆ	ಒಟ್ಟು
59	10/3/24	31	52.54%	10/3/24	49 days.	1655
Total		31				
137	14/3/24	10		14/3/24	51 days.	
	17/3/24	03		17/3/24	54 days.	
Total		13	9.48%			
102	15/3/24	85		15/3/24	48 days.	
	16/3/24	01		16/3/24	49 days.	
	18/3/24	01		18/3/24	51 days.	
Total		87	85.29%			
144	16/3/24	70		16/3/24	48 days.	
	17/3/24 (ಮುಕ್ತಾಯ)	01		17/3/24	49 days.	
Total		71	49.30%			

ಮುಖಾಂತಿ ಅಧಿಕಾರಿ
 ಕೂನ್ಯಾವರ (ಉ.ಕ.)

No.	ಕರಗುಮಾ ಮೊಟ್ಟೆ ದಾಖಲೆ ವಿವರ	ವಿವರ	ಉದ್ದ	ಮೊಟ್ಟೆ ದಿನ	ಸಂಖ್ಯೆ	ಶಿಬಿರದ ದಿನ
25	ಬಾಳೆಂ ಕಟ್ಟೆಂ ಉಂಡಲ	ಒಂಟಿ (ಒಂಟಿ)	N14°17.078' E74°25.461'	29/01/2024	89	
26	ಬಾಳೆಂ ಕಟ್ಟೆಂ ಉಂಡಲ	ಒಂಟಿ (ಒಂಟಿ)	N14°17.127' E74°25.442'	29/01/2024	93	17/3/24 18/3/24 19/3/24 Total →
27	ರೆಮಿಂಕ ಉಂಡಲ	ಒಂಟಿ (ಒಂಟಿ)	N14°17.439' E74°25.460'	30/01/2024	In situ Conservation	18/3/2024 Total →
28	ರೆಮಿಂಕ ಉಂಡಲ	ಒಂಟಿ (ಒಂಟಿ)	N14°16.694' E74°28.601'	31/01/2024	94	18/3/2024 18/3/2024


 ನಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
 ಜೊನ್ನಾವರ (ಉ.ಕ.)



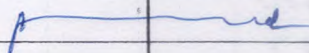
57
57 58

Date : _____

ಕ್ರ. ಸಂ.	ವಿ. ಸಂ.	ಪ್ರಾರಂಭ ದಿನಾಂಕ	ಮುಕ್ತಾಯ ದಿನಾಂಕ	ಶೇ. ರಾಶಿ	ಮೊ. ದಿನ	ಮಾ. ದಿನ	ಉಳಿ
224	89						
224	93	17/3/24	08		17/3/2024	49 days.	
		18/3/24	15		18/3/2024	50 days	
		19/3/24	30.		19/3/2024	51 days	
		Total -> 53		56.98%			
24	In situ Conservation	18/3/2024	31		18/3/2024	49 days	
		Total -> 31					
24	94	18/3/2024	48		18/3/2024	48 days	
		18/3/2024	48	51.06%			

ವರದಿಯು ಅರಣ್ಯ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ. ಕೆ.)

ಸಂಖ್ಯೆ	ಕಡಲ್ಯಾಯಿ ಮೊಟ್ಟೆ ಉಪಾಖ್ಯಾಯಿಕೆ	ಮೊಟ್ಟೆ ಸಿಕ್ಕ್	ಡಿ.ವಿ. ಎಸ್	ಮೊಟ್ಟೆ ಸಿಕ್ಕ್	ಸಿಕ್ಕ್ ಮೊಟ್ಟೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ
ಸಂಖ್ಯೆ	ಮೊಟ್ಟೆಯ ವಿವರ	ಮೊಟ್ಟೆ ಸಿಕ್ಕ್	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ	ಮೊಟ್ಟೆ ಸಿಕ್ಕ್	ಸಿಕ್ಕ್ ಮೊಟ್ಟೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ
29	ಅಳವಡು ವೆಂಚುರಿಯ ಉಪಾಖ್ಯಾಯಿಕೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ (ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ)	N14' 17. 015' E74' 25. 490'	31/01/2024	105	18/3/24
						19/3/24
						Total -
30	ಅಳವಡು ವೆಂಚುರಿಯ ಉಪಾಖ್ಯಾಯಿಕೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ (ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ)	N14' 17. 468' E74' 25. 454'	31/01/2024	110	20/3/24
						20/3/24
31	ಅಳವಡು ವೆಂಚುರಿಯ ಉಪಾಖ್ಯಾಯಿಕೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ (ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ)	N14' 18. 029' E74' 25. 274'	02/02/2024	111	19/3/2024
						Total
32	ಅಳವಡು ವೆಂಚುರಿಯ ಉಪಾಖ್ಯಾಯಿಕೆ	ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ (ಒಳಗೊಂಡಿರುವ ದಿನಾಂಕ)	N14' 16. 919 E74' 25. 518'	02/02/2024	98	18/3/24


 ವಲಯ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರ (ಉ.ಕ.)



57
57

Date : _____

ಶಿಕ್ಷೆ ವಿಷಯ ನಿ. ಸಂಖ್ಯೆ	ವಿಷಯದ ವಿವರ ದಿನಾಂಕ	ಸಂಖ್ಯೆ	ಶೇಷವಾಗಿರು	ಮಾ. ಬಿಟ್ಟ ದಿನಾಂಕ	ಮಾ. ಒಂದು ತೆರಿಕೆ ದಿನಾಂಕ	ಫಲ
105	18/3/24	34		18/3/2024	48 days	
	19/3/24	20		19/3/2024	49 days	
	Total →	54	51.42%			

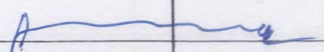
110	20/3/24	24		20/3/2024	50 days	
	20/3/24	24	21.81%			

111	19/3/2024	105		19/3/2024	47 days	
	Total	105	94.59%			

98/3/21

ಪಂಚಾಯತ್ ರಾಜ್ ಅಧಿಕಾರಿ
ಕೊನ್ನಾವರ (ಉ.ಕ.)

ಸಂಖ್ಯೆ	ಕಾರ್ಯದ ವಿಷಯ	ಮಾಪ	ಉತ್ತರ ಅಕ್ಷಾಂಶ	ದಕ್ಷಿಣ ಅಕ್ಷಾಂಶ	ದಿನಾಂಕ	ಮಾಪ	ದಿನಾಂಕ
33.	ಬ್ರಾಹ್ಮಣ ಶಿಕ್ಷಣ ಉಂಟು	೩೩೧೦೩ (ಶಿಕ್ಷಣ)	N14° 17. 030'	E74° 25. 484'	02/02/2024	66.71	20/3/24
							20/3/24
34.	ಬ್ರಾಹ್ಮಣ ಶಿಕ್ಷಣ ಉಂಟು	೩೩೧೦೩ (ಪಾಲಿಸಿ)	N14° 17. 557'	E74° 25. 463'	02/02/2024	134.00	20/3/24
							Total →
35.	ಜನಪ್ರಿಯ ಕಾರ್ಯ	ಗೃಹ (ಪ್ರದೇಶ)	N14° 20. 194'	E74° 24. 656'	03/02/2024	Inertial Conservation	20/3/24
							21/3/24
							Total -
36.	ವಿನ್ಯಾಸ ಕೆಲಸ	ಪಾಲಿಸಿ (ಕೆಲಸ)	N14° 18. 869'	E74° 24. 881'	03/02/2024	92.	20/3/24
							Total →


 ವಲಯ ಅಧ್ಯಕ್ಷ
 ಕಾರ್ಯಾಲಯ (ಉ.ಕ.)



Date: _____

ಕ್ರ. ಸಂಖ್ಯೆ	ವಿವರ	ಶೇಕಡೆ	ಮೊತ್ತ	ಮಾಸ	ದಿನ	ಒಟ್ಟು
4	66	20/3/24	20	20/3/24	48 days	
		25/3/24	20			30.30%
4	134	20/3/24	30	20/3/24	48 days	
		Total →	30			22.38%
+	In situ Conservation	20/3/24	49	20/3/24	47 days	
		21/3/24	45	21/3/24	48 days	
		Total →	94			
+	92	20/3/24	77	20/3/24	47 days	
		Total →	77			83.69%

ವಿವರಣೆ ಮತ್ತು ಅಧಿಕಾರಿ
ಪುನರ್ವರದ (ಉ.ಕ.)

ಸಂಖ್ಯೆ	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ಕ. ದಿ. ಎಸ್	ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ
37.	ಬಾಹ್ಯ ಭಾಗದ ಭಾಗದ	ಬಾಹ್ಯ ಭಾಗದ ಭಾಗದ	114 16.996'	06/02/2024	115	ಬಾಹ್ಯ ಭಾಗದ ಭಾಗದ
		(ಬಾಹ್ಯ ಭಾಗದ ಭಾಗದ)	E 74 25.489'			
38.	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	N 14 15.714'	06/02/2024	Institue	22/3/24
		Eco Beach	E 74 25.928'		Conservation	Total ->
39.	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	N 14 15.730'	06/02/2024	95	21/3/24
		Eco Beach	E 74 25.908'			22/3/24
						23/3/24
						Total ->
40.	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ	N 14 19.917'	07/02/2024	84.	25/3/2024
		(ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ ಕಡಲಿನಲ್ಲಿ ವಿಸ್ತೃತ)	E 74 24.696'			26/3/2024
						Total ->

ವಲಯ ಅಧಿಕಾರಿ
ಪುನಾವರಣ (ಉ.ಕ.)



53 24

Date: _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಮೊದಲ ದಿನಾಂಕ	ಕೊನೆ ದಿನಾಂಕ	ಶೇ.ಕಂ.ವ್ಯಾಪ್ತಿ	ಮೂಲ ಉದ್ದ ದಿನಾಂಕ	ವಾಣಿಜ್ಯಕಾಲ ತೋರಿಸಿಕೊಡುವ ಅವಧಿ	ಫಲ
4 115						
In situ Conservation	22/3/24	94		22/3/24	46 days	
	Total → 94					
95	21/3/24	03		21/3/24	45 days	
	22/3/24	01		22/3/24	46 days	
	23/3/24	39		23/3/24	47 days	
	Total → 43		45.26%			
4 84	25/3/2024	14		25/3/24	48 days	
	26/3/2024	01		26/3/24	49 days	
	Total → 15		17.85%			

ಪ್ರಾಚಾರ್ಯ ಅರಸೀಕೆರೆ
ಪೂಜಾರಿ (ಉ.ಕ.)

ಸಂಖ್ಯೆ	ಹುದ್ದೆ	ಮಾಪ	ಒ.ಡಿ.ಎಕ್ಸ್	ಮಾಪ	ತೀರ್ಮಾನ	ದಿನಾಂಕ
41.	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ	೩೦.೦೦	೩೩.೧೦	N14' 16.750'	07/02/2024	101
	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ		೩೩.೧೦	E74' 25.577'		
						23/3/24
						23/3/24
						Total -
42.	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ	೩೦.೦೦	೩೩.೧೦	N14' 15.247'	07/02/2024	115
	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ		೩೩.೧೦	E74' 26.077'		
43.	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ	೩೦.೦೦	೩೩.೧೦	N14' 15.237'	07/02/2024	93.
	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ		೩೩.೧೦	E74' 26.091'		
44.	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ	೩೦.೦೦	೩೩.೧೦	N14' 16.895'	09/21/2024	95.
	ಬ್ರಹ್ಮರ ಚಿತ್ತರ ಲಾಂಛನ		೩೩.೧೦	E74' 25.526'		
						26/3/24
						31/3/24
						Total

ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರ (ಉ.ಕ.)



Date : _____

ಕ್ರ. ಸಂ.	ವಿಳಿ	ಮುಂಚಿನ ಮಾರ್ಕಿಂಗ್	ಶೇಷವಾಗಿ	ಮುಂಚಿನ ಮಾರ್ಕಿಂಗ್	ಮುಂಚಿನ ಮಾರ್ಕಿಂಗ್	ಫಲ
	ಸಂಖ್ಯೆ	ದಿನಾಂಕ	ಸಂಖ್ಯೆ	ದಿನಾಂಕ	ಕ್ರಮದ ದಿನಗಳು	
4	101	23/3/24	44	23/3/24	46 days	
		23/3/24	04	23/3/24	46 days	
		23/3/24	01	23/3/24	46 days	
		Total → 49		48.51%		

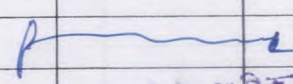
4 115

4 93

95	26/3/24	01	26/3/24	48 days
	31/3/24	15	31/3/24	53 days
	Total 16			

ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ.ಕೆ.)

ಸಂಖ್ಯೆ	ಕಡಗುಮೆ ವ್ಯಾಪ್ತಿ ಕುಡುಕು ಇವು ಸಿಕ್ಕಿರುವ ಕೆಲಸಗಳಿಗಾಗಿ	ವ್ಯಾಪ್ತಿ ಸ್ಥಳ ಶಿಬಿರ	ಜಿ.ವಿ.ಎಸ್ ಅಂತರ	ವ್ಯಾಪ್ತಿ ಸ್ಥಳ ದಿನಾಂಕ	ಸಿಕ್ಕಿರುವ ಸಂಖ್ಯೆ	ಒಟ್ಟು ದಿನಾಂಕ
45.	ಬಾಕಿ ಕುಡುಕು ಅಂತ್ಯ	ಶಿಬಿರ (ಗಣಿತಪಟ್ಟಿ)	N14' 15.729' E74' 25.903'	10/2/2024	106	24/3/24
						25/3/24
						Total
46.	ಬಿನ್ನಾಯ ಕೆಪ್ಪು ಅಂತ್ಯ	ಅಲಬಾಜಲು (ಪುಸ್ತಕ)	N14' 19.280' E74' 24.810'	11/2/2024	98	27/3/24
						29/3/24
						Total
47.	ಬಿನ್ನಾಯ ಕೆಪ್ಪು ಅಂತ್ಯ	ಅಲಬಾಜಲು	N14' 19.212' E74' 24.811'	11/2/2024	90	27/3/24
						29/3/24
						Total
48.	ಬಾಕಿ ಕುಡುಕು ಅಂತ್ಯ	ಶಿಬಿರ (ಗಣಿತಪಟ್ಟಿ)	N14' 17.476' E74' 25.460'	13/2/2024	119	30/3/24
						Total


 ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರ (ಉ.ಕ.)



Date : _____

ಕ್ರ. ಸಂ.	ನಿರೀಕ್ಷಿಸಿದ ಉತ್ಪಾದನೆಯ ಸಂಖ್ಯೆ	ನಿರೀಕ್ಷಿಸಿದ ದಿನಾಂಕ	ನಿರೀಕ್ಷಿಸಿದ ಸಂಖ್ಯೆ	ನಿರೀಕ್ಷಿಸಿದ ದಿನಾಂಕ	ನಿರೀಕ್ಷಿಸಿದ ಸಂಖ್ಯೆ	ಉತ್ಪಾದನೆಯ ದಿನಾಂಕ	ಉತ್ಪಾದನೆಯ ಸಂಖ್ಯೆ
2024	106	24/3/24	63	24/3/24	44 days.		
		25/3/24	01	25/3/24	45 days.		
		Total	<u>64</u>				
2024	98	27/3/24	69	27/3/24	48 days.		
		29/3/24	01	29/3/24	48 days.		
		Total	<u>70</u>				
2024	90	27/3/24	60	27/3/24	48 days.		
		29/3/24	01	29/3/24	48 days.		
		Total	<u>61</u>				
2024	119	30/3/24	65	30/3/24	47 days.		
		Total	<u>65</u>				

ಉತ್ಪಾದನೆಯ ದಿನಾಂಕ
ಉತ್ಪಾದನೆಯ ಸಂಖ್ಯೆ (ಉ.ಸಂ.)


ನಂ	ಕಡಲಾಮ ವಿಚಾರ	ವಿಚಾರಣೆ	ಉ.ಕ.ಎಸ	ವಿಚಾರಣೆ	ಉಚಿತ	ಉಚಿತ
49	ಬಾಕ್ಸೈಟ್ ಕ್ಷೇತ್ರ ಅಂಚೆ	ಬೆಂಗಳೂರು	N14° 17. 711'	14/2/2024	127	
		(ಅವಶೇಷ) E74° 25. 493'				
50	ಬಾಕ್ಸೈಟ್ ಕ್ಷೇತ್ರ ಅಂಚೆ	ಬೆಂಗಳೂರು	N14° 17. 717'	14/2/2024	92	01/4/24
		(ಅವಶೇಷ) E74° 25. 493'				02/4/24
						04/4/24
						Total
51	ಬಾಕ್ಸೈಟ್ ಕ್ಷೇತ್ರ ಅಂಚೆ	ಬೆಂಗಳೂರು	N14° 17. 453'	14/2/2024	80	29/3/24
		(ಅವಶೇಷ) E74° 25. 458'				Total
52	ಕುಸುಮಾಚಲ ಕಡಲಾಮ	ಬಾಕ್ಸೈಟ್ ಕ್ಷೇತ್ರ	N14° 20. 296'	15/02/2024	100	31/3/24
		ಬೆಂಗಳೂರು E74° 24. 626'				01/4/24
						01/4/24
		ಕುಸುಮಾಚಲ ಕಡಲಾಮ				02/4/202
						Total



Date: _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಶಿಬಿರದ ಸಂಖ್ಯೆ	ಮೊದಲ ದಿನ	ಶಿಬಿರದ ದಿನ	ಮೊದಲ ದಿನ	ಮೊದಲ ದಿನದಿಂದ ದಿನಗಳ ಸಂಖ್ಯೆ	ಒಟ್ಟು
24	127					
4	92	01/4/24	03	01/4/24	48 days	
		02/4/24	30	02/4/24	49 days	
		04/4/24	03			
		Total	<u>36</u>			
-	80	29/3/24	44	29/3/24	45 days	
		Total	<u>44</u>			
-	100	31/3/24	59	31/3/24	46 days	
		01/4/24	23	01/4/24	47 days	
		01/4/24	05	01/4/24	47 days	
		02/4/24	03	02/4/24	48 days	

ಕ್ರ.ಸಂ	ಕಡಗಲು ವೆಚ್ಚ ಉದಾಹರಣೆ	ವೆಚ್ಚ ವಿವರ	ಕೆ.ಡಿ.ಎಸ್	ವೆಚ್ಚ ವಿವರ	ಸಿಕ್ಸ್ ವೆಚ್ಚ	ಒಟ್ಟು ವೆಚ್ಚ
	ಹೆಚ್ಚುವರಿಯಾಗಿ ಕಡಗಲು	ಕೆಚ್ಚ	ಎಲೆಂಟ್	ವಿವರ	ಸಿಕ್ಸ್ ವೆಚ್ಚ	ಒಟ್ಟು ವೆಚ್ಚ
53	ಹೆಚ್ಚುವರಿಯಾಗಿ ಕಡಗಲು	ಕೆಚ್ಚ (ಒಟ್ಟು ವೆಚ್ಚ)	N14' 20.174' E74' 24.648'	15/02/2024	139.	30/02/24
						01/4/24
						01/4/24/0
						Total
54	ವಿವರಣೆ ಕೆಚ್ಚ ಉದಾಹರಣೆ	ಕೆಚ್ಚ (ಒಟ್ಟು ವೆಚ್ಚ)	N14' 19.744' E74' 24.744'	13/02/2024	06	—
55	ವಿವರಣೆ ಕೆಚ್ಚ ಉದಾಹರಣೆ	ಕೆಚ್ಚ (ಒಟ್ಟು ವೆಚ್ಚ)	N14' 18.739' E74' 24.930'	17/02/2024	92	01/4/24
						02/4/24
						06/4/24
						Total
56	ಹೆಚ್ಚುವರಿಯಾಗಿ ಕಡಗಲು ಉದಾಹರಣೆ	ಕೆಚ್ಚ (ಒಟ್ಟು ವೆಚ್ಚ)	N14' 19.852' E74' 24.718'	17/02/2024	85.15	01/4/24
						02/4/24
						Total


 ವಲಯ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರ (ಉ.ಕ.)




Date : _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಮುಕ್ತಾಯದ ಮಿತಿ	ಶೇಕವಾರು	ಮುಕ್ತಾಯದ ಮಿತಿ	ಮುಕ್ತಾಯದ ಮಿತಿ	ಮಾತ್ರ
ಕ್ರ. ಸಂಖ್ಯೆ	ಬಿನ್ನಾಂ	ಸಂಖ್ಯೆ	ಬಿನ್ನಾಂ	ಬಿನ್ನಾಂ	
4 139.	30/03/24	846	30/3/24	30/3/24	45days
	01/4/24	19	01/4/24	01/4/24	45days
	01/4/24(N)	01	01/4/24	01/4/24	45days
	Total	104			
06	-	-	-	-	ಯಾವುದೇ ಮೂಲ ಬಂಜಾಯಿಲ್ಲ.
92	01/4/24	19	01/4/2024		45days
	02/4/24	64	02/4/2024		46days
	06/4/24	01	06/4/2024		50days
	Total	84			
85	01/4/24	02	01/4/2024		45days
	02/4/24	56	02/4/2024		46days
	Total	58			

ಮುಖ್ಯ ಅಧಿಕಾರಿ
 ಮೊನಾಪರ (ಉ.ಕ.)

Date : _____

ಕ್ರ. ಸಂ.	ಕಡಲಿನಿಂದ ಮೀಟರ್ ದೂರದ ಕೆಲಸದ ವಿವರ	ಮೀಟರ್ ನಿಶ್ಚಿತ ದಿಕ್ಕು	ಡಿ.ಡಿ.ಎಸ್ ಅಂಶ	ಮೀಟರ್ ನಿಶ್ಚಿತ ದಿವಾಕ	ಇತರ ವಿವರ	ದಿನಾಂಕ
57	ಭ್ರಾಂತಿ ಕೆಲಸದ ಅಂಶ	ಉತ್ತರ (ಶಿಖರ)	N14° 16. 917' E 74° 25. 523'	17/2/2024	142	
58	ಭ್ರಾಂತಿ ಕೆಲಸದ ಅಂಶ	ಉತ್ತರ (ಶಿಖರ)	N14° 17. 391' E 74° 25. 426'	17/2/2024	90	04/4/2024
Total						
59	ಇನ್ನಿತರ ಕೆಲಸದ ಅಂಶ	ಉತ್ತರ (ಶಿಖರ)	N14° 19. 868' E 74° 24. 711'	19/02/2024	140	03/4/2024
Total						
Total						
Total						
Total						
60	ಇನ್ನಿತರ ಕೆಲಸದ ಅಂಶ	ಉತ್ತರ (ಶಿಖರ)	N14° 17. 480' E 74° 25. 455'	19/02/2024	141	4/4/2024
Total						


 ಸಹಾಯ ಆರಾಜ್ಯ ಅಧಿಕಾರಿ
 ಮಂಗಳೂರು (ಉ.ಕ.)



ಸಂಖ್ಯೆ	ಕಡಲಿನ ವಿಷಯ	ವಿಸ್ತೀರ್ಣ	ಉ.ಶ. ಎಣ	ವಿಸ್ತೀರ್ಣ	ನಿಕ್ಷೇಪ	ತೀರಾವರೆ
ಸಂಖ್ಯೆ	ಕಡಲಿನ ವಿಷಯ	ವಿಸ್ತೀರ್ಣ	ಉ.ಶ. ಎಣ	ವಿಸ್ತೀರ್ಣ	ನಿಕ್ಷೇಪ	ತೀರಾವರೆ
61	ವಿಸ್ತೀರ್ಣ ಕಡಲಿನ ವಿಷಯ	ಗ್ರಾಫಿಕ್ (ಪ್ರದರ್ಶನ)	N14° 20. 440 E 74. 24. 604	21/02/2024	In situ Conservation	06/4/2021 07/4/24
						Total
62	ವಿಸ್ತೀರ್ಣ ಕಡಲಿನ ವಿಷಯ	ಗ್ರಾಫಿಕ್ (ಪ್ರದರ್ಶನ)	N14° 20. 197' E 74° 24. 649	21/02/2024	115	05/4/24 06/4/24 07/4/24
						Total
63	ವಿಸ್ತೀರ್ಣ ಕಡಲಿನ ವಿಷಯ	ಗ್ರಾಫಿಕ್ (ಪ್ರದರ್ಶನ)	N14° 16. 912' E 74° 25. 521'	22/02/2024	101	05/4/24 08/4/24
						Total
64	ವಿಸ್ತೀರ್ಣ ಕಡಲಿನ ವಿಷಯ	ಗ್ರಾಫಿಕ್ (ಪ್ರದರ್ಶನ)	N14° 16. 912' E 74° 25. 521'	22/02/2024	110	08/04/24 09/4/24 12/4/24
						Total

ವಲಯ ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ.ಕ.)



14
71


Date : _____

ಕ್ರ. ಸಂ.	ನಿಧಿ ವಿವರ	ಆರಂಭದ ದಿನಾಂಕ	ಮುಕ್ತಾಯದ ದಿನಾಂಕ	ಶೇ.ಕಡವಾರು	ಮೊ. ಅಂಚೆ ದಿನಾಂಕ	ಮಾಂ. ಅಂಚೆ ದಿನಾಂಕ	ದಿನ
024	Institu Conservation	06/4/2024	38		06/4/2024	46 days	
		07/4/24	01		07/4/2024	47 days	
	Total		39				
24	115	05/4/24	61		5/4/2024	45 days	
		06/4/24	22		06/4/2024	46 days	
		07/4/24	01				
	Total		84				
24	101	05/4/24	30		05/4/2024	44 days	
		08/4/24	08		08/4/2024	47 days	
	Total		38				
24	110	08/04/24	47		8/4/2024	47 days	
		09/4/24	12		9/4/2024	47 days	
		12/4/24	02		12/4/2024	51 days	
	Total		61				

ಇವುಗಳ ಮೊ. ಅಂಚೆ ದಿನಾಂಕ

Date : _____

ಸೂಕ್ತ ಸಂಖ್ಯೆ	ಕಡಲಿನ ಮೀಟರ್ ಅಳತೆ	ಮೀಟರ್ ಅಳತೆ	ಡಿ.ಡಿ.ಎಸ್ ಅಳತೆ	ಮೀಟರ್ ಅಳತೆ	ಮೀಟರ್ ಅಳತೆ	ಮೀಟರ್ ಅಳತೆ
65.	ವಿವರಣೆ ಕೆಳಗೆ	ಮೀಟರ್ ಅಳತೆ	N 14° 20. 630'	24/02/2024	110	09/4/24
		(ಕೆಳಗೆ)	E 74° 24. 551'			10/4/24
						11/4/24
						Total
66.	ವಿವರಣೆ ಕೆಳಗೆ	ಮೀಟರ್ ಅಳತೆ	N 14° 20. 656'	24/02/2024	107	09/4/24
		(ಕೆಳಗೆ)	E 74° 24. 549'			10/4/24
						11/4/24
						12/4/24
						15/4/24
						16/4/24
67.	ವಿವರಣೆ ಕೆಳಗೆ	ಮೀಟರ್ ಅಳತೆ	N 14° 17. 335'	24/02/2024	118	17/4/24
		(ಕೆಳಗೆ)	E 74° 25. 404'			18/4/24
						19/4/24
						20/4/24
68.	ವಿವರಣೆ ಕೆಳಗೆ	ಮೀಟರ್ ಅಳತೆ	N 14° 17. 506'	24/02/2024	108	09/4/24
		(ಕೆಳಗೆ)	E 74° 25. 461'			


 ಯು ಆರ್ ಜಿ ಅಧಿಕಾರಿ
 ಮುನ್ಸೂಚನೆ (ಲ.ಕ.)

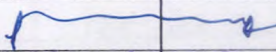


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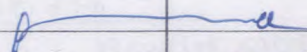
Date : _____

ಕ್ರ.	ಶಿಕ್ಷಣ ವ್ಯಾಪ್ತಿ ಗಣ್ಯ ಸಂಖ್ಯೆ	ಹಿರಿಯರ ವಿವರ	ಮೂಲ ಸಂಖ್ಯೆ	ಶಿಕ್ಷಣದ ದಿನಗಳು	ಮೂಲ ದಿನಗಳು	ಮಾತೃ ಶಾಲೆ ತೆರೆದ ದಿನಗಳು	ಒಟ್ಟು
24	110	09/4/24	18		46 days	9/4/24	
		10/4/24	54		47 days	10/4/24	
		11/4/24	06		49 days	11/4/24	
		Total	78				
4	107	09/4/24	07		48 days	9/4/24	
		10/4/24	57		49 days	10/4/24	
		11/4/24	12		50 days	11/4/24	
		12/4/24	01		50 days	12/4/24	
		15/4/24	01		52 days	15/4/24	
		16/4/24	02		53 days	16/4/24	
4	118	17/4/24	02		54 days	17/4/24	
		18/4/24	02				
		Total	83				

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 ಸಲಹೆ ಮತ್ತು ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರೆ (ಉ.ಕ.)

ಕ್ರ.ಸಂ	ಕಡಲಿನಿಂದ ದೂರವಿರುವ ಸ್ಥಳದ ವಿವರ	ವಿಸ್ತೀರ್ಣ	ಉ. ದಿ. ದೂರ	ವಿಸ್ತೀರ್ಣ ಸಂಖ್ಯೆ	ಸಿಬ್ಬಂದಿ ಸಂಖ್ಯೆ	ಪೂರೈಸಿದ ದಿನಾಂಕ
69.	ವಿನ್ಯಾಯಕ ಕಛೇರಿ ಕೋಶ	ಬಾವಿನಿಟ್ಟು (ಕೂಟ)	N 14° 18. 729'	02/03/2024	37	17/4/24
			E 74° 24. 943			18/4/24
						19/4/23
						Total
70.	ವಿನ್ಯಾಯಕ ಕಛೇರಿ ಕೋಶ	ನೀಡಕ್ಕಲ್ (ಬ್ಯೂಟಲ್)	N 14° 20. 339'	03/03/2024	124	16/4/24
			E 74° 24. 620'			17/4/24
						19/4/24
						Total
71.	ವಿನ್ಯಾಯಕ ಕಛೇರಿ ಕೋಶ	ಕಂಬ್ಲೆಲ್ (ಬ್ಯೂಟಲ್)	N 14° 19. 976'	03/03/2024	92	18/4/24
			E 74° 24. 685'			19/4/24
						Total
72.	ವಿನ್ಯಾಯಕ ಕಛೇರಿ ಕೋಶ	ನೀಡಕ್ಕಲ್ (ಬ್ಯೂಟಲ್)	N 14° 20. 654'	04/3/2024	90	17/4/24
			E 74° 24. 556'			18/4/24
						Total


 ಸಹಾಯ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ
 ಕೊನ್ಸ್ಟಾಬಲ್ (ಉ.ಕ.)




Date: _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಸಿಕ್ಯು ವಿ. ಸಂಖ್ಯೆ	ಒಳಗೊಂಡ ದಿನಾಂಕ	ಒಳಗೊಂಡ ಸಂಖ್ಯೆ	ಶಿಕ್ಷಣದ ವಿವರ	ಮಾತಿ ಅಥವಾ ವಿವರ	ಮಾತಿ ಅಥವಾ ವಿವರ	ಒಳಗೊಂಡ ದಿನಾಂಕ	ಒಳಗೊಂಡ ಸಂಖ್ಯೆ
87		17/4/24	01					
		18/4/24	25					47 days
		19/4/23	10.					48 days
		Total	36					49 days
124		16/4/24	48					45 days
		17/4/24	04.					46 days
		19/4/24	01					48 days
		Total	53					
92		18/4/24	02.					47 days
		19/4/24	41					48 days
		Total	43					
90.		17/4/24	54					45 days
		18/4/24	01					46 days
		Total	55					

ವರದಿಯ ಅಧಿಕಾರಿ
ಪೂಜಾರಿ (ಉ.ಕ.)

Date : _____

ಕ್ರ.ನಂ	ಕಡಲಾಯ ವಿಷಯ	ವಿಷಯ	ತೀರ್ಪು	ಡಿ.ಬಿ.ಎನ್	ಇತರೆ ವಿಷಯ	ಮೊತ್ತ
	ಬೆಂಚ್ಚು ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು
73	ಬೆಂಚ್ಚು ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು (ಬೆಂಚ್ಚು)	4/3/2024	N14' 20.644 E74' 24.551	109	18/4/24
						Total
74	ಬೆಂಚ್ಚು ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು (ಬೆಂಚ್ಚು)	4/3/2024	N14' 18.798' E74' 24.905'	139	17/4/24 18/4/24 19/4/24 20/4/24 22/4/24
						Total
75	ಬೆಂಚ್ಚು ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು (ಬೆಂಚ್ಚು)	4/3/2024	N14' 19.423' E74' 24.797'	123	18/4/24 19/4/24 23/4/24
						Total
76	ಬೆಂಚ್ಚು ಬೆಂಚ್ಚು	ಬೆಂಚ್ಚು (ಬೆಂಚ್ಚು)	4/3/2024	N14' 17.396' E74' 25.440'	90	


 ನಯನ ಅಧಿಕಾರಿ
 ಕೊಪ್ಪಳ (ಉ.ಕ.)



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Date : _____

ಕ್ರ. ಸಂಖ್ಯೆ	ಹುಡುಗರ ಹೆಸರು	ನಿರೀಕ್ಷಿಸಿದ ದಿನಾಂಕ	ವಿಧಿಬದ್ಧತೆ	ವಿಧಿಬದ್ಧತೆ	ವಿಧಿಬದ್ಧತೆ	ವಿಧಿಬದ್ಧತೆ
109		18/4/24	16			48 days
	Total		16			
139		17/4/24	45			45 days
		18/4/24	03			46 days
		19/4/24	05			47 days
		20/4/24	01			48 days
		22/4/24	26			50 days
	Total		80			
123		18/4/24	40			46 days
		19/4/24	01			47 days
		23/4/24	09			51 days
	Total		50			

ಮುಖ್ಯ ಅಧಿಕಾರಿ
ಪೊನ್ನಾವರ (ಉ.ಕ.)

ಕ್ರ.ಸಾ	ಕಡಗಲಯ ವಿಷಯ ಸುಡು	ವಿಸ್ತೀರ್ಣ	ಇ.ವಿ.ಎಸ್	ವಿಸ್ತೀರ್ಣ	ಸಿಕ್ಸ್ ವಾಚ್‌ಮ್ಯಾನ್	ಶಾಂತಿಯ	
	ಪ್ರಾಚಾರ್ಯ ವೆಂಕಟೇಶ್ವರ	ಸಿಕ್ಸ್ ಸಿಕ್ಸ್	ಎಂ.ಎಸ್	ಬಿ.ಎಂ.ಎಸ್	ಸಿಕ್ಸ್	ಬಿ.ಎಂ.ಎಸ್	
77.	ಬಿ.ಎಂ.ಎಸ್ ಕೆ.ಎಸ್.ಎಂ.ಎಸ್	ಬಿ.ಎಂ.ಎಸ್ (ಕೆ.ಎಂ.ಎಸ್)	N14° 19. 326'	E 74° 24. 813'	5/3/2024	99	19/4/24 20/4/24 21/4/24 22/4/24 23/4/24 24/4/24
78.	ಬಿ.ಎಂ.ಎಸ್ ಕೆ.ಎಸ್.ಎಂ.ಎಸ್	ಬಿ.ಎಂ.ಎಸ್ (ಪ್ರಾಚಾರ್ಯ)	N14° 17. 491'	E 74° 25. 462'	5/3/2024	122	19/4/24 20/4/24 21/4/24
Total -							
79.	ಬಿ.ಎಂ.ಎಸ್ ಕೆ.ಎಸ್.ಎಂ.ಎಸ್	ಬಿ.ಎಂ.ಎಸ್ (ಕೆ.ಎಂ.ಎಸ್)	N14° 20. 436'	E 74° 24. 594'	7/3/2024	102	22/4/24 23/4/24
Total							
80.	ಬಿ.ಎಂ.ಎಸ್ ಕೆ.ಎಸ್.ಎಂ.ಎಸ್	ಬಿ.ಎಂ.ಎಸ್ (ಕೆ.ಎಂ.ಎಸ್)	N14° 20. 133'	E 74° 24. 665'	11/3/2024	119	25/4/24 26/4/24
Total							

ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
ಪೊನ್ನಾವರ (ಉ.ಕ.)



Date: _____

ಶಿಕ್ಷಕರ ಹೆಸರು	ಮೊದಲ ದಿನಾಂಕ	ಮುಕ್ತಾಯ ದಿನಾಂಕ	ಒಟ್ಟು ದಿನಗಳು	ಮೊದಲ ದಿನಾಂಕ	ಮುಕ್ತಾಯ ದಿನಾಂಕ	ಒಟ್ಟು ದಿನಗಳು
99	19/4/24	05				46 days
	20/4/24	06				47 days
	21/4/24	28				48 days
	22/4/24	19				49 days
	23/4/24	01				50 days
	24/4/24	02				51 days
122	19/4/24	10	Total - 58			46 days
	29/4/24	11				48 days
	21/4/24	17				
	Total	<u>21</u>				
102	22/4/24	42				47 days
	23/4/24	02				48 days
	Total	<u>44</u>				
119	25/4/24	25				46 days
	26/4/24	12				47 days
	Total	<u>37</u>				

ಮುಖ್ಯ ಅಧ್ಯಾಪಕ ಅಧಿಕಾರಿ
ಮುನ್ಸಾವರ (ಉ.ಕ.)

Date : _____

ಕ್ರ.ಸಂ.	ಕಡಗುಮೆ ಮೈತ್ರಿ ಕೂಡು ಕೆ.ಆರ್.ಎಸ್. ಅನುರವಿಳಾಸ	ಮೈತ್ರಿ ಕ್ಷೇತ್ರ	ಜಿ.ಡಿ.ಎಸ್ ೦೮೩೦೧	ಮೈತ್ರಿ ಕ್ಷೇತ್ರ ಬಿ.ನಾಂಕೆ	ಶಿಕ್ಷಣ ಮೈತ್ರಿ ಕ್ಷೇತ್ರ	ಆಯತನದ ಬಿ.ನಾಂಕೆ
81.	ಬಿ.ನಾಂಕೆ ಕೆ.ಆರ್.ಎಸ್.	ಗ್ರಾಮೀಣ (ಕೆ.ಆರ್.ಎಸ್.)	N14' 20.174' E74' 24.649'	14/3/2024	104	27/4/24
						28/4/24
						29/4/24
						Total
82.	ಬಿ.ನಾಂಕೆ ಕೆ.ಆರ್.ಎಸ್.	ಪಾಲಿಸ್ ಟೌನ್ (ಕೆ.ಆರ್.ಎಸ್.)	N14' 18.864' E74' 24.879'	14/3/2024	82	27/4/24
						28/4/24
						29/4/24
						Total
83.	ಮೊ.ಜಿ.ವಾಡ್ ಕೆ.ಆರ್.ಎಸ್.	ಪಾಲಿಸ್ ಟೌನ್ (ಕೆ.ಆರ್.ಎಸ್.)	14' 18.723' E 74' 24.939'	15/3/2024	101	28/4/24
						29/4/24
						Total
84.	ಬಿ.ನಾಂಕೆ ಕೆ.ಆರ್.ಎಸ್.	ಪಾಲಿಸ್ ಟೌನ್ (ಕೆ.ಆರ್.ಎಸ್.)	N14' 17.284' E74' 25.406'	17/3/2024	110.	03/05/2024
						03/05/2024
						05/05/24
						Total

ನಿರೀಕ್ಷಿಸಿದ ಅಧಿಕಾರಿ
ಪೂಜ್ಯಾಚಾರ್ಯ (ಉ.ಕ.)



Date: _____

ಶಿಕ್ಷಣ ವಿಭಾಗದ ಸಂಖ್ಯೆ	ವಿವರಣೆ	ಮೊತ್ತ	ತೆರಿಗೆ	ಮಾಸ	ದಿನಗಳು	ಮಾಸ
104	27/4/24	54.		27/4/24	45 days	
	28/4/24	01		28/4/24	46 days	
	29/4/24	12		29/4/24	47 days	
	Total	67				
82	27/4/24	50.		27/4/24	45 days	
	28/4/24	01		28/4/24	46 days	
	29/4/24	03.		29/4/24	47 days	
	Total	54				
101	28/4/24	01		28/4/24	43 days	
	29/4/24	19.		29/4/24	44 days	
	Total	20.				
110.	03/05/2024	50		03/5/2024	48 days.	
	03/05/2024	13		03/5/2024	48 days	
	05/05/24	09		05/5/2024		
	Total	72				

ಮಾಸ ಪರಿಶೋಧನೆ

ಮಾ. ಸಿ.ಆರ್. ಕಾರ್ಯಾಲಯ
 ಮಂಡಳಿ ಕಛೇರಿ, ಬೆಂಗಳೂರು
 ಸಿ.ಆರ್. ಕಾರ್ಯಾಲಯ, ಬೆಂಗಳೂರು
 ಸಮಯಕ್ಕೆ ಪರಿಶೋಧನೆ

ಕ್ರ. ಸಂ	ಕಡಲ್ಯಾಯಿ ವಿನ್ಯಾಸ ಸಂಖ್ಯೆ	ವಿನ್ಯಾಸ ಸಂಖ್ಯೆ	ಲೆ. ತಿ. ಎಸ್. ಲಂಚೆ	ವಿನ್ಯಾಸ ದಿನಾಂಕ	ನಿಗದಿತ ಸಂಖ್ಯೆ	ಶೀಲಾಯದ ದಿನಾಂಕ
85	ವಿನ್ಯಾಸಕ್ಕೆ ಅಡಿಯಲ್ಲಿ	ಜಿ.ಎಂ.ಸಿ (ಪ್ರಾ.ಎಸ್.ಕೆ.ಎಸ್)	N14' 17. 626' E74' 25. 478'	18/3/2024	75.	05/5/24 06/5/24
						Total
86	ಬ್ರಾಕ್ಟರ್ ಅಕ್ಷರ ಲಾಂಚೆ	ಜಿ.ಎಂ.ಸಿ (ಪ್ರಾ.ಎಸ್.ಕೆ.ಎಸ್)	N14' 16. 809' E74' 25. 562'	19/3/2024	86.	07/05/24 Total
87	ಬ್ರಾಕ್ಟರ್ ಅಕ್ಷರ ಲಾಂಚೆ	ಜಿ.ಎಂ.ಸಿ (ಪ್ರಾ.ಎಸ್.ಕೆ.ಎಸ್)	N14' 17. 351' E74' 25. 416'	23/3/2024	99	
88	ನಿರಾ ವಿನ್ಯಾಸ ಲಾಂಚೆ	ಜಿ.ಎಂ.ಸಿ (ಪ್ರಾ.ಎಸ್.ಕೆ.ಎಸ್)	N14' 16. 749' E74' 25. 578'	24/3/2024	109	09/05/24 10/5/24 11/5/24
<p>ಯು.ಆರ್.ಎಸ್. ಅಧಿಕಾರಿ ವಿನ್ಯಾಸಕಾರ (ಉ.ಕೆ.)</p>						Total



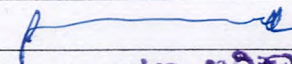
Date: _____

ಕ್ರ. ಸಂ.	ನಿಗದಿತ ದಿನ	ಪ್ರಾರಂಭದ ದಿನ	ಮುಕ್ತಾಯದ ದಿನ	ಒಟ್ಟು ದಿನ	ಮಾನ್ಯತೆ	ಮಾನ್ಯತೆ	ಒಟ್ಟು
3	75	05/5/24	10	05/5/24	06/5/24	01	11
4	86	03/05/2024	26	03/5/2024	46 days		26
	99						
	109	09/05/24	20	09/5/24			
		10/5/24	03	10/5/24			
		11/5/24	01	11/5/24			
	Total		24				

ಪಂಚಾಯತ್ ಅಧಿಕಾರಿ
 (ಮ. ಸ.)

Date : _____

ಕ್ರ.ಸಾ	ಕಡಗಮಿ ವಿಚಾರ ವಿವರ	ವಿಚಾರ ವಿವರ	ಕ.ವಿ.ಎಸ್	ವಿಚಾರ ವಿವರ	ಇತರ ವಿಚಾರ	ಒಟ್ಟು
೧೨	ಕಡಗಮಿ ವಿಚಾರ ವಿವರ ಕಡಗಮಿ ವಿಚಾರ ವಿವರ	ವಿಚಾರ ವಿವರ ವಿಚಾರ ವಿವರ	ಕ.ವಿ.ಎಸ್ ೧೧೪' ೧೭. ೩೫೫'	ವಿಚಾರ ವಿವರ ೨೮/೩/೨೦೨೪	ಇತರ ವಿಚಾರ ೧೦೮	ಒಟ್ಟು ೧೧/೫/೨೧
	ಒಟ್ಟು	ಒಟ್ಟು	ಒಟ್ಟು	ಒಟ್ಟು	ಒಟ್ಟು	Total


 ಸಹಾಯಕ ಅಧ್ಯಕ್ಷ ಅಧಿಕಾರಿ
 ಹೊನ್ನಾವರ (ಉ.ಕ.)

Date : _____

ಕ್ರ. ಸಂ.	ಜಿಲ್ಲೆ	ತಾಲೂಕು	ಮುಖ್ಯ	ನಿರೀಕ್ಷಕರು	ಮುಖ್ಯ	ಮುಖ್ಯ	ಉಳಿ
	ಸಂಖ್ಯೆ	ದಿನಾಂಕ	ಸಂಖ್ಯೆ		ದಿನಾಂಕ	ಸಂಖ್ಯೆ	
4	108	11/5/24	350		11/5/24		
		Total	350				

Total turtle baby turtle (Cuvorog) - 4541

ವಲಯ ಅಧ್ಯಕ್ಷ, ಅಧಿಕಾರಿ
ಹೊನ್ನಾವರ (ಉ.ಕ.)

2024-25 ನೆ ಸಾಲಿನ ಸಾಧನ.

ಅ.ನಂ.	ಸ್ಥಳ	ದಿನಾಂಕ	Latitudes	Logitudes	No. of eggs
1)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ ಬೀಚ್	24/12/2024	N 14.280749	E 74.425743	124
2)	port area ಸಾಗರ	10/01/2025	N 14.17.439	E 74° 25.481	In situ (Not count)
3)	port area	10/01/2025	N 14.290714	E 74.424778	106
4)	()	25/01/2025	N 14.17.435	E 74 25.480	105
5)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ Beach	25/01/2025	N 14.276787	E 74.42712	127
6)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ Port area.	27/01/2025	N 14.285528	E 74.424252	INSITU (Not count)
7)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ beach	28/01/2025	N 14.281866	E 74.425603	96
8)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ Port area.	30/01/2025	N 14.28625	E 74.4241	96
9)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ Port area	10/02/2025	N 14.289121	E 74.424224	96
10)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ beach	13/02/2025	N 14.280334	E 74.426129	In situ
11)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ (ಬೀಚ್)	15/02/2025	N 14.260354	E 74.432578	90
12)	ಶಿವರೇಡಿಯಲ್ಲಿ ಭೂಗ	17/02/2025	N 14.260363	E 74.432615	130

ವಿಷಯ ಅಧ್ಯಯನ, ಅಧಿಕಾರಿ

ಪ್ರಾಧಿಕಾರ (ಅ.ಸ.)

Longitude	No. of eggs	ଯିକ୍ଷାକାରୀ ମାତ୍ର ସଂଖ୍ୟା	ସିଲ୍ଡି ଯାକ୍ସ ଉପରବିତର
14.425743	124	95 [19125]	ରିମୋଟ ଗଠକିଳ
15.481	In situ (Not count)	78 [27125]	ପ୍ରାୟତଃ ଗଠକିଳ
1.424778	106	102 [28125]	୧ ପ୍ରାୟତଃ ଗଠକିଳ
15.480	105		ରିମୋଟ ଗଠକିଳ
1.42712	127		କାନ୍ଥର ଉପର
1.424252	INSITU (Not count)		ପ୍ରାୟତଃ ଗଠକିଳ
1.425603	96		ରିମୋଟ ଗଠକିଳ
1.4241	96		ରିମୋଟ ଗଠକିଳ
1.424224	96		ପ୍ରାୟତଃ ଗଠକିଳ
1.426129	In situ		ପ୍ରାୟତଃ ଗଠକିଳ
432578	90		ରିମୋଟ ଗଠକିଳ

ಕ್ರ. ಸಂ.	ಸ್ಥಳ	ದಿನಾಂಕ	GPS (N)	E (E)	ಸುಳಿ ಸಂಖ್ಯೆ
13.	ಕಾಡುಕೋಟೆ ಕೂಡೆ part area.	18/02/2025	N 14.291112	E 74.42474	132
(14)	ಕಾಡುಕೋಟೆ ಕೂಡೆ	20/02/2025	N 14.279072	E 74.426245	79
(15)	ಕಾಡುಕೋಟೆ ಬೀದಿ	20/02/25	N 14.236028	E 74.44055	102
(16)	ಕಾಡುಕೋಟೆ ಬೀದಿ	20/2/25	N 14.238932	E 74.43968	60
(17)	ಕಾಡುಕೋಟೆ ಕೂಡೆ	25/02/2025	N 14.27739	E 74.427322	104
(18)	ಕಾಡುಕೋಟೆ ಕೂಡೆ	25/02/2025	N 14.285656	E 74.427277	104
(19)	ಕಾಡುಕೋಟೆ ಕೂಡೆ	26/2/2025	N 14.297144	E 74.423924	142
(20)	"	26/2/2025	N 14.28642	E 74.424163	84
(21)	ಕಾಡುಕೋಟೆ part	4/03/2025	N 14.287765	E 74.425079	76
(22)	ಕಾಡುಕೋಟೆ part	04/03/2025	N 14.284616	E 74.424578	61
(23)	ಕಾಡುಕೋಟೆ ಬೀದಿ beach (ಬೀದಿ)	08/3/2025	N 14.255297	E 74.434266	99
(24)	ಕಾಡುಕೋಟೆ part area.	08/3/2025	N 14.288148	E 74.423924	132

ಇವು ಅರಣ್ಯ ಇಲಾಖೆ
ಅಧೀನದಲ್ಲಿ (ಉ.ಕೆ.)



€ ()	ಸುಸ್ಥಿತಿ	ಓಂ ಬರಿಯ ಬರಿಯ	ವಾಚಕ ಸಂಖ್ಯೆ
74.42474	132		ರಿ.೨ ಗ್ರಾಂಟಿ.
74.42624	79		ಭ್ರಷ್ಟರ ಗ್ರಾಂಟಿ.
74.44055	102		ವಾಚಕ ಸಂಖ್ಯೆ
74.43962	60		ವಾಚಕ ಸಂಖ್ಯೆ
74.42732	104		ಭ್ರಷ್ಟರ ಗ್ರಾಂಟಿ.
74.42727	104		ಭ್ರಷ್ಟರ ಗ್ರಾಂಟಿ.
74.423924	142		ರಿ.೨ ಗ್ರಾಂಟಿ.
74.424163	84		ರಿ.೨ ಗ್ರಾಂಟಿ.
74.425079	76		ಭ್ರಷ್ಟರ ಗ್ರಾಂಟಿ.
74.424578	61		ರಿ.೨ ಗ್ರಾಂಟಿ.
74.434266	99		ವಾಚಕ ಸಂಖ್ಯೆ
74.423924	132		ಭ್ರಷ್ಟರ ಗ್ರಾಂಟಿ.

ವಲಯ ಅರಣ್ಯ ಅಧಿಕಾರಿ
ಪೊನ್ನಾವರ (ಉ.ಕ.)

TRANSLATED COPY

Sl.No/Right to Information/2356
2024-25

Range Forest Officer
Honnavar Range
Date:-13 /03/2025
rfhonnava@gmail.com

Shri. Rajesh Eshwar Tandel
Kasarkoda- Tonka
Honnavar (U.K)
Mobile: 9242313670

Please be informed,

Subject: Regarding providing information under the Right to Information Act-2005.

Reference: -Date of payment made to this office: 13-03-2025

As per the above subject, as per the reference letter, you have paid the information fee of Rs. 100.00 to this office under the Right to Information Act, 2005

The above information is enclosed herewith.

Yours faithfully,

Range Forest Officer
Honnavar

	B	C	D	E	F	G	H	I	J	K
1										
2	Information on turtle nests collected in the Honnavar zone in 2023-24									
3	Nest serial number	Name and address of the person who found the turtle nest	Where the nest was found	GPS Reading (Degree Decimal)		Date of nest retrieval	Number of eggs found	Details of hatched chicks		Total number of
Lat				Long	Date			Number		
5	1	Vinayaka Kanna Harikantra, Haldipura	Kirabyl, Haladipura	N14 20.001	E74 24.692	03.12.2023	166	22.01.2024	82	82
6	2	Vinayaka Kanna Harikantra, Haldipura	pavinakurva, Karki	N14 18.850	E74 24.892	16.12.2023	121	04.02.2024	101	101
7	3	Vinayaka Kanna Harikantra, Haldipura	taribagulu	N14 18.955	E74 24.838	23.12.2023	127	19.02.2024	118	118
8	4	Vinayaka Kanna Harikantra, Haldipura	pavinakurva, Karki	N14 18.626	E74 24.993	23.12.2023	110	12.02.2024	103	103
9	5	Vinayaka Kanna Harikantra, Haldipura	taribagulu	N14 18.974	E74 24.827	27.12.2023	120	16.02.2024	89	89
10	6	Vinayaka Kanna Harikantra, Haldipura	gowdakuli, haladipura	N14 20.621	E74 24.571	27.12.2023	124	16.02.2024	92	92
11	7	Vinayaka Kanna Harikantra, Haldipura	horabaga, haladipura	N14 20.526	E74 24.585	07.01.2024	128	26.02.2024	105	105
12	8	Vinayaka Kanna Harikantra, Haldipura	gowdakuli, haladipura	N14 20.455	E74 24.595	09.01.2024	87	28.02.2024	82	82
13	9	Vinayaka Kanna Harikantra, Haldipura	eerappana hithlu, haladipura	N14 20.283	E74 24.628	11.01.2024	87	28.02.2024	61	61
14	10	Vinayaka Kanna Harikantra, Haldipura	gowdakuli, haladipura	N14 20.471	E74 24.596	12.01.2024	0	02.03.2024	120	120
15	11	Vinayaka Kanna Harikantra, Haldipura	pavinakurva, Karki	N14 18.884	E74 24.874	15.01.2024	77	04.03.2024	38	38
16	12	Vinayaka Kanna Harikantra, Haldipura	Kirabyl, Haladipura	N14 19.855	E74 24.716	15.01.2024	128	04.03.2024	19	19
17	13	Vinayaka Kanna Harikantra, Haldipura		N14 19.943	E74 24.697	15.01.2024	116	04.03.2024	89	89
18	14	Raghavendra Hanumantha Harikantha, Halad	gowdakuli, haladipura	N14 20.566	E74 24.573	15.01.2024	115	03.03.2024	103	103

19	15	Vinayaka Kanna Harikantra, Haldipra	taribagulu	N14 19.104	E74 24.790	16.01.2024	68	05.03.2024	31	31
20	16	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 19.424	E74 24.799	16.01.2024	141	03.03.2024	102	102
21	17	Ramesh Tandel, Kasarkoda	pavinakurva, Tonka	N14 17.759	E74 .25.505	17.01.2024	0		0	0
22	18	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 19.999	E74 24.702	18 .01 .2024	110	06.03.2024	97	97
23	19	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 18.003	E74 25.300	19.01.2024	106	09.03.2024	83	83
24	20	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 18.592	E74 25.012	21.01.2024	124	09.03.2024	109	109
25	21	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 18.644	E74 24.979	22.01.2024	59	10.03.2024	31	31
26	22	Bhaskara Eashwara Tandel, Kasarkoda	Pavinakurva, Tonka	N14 17.512	E74 25.59	24.01.2024	13	14.03.2024	13	13
27	23	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 18.042	E74 25.303	28.01.2024	102	15.03.2024	87	87
28	24	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 19.632	E74 24.765	29.01.2024	144	16.03.2024	71	71
29	25	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 17.078	E74 25.461	29.01.2024	89	0	0	
30	26	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 17.127	E74 25.442	29.01.2024	93	17.03.2024	53	53
31	27	Ramesh Tandel, Kasarkoda	pavinakurva, Tonka	N14 17.439	E74 25.460	30.01.2024	0	18.03.2024	31	31
32	28	Ramesh Tandel, Kasarkoda	Kasarkoda Tonka	N14 16.694	E74 25.601	31.01.2024	94	18.03.2024	48	48
33	29	Darshana Maruti Tandel, Kasarkoda	Kasarkoda Tonka	N14 17.015	E74 25.490	31.01.2024	105	18.03.2024	54	54
34	30	Vikram ramachandra Tandel	Tonka, Pavinakurva	N14 17.468	E74 25.454	31.01.2024	110	20.03.2024	24	24
35	31	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 17.717	E74 25.493	02.02.2024	111	19.03.2024	105	105
36	32	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 47.717	£74 25.493	02.02.2024	98		0	0
37	33	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 17.453	£74 25.458	02.02.2024	66	20.03.2024	20	20
38	34	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 20.296	E74 24.626	02.02.2024	134	20.03.2024	30	30

	B	C	D	E	F	G	H	I	J	K
39	35	Vinayaka Kanna Harikantra, Haldipra	Galigeri, Haladipura	N14 20.174	E74 24.648	03.02.2024	0	20.03.2024	94	94
40	36	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 19.474	E74 24.744	03.02.2024	92	20.03.2024	77	77
41	37	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 18.739	E74 24.930	06.02.2024	115	0		
42	38	Ronald Fernandes, Kasarkoda	Kasarkoda	N14 19.852	E74 24.718	06.02.2024	0	22.03.2024	94	94
43	39	Vinayaka Chidambara Hegde	Kasarkoda	N14 16.917	E74 25.523	06.02.2024	95	21.03.2024	43	43
44	40	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 17.391	E74 25.426	07.02.2024	84	25.03.2024	15	15
45	41	Bhaskara Eashwara Tandel, Kasarkoda	tonka, Kasarkoda	N14 19.863	E74 24.711	07.02.2024	101	23.03.2024	49	49
46	42	Bhaskara Eashwara Tandel, Kasarkoda	Roshan Mohalla, Kasarkoda	N14 17.480	E74 25.455	07.02.2024	115		0	0
47	43	Bhaskara Eashwara Tandel, Kasarkoda	Roshan Mohalla, Kasarkoda	N14 20.440	E74 24.604	07.02.2024	93		0	0
48	44	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 20.197	E74 24.649	09.02.2025	95	26.03.2024	16	16
49	45	Bhaskara Eashwara Tandel, Kasarkoda	Hiremata, Kasarkoda	N14 16.912	E74 25.521	10.02.2026	106	24.03.2024	64	64
50	46	Vinayaka Kanna Harikantra, Haldipra	taribagulu	N14 16.912	E74 25.521	11.02.2027	98	27.03.2024	70	70
51	47	Vinayaka Kanna Harikantra, Haldipra	taribagulu	N14 16.912	E74 25.521	11.02.2028	90	27.03.2024	61	61
52	48	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 20.656	E74 24.549	13.02.2029	119	30.03.2024	65	65
53	49	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 18.029	E74 25.274	14.02.2024	127		0	0
54	50	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 16.919	E74 25.518	14.02.2024	92	01.04.2024	36	36
55	51	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 17.039	E74 25.484	14.02.2024	80	29.03.2024	44	44
56	52	Vinayaka Kanna Harikantra, Haldipra	Galigeri, Haladipura	N14 17.557	E74 25.463	16.02.2024	100	31.03.2024	90	90
57	53	Vinayaka Kanna Harikantra, Haldipra	Galigeri, Haladipura	N14 20.194	E74 24.656	15.02.2024	139	30.03.2024	104	104
58	54	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 18.869	E74 24.881	13.02.2024	6		0	0

	B	C	D	E	F	G	H	I	J	K
59	55	Vinayaka Kanna Harikantra, Haldipra	pavinakurva, Karki	N14 16.996	E74 25.489	17.02.2024	92	01.04.2024	84	84
60	56	hanumantha karianna harikantha, Haldipura	Kirabyl, Haladipura	N14 15.714	E74 25.928	17.02.2024	85	01.04.2024	58	58
61	57	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 15.730	E74 25.908	17.02.2024	142		0	0
62	58	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 19.917	E74 24.696	17.02.2024	90	04.04.2024	3	3
63	59	Vinayaka Kanna Harikantra, Haldipra	Kirabyl, Haladipura	N14 16.750	E74 25.577	19.02.2024	140	03.04.2024	75	75
64	60	Vinayaka Chidambara Hegde	Tonka, Pavinakurva	N14 15.247	E74 26.077	19.02.2024	141	04.04.2024	23	23
65	61	Vinayaka Kanna Harikantra, Haldipra	Galigeri, Haladipura	N14 15.237	E74 26.091	21.02.2024	0	06.04.2023	39	39
66	62	Vinayaka Kanna Harikantra, Haldipra	horabaga, haladipura	N14 16.895	E74 25.526	21.02.2024	115	05.04.2023	84	84
67	63	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Honnavara	N14 15.723	E74 255.903	22.02.2024	101	05.04.2023	38	38
68	64	Ramesh Tandel, Kasarkoda	Tonka, Honnavara	N14 19.280	E74 24.810	22.02.2024	110	08.04.2024	61	61
69	65	Vinayaka Kanna Harikantra, Haldipra	horabaga, haladipura	N14 19.212	E74 24.811	24.02.2024	110	09.04.2024	78	78
70	66	Vinayaka Kanna Harikantra, Haldipra	horabaga, haladipura	N14 17.476	E74 25.460	24.02.2024	107	10.04.2024	82	82
71	67	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 17.335	E74 25.404	24.02.2024	118		0	
72	68	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 17.506	E74 25.464	24.02.2024	108		0	
73	69	Vinayaka Kanna Harikanta , Haldipura	pavinakurva, Karki	N14 18.729	E74 24.943	02.03.2024	87	18.04.2024	36	36
74	70	Vinayaka Kanna Harikanta , Haldipura	gowdakuli, haladipura	N14 20.339	E74 24.629	03.03.2024	124	16.04.2024	53	53
75	71	Vinayaka Kanna Harikanta , Haldipura	Kirabyl, Haladipura	N14 19.976	E74 24.685	03.03.2024	92	19.04.2024	43	43
76	72	Vinayaka Kanna Harikanta , Haldipura	gowdakuli, haladipura	N14 20.654	E74 24.556	04.03.2024	90	17.04.2024	55	55
77	73	Vinayaka Kanna Harikanta , Haldipura	gowdakuli, haladipura	N14 20.644	E74 24.551	04.03.2024	109	18.04.2024	16	16
78	74	Vinavaka Kanna Harikanta , Haldipura	pavinakurve. Karki	N14 18.798	E74 24.905	04.03.2024	139	17.04.2024	80	80

	B	C	D	E	F	G	H	I	J	K
79	75	Vinayaka Kanna Harikanta , Haldipura	Kirabyl, Haladipura	N14 19.423	E74 24.797	04.03.2024	123	18.04.2024	50	50
80	76	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 17.396	E74 25.440	04.03.2024	90		0	
81	77	Vinayaka Kanna Harikanta , Haldipura	taribagulu	N14 19.326	E74 24.813	05.03.2024	99	19.04.2024	58	58
82	78	Bhaskara Eashwara Tandel, Kasarkoda	Tonka, Pavinakurva	N14 17.491	E74 25.472	05.03.2024	122	19.04.2024	21	21
83	79	Bhaskara Eashwara Tandel, Kasarkoda	gowdakuli, haladipura	N14 20.436	E74 24.594	07.03.2024	102	22.04.2024	44	44
84	80	Bhaskara Eashwara Tandel, Kasarkoda	Galigeri, Haladipura	N14 20.133	E74 24.665	11.03.2024	119	25.04.2024	37	37
85	81	Vinayaka Kanna Harikanta , Haldipura	Galigeri, Haladipura	N14 20.174	E74 24.649	14.03.2024	104	27.04.2024	67	67
86	82	Vinayaka Kanna Harikanta , Haldipura	pavinakurve, Karki	N14 18.864	E74 24,879	14.03.2024	82	27.04.2024	54	54
87	83	manjunatha K harikantha	pavinakurve, Karki	N14 18.723	E74 24.939	16.03.2024	101	29.04.2024	20	20
88	84	Bhaskara Eashwara Tandel, Kasarkoda	Kasarkoda Tonka	N14 17.284	E74 21.406	17.03.2024	110	03.05.2024	72	72
89	85	Vinayaka Chidambara Hegde	Kasarakoda Tonka	N14 17.626	E74 25.478	18.03.2024	75	05.05.2024	11	11
90	86	Bhaskara Eashwara Tandel, Kasarkoda	Kasarakoda Tonka	N14 16.809	E74 25.562	19.03.2024	86	03.05.2024	26	26
91	87	Bhaskara Eashwara Tandel, Kasarkoda	Kasarakoda Tonka	N14 17.351	E74 25.416	23.03.2024	99		0	
92	88	Guru Madheva Tandel	Kasarakoda Tonka	N14 16.749	E74 25.578	24.03.2024	109	09.05.2024	24	24
93	89	Vinayaka Chidambara Hegde	Pavinakurva Tunka	N14 17.355	E74 25.415	28.03.2024	108	11.05.2024	35	35

	B	C	D	E	F	G	H	I	J	K	L
1											
2	Information on turtle nests collected in the Honnavar zone in 2024-25										
3	Nest serial	Where the nest was	Latitude	Longitude	Date of nest retrieval	Number of eggs found	Details of hatched chicks		Total number of hatched chicks	Total number of hatched chicks	
Date							Number				
4											
5	1	Kasarakoda, Tonka Beach	N14.280749	E74.425743	24-12-2024	124	09-02-2025	95			
6	2	Kasarakoda, port area	N14 17.439	E74 25.481	10-01-2025	0	27-02-2025	78			Insitu Conservation
7	3	Kasarakoda, port area	N14.290714	E74.424778	10-01-2025	106	28-02-2025	102			
8	4	Kasarakoda, port area	N14 17.435	E74 25.480	25-01-2025	105					
9	5	Kasarakoda, Tonka Beach	N14.276787	E74.42712	25-01-2025	127					
10	6	Kasarakoda, port area	N14.285528	E74.424252	27-01-2025	0					Insitu Conservation

	B	C	D	E	F	G	H	I	J	K	L
11	7	Kasarakoda Eco Beach	N14.281866	E74.425603	28-01-2025	96					
12	8	Kasarakoda, port area	N14.25926	E74.42410	30-01-2025	96					
13	9	Kasarakoda, port area	N14.289121	E74.424224	10-02-2025	96					
14	10	Kasarakoda, Tonka Beach	N14.280334	E74.426129	13-02-2025	0					In situ Conservation
15	11	Kasarakoda Eco Beach	N14.260354	E74.432578	15-02-2025	90					

	B	C	D	E	F	G	H	I	J	K	L
16	12	Kasarakoda, Tonka Beach	N14.260363	E74.432615	17-02-2025	130					
17	13	Kasarakoda, port area	N14.291112	E74.424740	18-01-2025	132					
18	14	Kasarakoda, Tonka Beach	N14.279072	E74.426245	20-02-2025	79					
19	15	Apsarakonda Beach	N14.236028	E74.440555	20-02-2025	102					
20	16	Apsarakonda Beach	N14.238932	E74.439620	20-02-2025	60					
21	17	Kasarakoda, Tonka Beach	N14.27739	E74.427322	25-02-2025	104					

	A	B	C	D	E	F	G	H	I	J	K	L
22		18	Kasarakoda, Tonka Beach	N14.285656	E74.424277	25-02-2025	104					
23		19	Kasarakoda, Tonka Beach	N14.287144	E74.423924	26-02-2025	142					
24		20	Kasarakoda, Tonka Beach	N14.28642	E74.424163	26-02-2025	84					
25		21	Kasarkoda Port	N14.282765	E74.425079	04-03-2025	76					
26		22	Kasarkoda Port	N14.284616	E74.424578	04-03-2025	61					
27		23	kasarkoda Eco Beach	N14.255297	E74.434266	08-03-2025	99					
28		24	Kasarkoda port area	N14.288148	E74.423924	08-03-2025	132					
29		ಒಟ್ಟು					2145		275	0		

WATCH | 95 Olive Ridley hatchlings released into the sea in Honnavar in Uttara Kannada

90 hatchlings were released to sea at Sasihitlu in Mangaluru on February 6

Updated - February 11, 2025 03:30 pm IST - Mangaluru

THE HINDU BUREAU



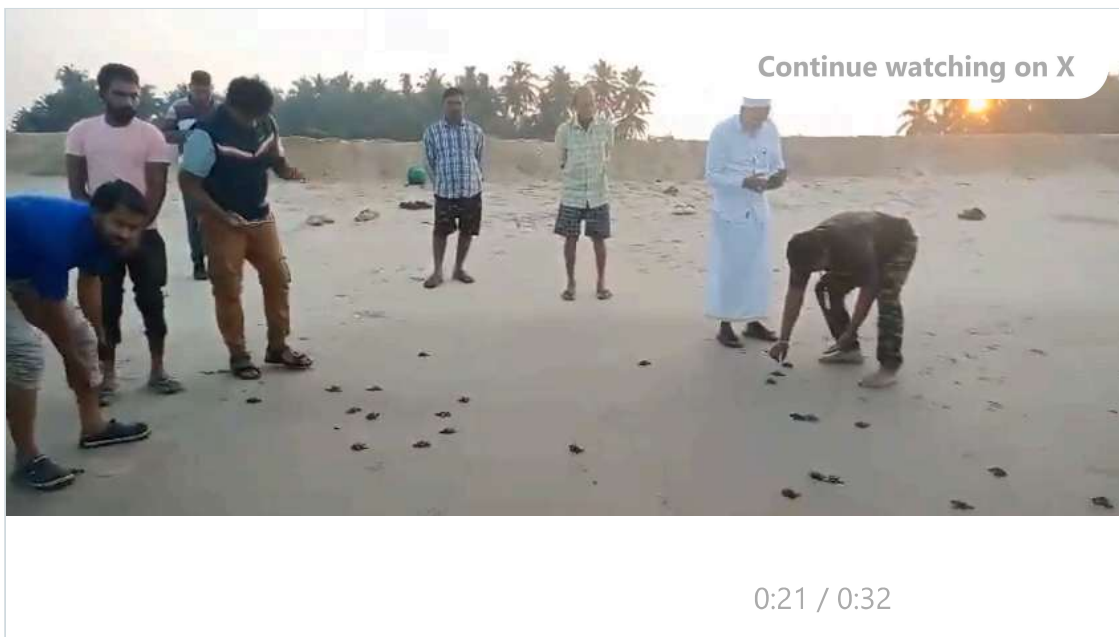
Forest department personnel, local fishermen and conservationists release 95 hatchlings of endangered Olive Ridley turtles into the sea in Tonka beach of Honnavar taluk of Uttara Kannada on February 11, 2025. | Photo Credit: Special Arrangement

As many as 95 hatchlings of the **endangered Olive Ridley turtle** were released to Arabian Sea at Tonka beach of Honnavar in Uttara Kannada district on Tuesday (February 11, 2025).

According to fishermen leader Rajesh Tandel, the turtle eggs were laid on December 24. The Forest Department, with the help of local fishermen and local conservationists, had placed a net to protect the eggs from dogs and other predators.

Also Read | A documentary lends a helping hand in a community's fight to save the Olive Ridley turtle

Deputy Conservator of Forests, Honnavar, Manjunath Naik joined fishermen and conservationists in releasing the hatchlings. In addition to Mr. Tandel, other fishermen Bhasker Tandel, Ganapati Tandel, Sahosh Tandel, Achha Sab, Fakir Sab and staff members from the Forest Department and members of the Marine Conservation and Honnavar Foundation were also present.

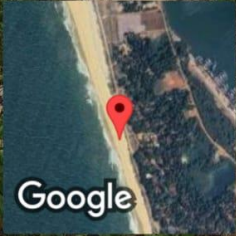


Tonka beach is among beaches in Karnataka where Forest Department has been protecting turtle nesting sites. The nesting period is between December and March.

In Mangaluru, Forest department has found 14 nesting sites in Idya, Panambur, Bengre and Sasihitlu so far this season and action has been taken to protect them. Dakshina Kannada Deputy Conservator of Forests Anthony S. Mariyappa said of the 101 eggs laid in Sasihitlu on December 16, 2024, 90 hatchlings were released to the sea on February 6, 2025.

“This amounts to 94% of eggs turning into hatchlings, which shows good reflection of protection measures taken along the Mangaluru coast,” Mr. Mariyappa told *The Hindu*.

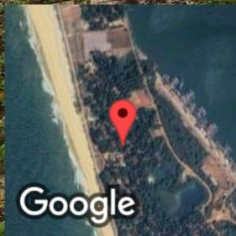
700



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Final Draft Report

**Report on Water Quality and Biological Parameters Related
to Rapid Marine Environmental Impact Assessment Studies
in connection with Port development at Honnavar**

**CLIENT: Honnavar Ports Private Limited,
Hyderabad, India**



August 2024



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Executive Summary

In the present study, onetime sampling was carried out at Sharavati Backwater, Honnavar in pre-monsoon season (April 2024) to obtain the baseline marine water, environmental and biodiversity data. Physical, chemical and biological observations reveal ambient coastal processes that coincide with the fundamental bio-geochemical processes of the coastal environment at normal levels. Baseline data on marine biology in the proposed area revealed the diversity of various aquatic biota including bacteria, phytoplankton, zooplankton, benthos, fishes, sea turtle, sand dunes, sea grass, salt marshes, mangroves and other marine flora and fauna and proper mitigation measures during the construction and operating stages of the proposed facility is required to reduce the likelihood of environmental impacts on marine activities. In project core area two ecologically sensitive areas/ coastal ecosystem classified under CRZ-1A under CRZ notification 2019 was found and in project influence area three ecologically sensitive areas/ coastal ecosystem classified under CRZ-1A was observed. The presence of construction materials, machineries as well as left over solid waste generated during construction of port would have an impact on surrounding environment around the proposed project. Hence, proper cleaning of the materials from the site and proper solid waste management plan will be followed ensuring timely collection of waste. It should also be noted that the extend of impact on marine ecology also depend on total duration of the construction phase. Subsequent monitoring and periodic surveys are required during the project construction and operation phases to assess any damage caused to this fragile ecosystem.

1. Introduction

Karnataka is one of the nine coastal states of India with serene beaches, picturesque landscapes and tourist spots in three coastal districts, i.e., Uttara Kannada, Udupi and Dakshina Kannada. The State has a long coastline ~320 km which houses 13 non-major ports and one major port. Minor ports of the coast are Karwar, Keni, Belekeri, Tadri, Pavinakuruva, Honnavar, Manki, Bhatkal, Kundapur, Hangarkatta, Malpe, Padubidri and old Mangalore. Out of these ports, Karwar is the only all-weather port while the other ports are reverine anchorage lightarage ports. The State has 2nd highest GSDP growth rate among other maritime states due to its developed industrial hinterland and currently ranks 7th among all the States and Union Territories in NITI Aayog's Sustainable Development Goals – Industry, Innovation and Infrastructure. Presently, the State of Karnataka is responsible for handling ~4.5% of India's total port cargo. Despite the presence of the thirteen non-major ports, the State's capacity to handle water-borne cargo is limited. The State requires state-of-the-art infrastructural facilities and the upgradation of the existing ports from shallow-water to deep-water ports to provide adequate draft to handle large vessels. As most of the coastal areas and adjoining industries are under ecologically-sensitive area, both the industrial development of these regions and its rail connectivity with the industrial hinterland has been limited so far.

With this background, Government of Karnataka willing to develop the Honnavar minor port by the Honnavar Port Pvt. Ltd. (HPPL) which will also be advantageous to the local populace as it shall generate local employment and improve the socio-economic well-being of the local community. The port of Honnavar is located at Latitude 14° 16.30' North and longitude 74° 7.10 East at the mouth of Sharavati river in Uttara Kannada District. The port of Honnavar is surrounded by hills, forests and the Sharavathi river. An EIA study for Honnavar barge/vessel loading facility was previously carried out by L&T-Rambøll Consulting Engineers Limited, Hyderabad in February 2012. Based on the EIA study, Environmental Clearance (EC) was obtained (State Environment Impact Assessment Authority (SEIAA), Karnataka dated 21.09.2012). The validity of EC was extended till 20.09.2024.

Now, as per the requirement by the Honnavar Port Pvt. Ltd. (HPPL), CSIR-NIO carried out survey on water quality and biological parameters related to rapid marine EIA (Environmental Impact Assessment) studies with one season data (April 2024) in connection with Port development at Honnavar.



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2. Scope of the Study

The scope of the study was to undertake survey on water quality and biological parameters at Sharavati Backwater, Honnavar, related to rapid marine EIA (Environmental Impact Assessment) studies with one season data (April 2024) at required locations (within an extent of ~10 km from the source point) in connection with Port development at Honnavar. The marine environment was monitored in terms of

- Sea Water Quality (water temperature, salinity and turbidity, dissolved oxygen and biological oxygen demand nutrients)
- Sediment Quality (heavy metals and grain size)
- Marine Biology (bacteria, plankton, benthos, marine flora and fauna and any other sensitivities)

3. Project Core and Influence Area (PIA)/Study Area

An area within an extent of ~10 km with project site as boundary has been selected as the general study area. The core study area is the proposed project site (Fig. 3.1).

(a)



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Macrobenthos

The sediment samples were collected by a Van-Veen grab having a surface area of 0.042 m². The collected sediment samples were screened through a test sieve with a mesh size of 0.5 mm after mixing relaxant (Magnesium chloride solution i.e. 73 g MgCl₂ per litre of filtered seawater). The retained matter in the sieve was transferred to a sample container with 5% buffered formalin mixed with Rose Bengal stain and conditioned for further laboratory analysis. Different macrofaunal groups were separated from the residue in the laboratory, enumerated, labelled, and stored in 70% ethanol (v/v) for further examination. The fauna of each sample was identified up to the lowest possible taxonomic level using standard taxonomic literature, and their density was expressed as ind.m⁻².

Meiobenthos

The sediment samples were collected by a Van-Veen grab having a surface area of 0.042 m² for analysis of meio-benthic faunal diversity. At each station, sediment samples collected via grab sampler were sub-sampled (upper 0-5 cm sediment) using a PVC core (inner diameter of 5 cm) for meiobenthic samples which were stored in clean plastic sample containers, labelled, and preserved with 10% buffered formaldehyde.

Collected sediment samples in the laboratory were transferred and then washed with a gentle jet of water through 63 µm sieves to collect meio-benthos. The samples were examined directly under the microscope and were identified to the lowest possible taxon following standard identification manuals.

Marine flora and fauna

Turtle nesting site at present area was discovered in terms of man-made protected breeding/hatchery site. During survey we did not visually or recorded the laying of eggs by turtles or the creation of protective barriers around turtle breeding or hatching sites. The data is based on our visual observation of man-made protected breeding/hatchery site during our current survey.

Coastal sand dune floral species were documented and photographed during the rapid field survey. Using a line transect method that was positioned perpendicular to the shore, samples were assessed. To assess the quantitative data of sand dune vegetation within each transect, 1 m² quadrates were used. Because the sand dune flora for this study was

limited to the fore dune area and did not exist as continuous patch, the species composition and distribution of the dune flora were given.

Mangrove survey was carried out at mangrove forest patch located 0.5 km eastwards to the core area of the proposed project site as well as from forest patch located at the project influence area. A detailed document on the mangrove species composition, forest structure and associated flora and fauna of mangroves is being investigated and documented. Field survey was conducted in April 2024 to assess mangroves distributed close to the core and project influence area site. A total 13 plots measuring 10 x 10 m were setup on field where access was possible to collect vegetative structure data of mangroves. In each plot, mangroves were identified up to species level and density were calculated. Individual trees larger than 7 cm in circumference had their diameter at breast height (DBH) and height measured using a laser rangefinder (Nikon Forestry Pro II) and Freeman's tape, respectively. Mangrove tree canopy was assessed in each plot using Hemispherical images taken through professional mirrorless camera (Sony alpha 6100). Each mangrove patch associated flora and fauna were also identified and recorded.

Data analysis:

The collected mangrove vegetative data was analysed for assessment of stem density, basal area and complexity index based on the following standard procedures.

Estimation of diameter of tree:

Estimation of tree diameter is one of the simplest forms to understand forest stand. Usually, the diameter of tree is measured 1.3 m above the ground and this type of measurement is called as DBH - diameter at breast height. Measuring tape is used to measure tree diameter, but tape actually measures girth or circumferences and not diameter. Circumference is converted to diameter by applying the formula:

$$D = C/\pi (\pi)$$

Where,

D= diameter

C= girth or circumferences, $\pi = 3.14$

Basal Area

The basal area is defined by the area occupied by the mangrove tree stems. It can be converted to basal area by using the following formula:

$$\text{Basal Area (g)} = \pi r^2, \text{ where } r = \text{dbh}/2$$

7.5 Marine flora and fauna

At the Honnavar Port core and project influence sites we conducted our current survey to assess biodiversity of marine flora and fauna. We discovered five different marine/coastal habitats, including seagrass, mangroves, saltmarsh, coastal sand dunes, and turtle nesting sites. Turtle nesting site and coastal sand dunes was present in core project site, whereas seagrass, mangroves, and saltmarsh were found at project influence area within 10 km radius. All the five-ecosystem discovered comes under CRZ-1A and listed as Ecologically Sensitive areas as per Coastal Regulation Zone (CRZ) notification, 2019 and protected under the Environment (Protection) Act, 1986.

7.5.1 Turtle

Sea turtles are large, air-breathing reptiles, and are found in tropical and subtropical waters all around the world. There are seven species of sea turtles in the world.

In turtles, only females come ashore to nest a few weeks after mating; males seldom make it back to land after crawling into the water as hatchlings. The majority of females visit their natal beach at night. With their rear flippers, they dig out a flask-shaped nest after finding a suitable nesting spot and removing the surface sand to create a body pit. They crawl above the high-water line. The depth of the nest can range from two to three feet, contingent upon the turtle's size.

Wide beaches and sandbars around river mouths are preferred by olive ridleys and leatherbacks. After nesting, the animals return to their feeding areas until the next breeding migration, which could occur a year or more later. In their nest, hatchlings grow for seven to ten weeks. After a few days of simultaneous hatching, they all come out of the nest together, generally at night. The hatchlings emerge at night to evade predators and sunshine.

A total five species are reported from Indian coastal waters. These are the Olive ridley turtle, Green turtle, Hawksbill turtle, Leatherback turtle and Loggerhead sea turtle. The Indian Wild Life Protection Act of 1972's Schedule I and the Convention on International Trade in Endangered Species of Wild Fauna and Flora's Appendix I both list all five species of sea turtles and forbid the trade in sea turtles and their by-products. According to IUCN Red list of Threatened species, Olive ridley turtle (*Lepidochelys olivacea*) is listed as **Vulnerable** under criteria A2bd.

In Karnataka coast, majorly Olive Ridley turtle nesting has been reported. Olive ridley female turtles using their hind flippers, typically lay between 90 and 150 eggs inside the nest chamber, concealing the nest with sand with incubation time of 45 days.

Secondary data

Olive ridley is the only species reported to nest at the beaches of Honnavar range. From the year 1984 turtle eggs are collected from the beaches and are maintained in hatchery. Over the 33-year period, over 80,852 eggs have been collected, of which 35,579 hatchlings were released. The hatchling success rate is 44%. (Final Report 2016, Dakshin and EMPRI).

Table 7.5.1: Nesting beaches of Honnavar Division (Final Report 2016, Dakshin and EMPRI)

No	No Name of Nesting Beach	Type of Beach	GPS Co-ordinate
1	Gangavali	Sandy	14°35.418'N 74°17.658'E
2	Dhareshwara	Sandy	14°22.476'N 74°24.294'E
3	Haldipur	Sandy	14°20.742'N 74°26.088'E
4	Kasarkod	Sandy	14°15.612'N 74°25.95'E
5	Talmakki	Sandy	14°7.644'N 74°28.968'E
6	Bailoor (Bhatkal)	Sandy	14°3.516'N 74°29.82'E
7	Bengre (Bhatkal)	Sandy	14°3.516'N 74°29.814'E

Status of Turtle nesting/hatchery site

During our survey in the first week month of April, 2024 we have observed enclosed man-made protected turtle nesting/hatchery site at the sandy shore area of proposed core area site as well as from project influence area.

Core site

During our survey, we found a total 11 man-made turtle protected breeding/hatchery site of turtle at the core site (Latitude: 14° 17.490'N & Longitude: 74° 25.477'E) (Fig. 7.5.1). The table below provides the data for each man-made protected breeding/hatchery site. Aside from the eleven, seven sites for the enclosed breeding/hatchery of turtles were discovered at latitude 14°16.926'N and longitude 74°25.534'E, near sand dunes that are primarily inhabited by *Spinifex littoreus* and *Ipomoea pes-caprae*.

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Table 7.5.2: Man-made turtle breeding/hatchery site located at core area

Sl.no	Site number	Total no of eggs collected	Date of collection/hatchlings	Location
1.	60	141	19/02/2024	14° 17.490'N 74° 25.477'E
2.	50	92	14/02/2024	
3.	49	127	14/02/2024	
4.	51	80	14/02/2024	
5.	48	119	13/02/2024	
6.	67	118	24/02/2024	
7.	68	108	24/02/2024	
8.	58	90	17/02/2024	
9.	22	137	24/01/2024	

**the information for other two site were not clear*

Project influence area

Five man-made turtle enclosed breeding/hatchery sites were found situated at the north side of the Eco beach in the Kasargod area of Honnavar (Latitude: 14° 15.725'N & Longitude: 74° 25.927'E) (Figure 7.1.2). During our survey we did not visually or recorded the laying of eggs by turtles or the creation of man-made protective barriers around turtle breeding or hatching sites. The facility's Karnataka Forest Department banner and previously released data provide as evidence for the for the turtle species and hatchery/breeding location. However, the relevant Deputy Conservator of Forests, Honnavar Forest Division, was communicated officially in order to determine the precise location of the turtle nesting site/grounds.

Through an official communication letter sent by email on August 8, 2024, the Deputy Conservator of Forests, Honnavar Division, has provided the GPS coordinates of the turtle nesting area for the previous three years, specifically 2021–2022; 2022–2023; and 2023–2024. A total of thirty turtle nests were reported between 2021 and 2022, 98 turtle nests were found between 2022 and 2023, and 89 turtle nests were found between 2023 and 2024 from both the project core and influence area, according to the information provided.

In the project core region, 8 turtle nests were reported in 2021–2022; 41 turtle nests were found in 2022–2023; and 25 turtle nests were found in 2023–2024, according to the information they submitted.

The data of GPS co-ordinates provided by Deputy Conservator of Forests, Honnavar Division is provided as **Annexure I**.



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Fig. 7.5.1: Enclosed man-made turtle breeding/nesting site at core site of proposed project

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Fig. 7.5.2: Enclosed man-made turtle breeding/nesting site at core and project influence site of proposed project area

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7.5.2. Coastal Sand dunes

Sand from beaches on the higher side of the land accumulates to produce the geomorphological feature known as Coastal Sand Dunes (CSD), which is created by onshore wind motions. These ecosystems provide an important ecological niche between the terrestrial and marine worlds and are crucial natural protection sites. CSD are crucial bioengineers in the processes of sand binding, sediment building, and land formation (Rodrigues et al., 2011). According to studies, endangered marine turtles find the lower slopes of dunes with natural vegetation, such as species of *Spinifex* and *Ipomea pes-caprae*, to be the best places to nest (Choudhury et al., 2003). In the Coastal Regulation Zone (CRZ) Notification, 2019, the Indian government classified sand dunes in CRZ-1A area and is one of the significant geomorphological characteristics under the Environment (Protection) Act, 1986.

Assessment of sand dune flora

A rapid field assessment was carried out in April 2024 along the sand dune vegetation at the project influence site and the core area site. Survey of the sand dunes was also done at the beach area across from the central proposal site, which is where the northern breakwater is supposed to be built. The vegetation in the sand dunes was counted and classified down to the species level. The standard field guides created by Daniel & Umamaheshwari (2001) and Banerjee et al. (2002) were used to identify the flora found in CSD.

Sand Dune flora

A total ten species were recorded belonging to ten different families (Table 7.5.3). *Spinifex littoreus* and *Ipomoea pes-caprae* was found to be the common species occurring in both core and project influence area.

Table 7.5.3: List of sand dune flora species recorded during survey

Family	Species
Aizoaceae	<i>Sesuvium portulacastrum</i>
Asteraceae	<i>Launaea sarmentosa</i>
Casuarinaceae	<i>Casuarina equisetifolia</i>
Convolvulaceae	<i>Ipomoea pes-caprae</i>
Fabaceae	<i>Crotalaria pallida</i>
Myrtaceae	<i>Syzygium</i> sp.
Pandanaceae	<i>Pandanus</i> sp.
Poaceae	<i>Spinifex littoreus</i>
Rubiaceae	<i>Oldenlandia</i> sp.
Verbenaceae	<i>Lantana camara</i>



Fig. 7.5.3: Sand dune floral species: **a.** *Ipomoea pes-caprae* **b.** *Spinifex littoreus* **c.** *Launaea sarmentosa* **d.** *Sesuvium portulacastrum* **e.** *Lantana camara* **f.** *Syzygium* sp. **g.** *Pandanus* sp. **h.** *Crotalaria pallida*

Core site

At the proposed project core area, erosion of sandy beach occupied majorly by *Spinifex littoreus* and *Ipomoea pes-caprae* was found. For approximately 80–100 meters, the erosion of a sand bar with a height of 0.3–0.8 meters from the LTL covered by sand dune vegetation was noted (Latitude: 14° 17.855'N & Longitude: 74° 25.536'E). Six stations were surveyed, and the primary dune floral species in terms of density were found to be pioneer species like *Spinifex littoreus* and *Ipomoea pes-caprae* (Figure 7.2.2). The co-occurring sand dune floral species at the core site were *Sesuvium portulacastrum*, *Launaea sarmentosa*, and *Casuarina equisetifolia*.

Adjacent to the man-made turtle breeding/hatchery site (Latitude: 14° 17.490'N & Longitude: 74° 25.477'E) from seashore towards to land, high dense growth of *Ipomoea pes-caprae* was observed followed by *Spinifex littoreus* at fore dune area. In a similar vein, dense growth of *Ipomoea pes-caprae* was found in station 6, close to the turtle man-made breeding/hatchery site, followed by *Spinifex littoreus* at the fore dune area. However, compared to *Ipomoea pes-caprae*, the density of *Spinifex littoreus* was quite high in this station. The vegetation found in sand dunes was not continuously distributed at the core site during the current survey; instead, it was found in notable areas, as indicated by Table 7.5.4.

Table 7.5.4: Location of sand dune flora observed at the proposed core site

Station	Latitude	Longitude	Species observed	
Station 1	14° 17.800'N	74° 25.523'E		
Station 2	14° 17.722'N	74° 25.520'E	Family	Species
Station 3	14° 17.492'N	74° 25.486'E	Poaceae	<i>Spinifex littoreus</i>
Station 4	14° 17.322'N	74° 25.435'E	Convolvulaceae	<i>Ipomoea pes-caprae</i>
Station 5	14° 16.992'N	74° 25.531'E	Aizoaceae	<i>Sesuvium portulacastrum</i>
Station 6	14° 16.946'N	74° 25.543'E	Asteraceae	<i>Launaea sarmentosa</i>
			Casuarinaceae	<i>Casuarina equisetifolia</i>



Fig. 7.5.4: Sand dune vegetation at the core site of the proposed project

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Project influence site

At the proposed influence area, total six floral species were observed, pioneer sand dune species such as *Spinifex littoreus*, *Ipomoea pes-caprae* were found as the major dune floral species in terms of density. The co-occurring sand dune floral species observed were *Launaea sarmentosa*, *Oldenlandia* sp., *Lantana camara*, and *Casuarina equisetifolia*.

Near to the man-made turtle breeding/hatchery site (Latitude:14° 15.725'N & Longitude: 74° 25.927'E) located near to north side of the Eco beach at Kasargod area of Honnavar, dense growth of *Ipomoea pes-caprae* was observed followed by *Spinifex littoreus* at fore dune area (Fig. 7.5.5). However, compare to core site the density of the above two species were found low.

During our survey at Kasarkod beach, which is designated as blue flag beach and obtained a spot in the global map of tourist attractions (<https://karnatakaturism.org/blue-flag-certification/>) dune restoration effort is being carried out. Temporary protection made with nets are placed across the dunes in which majorly *Ipomoea pes-caprae* is protected.

However, during the present survey the distribution of sand dune flora observed was not continuous and were present in significant patches.

Sandy beach opposite to the core site

Opposite to the core site, survey was carried out at the sandy beach due to the construction of northern breakwater for the proposed project.

There was very little vegetation from the southern to the northern edge of the beach, around 80 to 100 meters perpendicular to the estuary mouth. Beyond it, higher-than-one-meter-tall sand dunes were seen, primarily inhabited by *Pandanus* sp., *Syzygium* sp., and *Crotalaria pallida*. Around 10 to 15 meters from the shore, *Spinifex littoreus* was discovered established behind the fore dune area and parallel to the shore (Figure 7.5.6). The density of sand dunes, particularly *Pandanus* sp., was high but only present in a few places; they were not continuous.



Fig. 7.5.5: Sand dune vegetation at the project influence site of the proposed project

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Fig. 7.5.6: a & b. Sparse vegetation at the opposite beach of the core site. **c & d.** Sand dune vegetation after 80-100m towards perpendicular direction of estuary mouth at the beach opposite to core site

7.5.3 Salt Marsh

Salt marshes are found between high tide and the near-shore sublittoral zones along beaches and estuaries. They thrive in locations where rivers heavily deposit silt into the coastal zones. They have a high primary productivity rate, assist manage erosion and flooding, mitigate the effects of storm water surges, support a range of marine species, and improve water quality by removing excess nutrients and pollutants. Coastal wetlands, which comprise salt marshes, mangroves, and seagrass, are referred to as "blue carbon ecosystems" when they store and sequester substantial amounts of carbon.

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Species composition

In India, total 14 species of salt marsh are reported. Majority of salt marsh bed in the core and project influence site was found occurring along with the mangrove forest patches (Fig. 7.5.7). The present survey revealed the presence of three salt marsh species represented by *Sesuvium portulacastrum*, *Porteresia coarctata* and *Scirpus littoralis* (Figure 7.5.8).

Sesuvium portulacastrum was found distributed (Latitude: 14° 17.090'N & Longitude: 74° 25.867'E) at the mangrove forest patch located at Sharavati estuary about 0.5 km eastwards towards core proposed site.

In project influence area dense patches of *Porteresia coarctata* and *Scirpus littoralis* was found established at the fringe areas of many individual mangrove forest patches. Plantation of mangrove saplings of *Kandelia candel* was done near many mangrove patches and the salt marsh *Porteresia coarctata* and *Scirpus littoralis* were found successfully established the area adjacent to the new saplings planted.

Salt marshes are categorized as one of the Ecologically Sensitive Areas (ESA) under the Coastal Regulation Zone (CRZ) Notification 2019 issued under the Environment (Protection) Act, 1986. They are ecological sensitive and play important role in maintaining the integrity of the coast (MoEFCC, 2019).



Fig. 7.5.7: Salt marsh bed near the mangrove area of Honnavar



Scripus littoralis



Sesuvium portulacastrum



Porteresia coarctata

Fig. 7.5.8: Salt marsh species found distributed adjacent to core and project influence area

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7.5.4 Mangroves

Mangroves are salt-tolerant plants/trees that habitually grows in a dynamic ecological niche in the intertidal regions of the tropics and subtropics coast. Mangrove forests are considered as highly productive ecosystems with reduction rates equal to tropical humid evergreen forests. They are one of the important blue carbon ecosystems accumulating carbon in tree biomass and sediments, thereby mitigating climate change. They can slow down shoreline erosion and offer protection from catastrophic catastrophes like tidal surges, tropical cyclones, and tsunamis. But mangroves are steadily disappearing at a rate of 1% annually, which is three to five times faster than the loss of global forests brought on by pollution, land conversion, coastal development, and overuse of mangrove resources. To secure their continuous existence and the welfare of those who depend on the resources, the surviving mangrove environment should be preserved and maintained responsibly.

Limitations of the study

- The composition of mangrove species, associated flora and fauna documentation was based on a rapid field survey and where accessibility is possible. Hence, the data should not be treated as a comprehensive or conclusive account of the Honnavar/Sharavati estuary mangrove.
- The density of mangroves stem during the survey was expressed as number per hectare conferring to the standard value unit, however in some areas the extent of mangroves may be less than one hectare.

Mangrove species composition

Mangrove survey revealed presence of a total ten mangrove species belonging to five families. The dominant mangrove species were *Sonneratia alba*, and *Kandelia candel* followed by *Sonneratia caseolaris*, *Acrostichum aureum*, *Avicennia officinalis*, *Acanthus ilicifolius*, *Aegiceras corniculatum*, *Rhizophora mucronata*, and *Excoecaria agallocha*. Species such as *Bruguiera gymnorhiza* have only been found in one plot. Three common mangrove associates were found in majority of the mangrove plots (Table 7.5.5).

Table 7.5.5: List of mangroves and the associate flora recorded during field survey

<i>True Mangrove</i>	
Family	Species
Acanthaceae	<i>Avicennia officinalis</i> (Linnaeus, 1753)
	<i>Acanthus ilicifolius</i> (Linnaeus, 1753)
Euphorbiaceae	<i>Excoecaria agallocha</i> (Linnaeus, 1759)
Lythraceae	<i>Sonneratia alba</i> Sm.
	<i>Sonneratia caseolaris</i> (Linnaeus)
Primulaceae	<i>Aegiceras corniculatum</i> (L.) Blanco
Pteridaceae	<i>Acrostichum aureum</i> L.
Rhizophoraceae	<i>Rhizophora mucronata</i> (Lam)
	<i>Kandelia candel</i> (L.)
	<i>Bruguiera gymnorrhiza</i> (L.) Lam.
<i>Mangrove associated flora</i>	
Family	Species
Apocynaceae	<i>Cerbera manghas</i>
Fabaceae	<i>Derris trifoliata</i>
Lamiaceae	<i>Volkameria inermis</i>

The overall tree density ranged between 1140/ha to 4400/ha at mangrove patch located opposite to core area of proposed site. In project influence area, tree density value varied 2300/ha to 6500/ha. In terms of basal area, minimum (5.8 m²/ha) and maximum (110.3 m²/ha) was recorded. The mean girth and height minimum and maximum value recorded as 15.4cm and 4.7m and 43.3cm and 6.5m, respectively. Regeneration potential of mangrove ranged between 1000/ha and 4800/ha and was due to huge plantation of *Kandelia candel* by the forest department. The complexity index of mangroves recorded varied 0.01 to 0.67.



Fig. 7.5.9: Mangrove species recorded during the survey

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Mangrove patch located near to core area

A total of eight mangrove species were recorded during the survey such as *Sonneratia alba*, *Kandelia candel*, *Acrostichum aureum*, *Avicennia officinalis*, *Acanthus ilicifolius*, *Aegiceras corniculatum*, *Rhizophora mucronata*, and *Excoecaria agallocha*. *K.candel* was dominant species followed by *S.alba*. Within the islet of mangrove patch, huge plantation of the *K.candel* was carried out by the forest department. Structural features of mangroves revealed, the average density of trees around 3194/ha. The average basal area value was 27 m²/ha, the low basal area value was due to presence of *K.candel* tree. The mean girth and height of the mangrove tree was 29cm and 5m respectively. The complexity index value was 0.25. The canopy cover of the mangrove area was 84.8 %. The regeneration potential value determined was 3567/ha, and was due to plantation of *K.candel*. *Derris trifoliata* and *Volkameria inermis* were the mangrove floral associates found during the survey.

Project influence area

A total of ten mangrove species were recorded during the survey such as *Sonneratia alba*, *Kandelia candel*, *Sonneratia caseolaris*, *Acrostichum aureum*, *Avicennia officinalis*, *Acanthus ilicifolius*, *Aegiceras corniculatum*, *Rhizophora mucronata*, *Excoecaria agallocha*, *Bruguiera gymnorhiza*. *K.candel* was dominant species followed by *S.alba*. Within the islet of mangrove patch, huge plantation of the *K.candel* was carried out by the forest department. Structural features of mangroves revealed, the average density of trees around 3625/ha. The average basal area value was 57.9 m²/ha, the high basal area value was due to presence of matured *S.caseolaris* tree. The mean girth and height of the mangrove tree was 37.9cm and 6.3m respectively. The complexity index value was 0.40. The canopy cover of the mangrove area was 79.2 %. The regeneration potential value determined was 2875/ha, and was due to the plantation of *K.candel*. During the survey *Derris trifoliata*, *Volkameria inermis* and *Cerbera manghas* were found as mangrove floral associates.

In few mangrove forest patches, the density of *A.aureum* was found very high and occupied around 20-30% area.

Along the many mangrove forest patch in project influence area presence of dense saltmarsh bed of *Porteresia coarctata* and *Scirpus littoralis* was found.

7.5.5 Seagrass

Seagrass are marine flowering plants that occur and thrive in fully submerged shallow sheltered regions of oceanic and estuarine habitats. Around 16 species of seagrass is reported from India with a cover of approximate 500 sq km covering coast, lagoons, backwaters and estuaries. The major Seagrass bed in India are found at Gulf of Mannar, Palk Bay, Andaman and Nicobar, Lakshadweep islands and Gulf of Kutch.

In coastal areas of Karnataka, huge seagrass beds are not reported, however there are report of two species of seagrass *Ruppia maritima* and *Halophila beccarii* occurring along Swarnasita, Chakra, Haladi, Kollur, and Venkatapur estuary.

In Honnavar, there is no earlier reports or scientific publication mentioning the occurrence of seagrass. However, during our survey, we found presence of huge seagrass bed of *Halophila* sp. occurring adjacent to the mangrove forest patch situated in the sharavathi estuary. The seagrass bed is located 3.4 km away towards the south direction of the proposed core project site area. The approximate area of seagrass was found to be around five to seven hectares, however more detailed season sampling is required to confirm the exact area and the presence of any other seagrass species.

Seagrass are listed as Ecologically Sensitive areas as per CRZ notification, 2019 and classified as CRZ1A and protected under the Environment (Protection) Act 1986.



Fig 7.5.10: Seagrass in Honnavar

7.5.6 Avifauna in mangrove area

During our mangrove survey, we have recorded avifauna found foraging from the saltmarsh and mangrove areas. A total eleven species were recorded, out of which Oriental white ibis was categorized as near threatened according IUCN Red List of Threatened Species.

Table 7.5.6: List of avifauna recorded during field survey

Species	Common name
<i>Microcarbo niger</i>	Little cormorant
<i>Egretta garzetta</i>	Little egret
<i>Ardea cinerea</i>	Grey heron
<i>Haliastur indus</i>	Brahminy kite
<i>Porphyrion poliocephalus</i>	Grey-headed swamphen
<i>Ardea intermedia</i>	Median egret
<i>Threskiornis melanocephalus</i>	Oriental white ibis
<i>Ardeola grayii</i>	Indian pond heron
<i>Vanellus indicus</i>	Red-wattled lapwing
<i>Calidris alba</i>	Sanderling
<i>Tringa stagnatilis</i>	Marsh sandpiper

The avifauna documented was based on a rapid field survey in the month of April, 2024. Hence, the data should not be treated as a comprehensive or conclusive account of the avifauna found in mangrove area of Honnavar/Sharavati estuary.

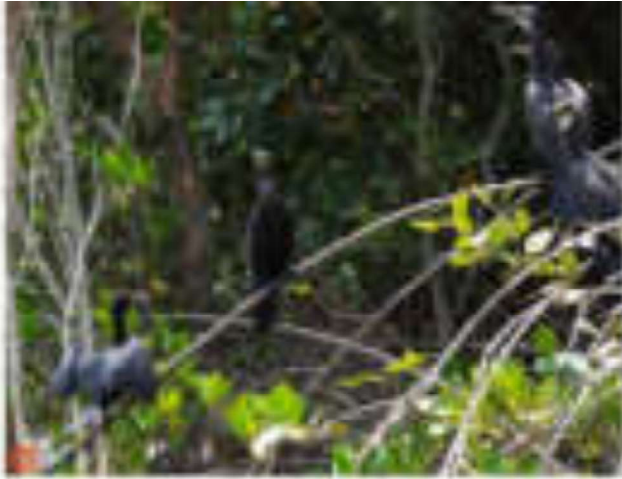


Fig. 7.5.11: Avifauna species **a.** Little cormorant **b.** Little egret **c.** Grey Heron **d.** Brahminy kite **e.** grey-headed swamphen **f.** Median egret



Fig. 7.5.12: Avifauna species **a.** Sanderling **b.** Oriental white ibis **c.** Indian pond heron **d.** Red-wattled lapwing **e.** Marsh sandpiper

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7.5.7 Ichthyofauna

A total of 45 ichthyofaunal species from the marine and estuarine area of Sharavati estuary were recorded as published by Ramachandra et al., 2013 and Kairanna & Ganesh, 2015.

Table 7.5.7: List of Ichthyofaunal species reported

Family	Species	Common Name	Local name
Ambassidae	<i>Ambassis ambassis</i> (Lacepède, 1802)	Commersons glassy perchlet	Burante
Ariidae	<i>Arius arius</i> (Hamilton, 1822)	Threadfin sea catfish	Bilisady
Batrachoididae	<i>Colletteichthys dussumieri</i> (Valenciennes, 1837)	Flat toad fish	Gonke, Gorke
Belonidae	<i>Strongylura strongylura</i> (van Hasselt, 1823)	Spottail needlefish	
Bothidae	<i>Crossorhombus azureus</i> (Alcock, 1889)	Blue flounder	Leppi
Carangidae	<i>Carangoides chrysophrys</i> (Cuvier, 1833)	Longnose trevally	Kokkara
Carangidae	<i>Carangoides praeustus</i> (Anonymous [Bennett], 1830)	Brownback trevally	Guruku
Carangidae	<i>Caranx ignobilis</i> (Forsskål, 1775)	Giant trevally	Ulua
Carangidae	<i>Parastromateus niger</i> (Bloch, 1795)	Black pomfret	Kap maangi
Cichilidae	<i>Etroplus suratensis</i> (Bloch, 1790)	Pearl spot	kagalse
Cynoglossidae	<i>Paraplagusia bilineata</i> (Bloch, 1787)	Doublelined tonguesole	Neppi
Cyprinidae	<i>Dawkinsia filamentosa</i> (Valenciennes, 1844)	Black spot barb	Pidtol
Dasyatidae	<i>Pateobatis bleekeri</i> (Blyth, 1860)	Bleeker's whipray	Thorke
Dorosomatidae	<i>Sardinella fimbriata</i> (Valenciennes, 1847)	Fringescale Sardinella	Pedi
Drepaneidae	<i>Drepane punctata</i> (Linnaeus, 1758)	Spotted sicklefish	Spotted sickle fish
Engraulidae	<i>Stolephorus commersonnii</i> Lacepède, 1803	Commerson's Anchovy	Dodda danashi
Engraulidae	<i>Stolephorus indicus</i> (van Hasselt, 1823)	Indian anchovy	Belanji/Motyal
Ephippidae	<i>Platax orbicularis</i> (Forsskål, 1775)	Orbicular batfish	Akoli
Gerreidae	<i>Gerres filamentosus</i> Cuvier, 1829	Threadfin silverbidy	Girbaingi
Gerreidae	<i>Gerres limbatus</i> Cuvier, 1830	Saddleback silver bidy	Mundbaingi
Glaucostegidae	<i>Glaucostegus halavi</i> (Forsskål, 1775)	Halavi ray	Guitar fish
Gobiidae	<i>Glossogobius giuris</i> (Hamilton, 1822)	Tank goby	Bili Mandli
Gobiidae	<i>Periophthalmus barbarus</i> (Linnaeus, 1766)	Mudskipper	
Hemiramphidae	<i>Hyporhamphus xanthopterus</i> (Valenciennes, 1847)	Red tipped half beak	Soundkaandi
Lactariidae	<i>Lactarius lactarius</i> (Bloch & Schneider, 1801)	False trevally	Karchi

Latidae	<i>Lates calcarifer</i> (Bloch, 1790)	Barramundi, Seabass	Kurude
Leiognathidae	<i>Leiognathus ruconius</i> (Hamilton, 1822)	Deep pugnose ponyfish	Guruku
Lutjanidae	<i>Lutjanus argentimaculatus</i> (Forsskål, 1775)	Mangrove red snapper	Eri
Lutjanidae	<i>Lutjanus johnii</i> (Bloch, 1792)	John's snapper	Hottekemma
Lutjanidae	<i>Lutjanus russellii</i> (Bleeker, 1849)	Russell's snapper	Kemsa
Mugilidae	<i>Mugil cephalus</i> Linnaeus, 1758	Flathead grey mullet	Madle
Mugilidae	<i>Planiliza parsia</i> (Hamilton, 1822)	Goldspot mullet	Madle
Paralichthyidae	<i>Pseudorhombus javanicus</i> (Bleeker, 1853)	Javan flounder	Flounder
Platycephalidae	<i>Grammoplites scaber</i> (Linnaeus, 1758)	Rough flathead	Vadati
Polynemidae	<i>Eleutheronema tetradactylum</i> (Shaw, 1804)	Four Finger Threadfin	Raws
Pristigasteridae	<i>Opisthopterus tardoore</i> (Cuvier, 1829)	Tardoore	Pachge
Scatophagidae	<i>Scatophagus argus</i> (Linnaeus, 1766)	Spotted scat	Hulka
Sciaenidae	<i>Chrysochir aureus</i> (Richardson, 1846)	Reeve's croaker	Doodi
Sciaenidae	<i>Otolithes ruber</i> (Bloch & Schneider, 1801)	Tigertooth croaker	Banagu, Dodi
Siganidae	<i>Siganus vermiculatus</i> (Valenciennes, 1835)	Vermiculated spinefoot	Baana, padiyar
Sillaginidae	<i>Sillago sihama</i> (Forsskål, 1775)	Silver sillago	Nogla
Sphyaenidae	<i>Sphyaena barracuda</i> (Edwards, 1771)	Great barracuda	Onakaandi
Stromateidae	<i>Pampus argenteus</i> (Euphrasen, 1788)	Silver pomfret	Maangi
Terapontidae	<i>Terapon jarbua</i> (Forsskål, 1775)	Crescent perch	Kumbari, Garge
Tetraodontidae	<i>Arothron stellatus</i> (Anonymous, 1798)	Starry blow fish	Chonja

7.5.8 Marine Cetaceans

Report from the Arabian Sea Whale network (Minton et al., 2023) has reported Bryde's whale stranded at Honnavar area on 9th and 16th September 2023. While on 25th June, 2023 unidentified baleen whale stranded was found at Honnavar area.

The same news of Bryde's and baleen whale carcass has been reported to be washed near the Kasargod area of Honnavar as published in Decca newspaper on 16th September 2023 Bryde's whale, *Balanoptera edeni/brydei*, is widely distributed orqual and mainly found in tropical waters and not found migrating to high latitude feeding grounds. They are the only non-migratory species of Baleen whale.

The presence of stranded whales at Honnavar indicates that there is a good possibility of this cetaceans inhabiting Arabian Sea and moving along west coast waters of India. However, with presence of only stranding we cannot confirm that they habitat along Karnataka coastal waters as they migrate distances for food. But mitigation measures need to be taken during port construction activities which generate noise pollution, and after construction which will increase in vessel movement to port which will have negative impact on these cetaceans.

In India all marine mammals are protected under “Schedule I” of Indian Wildlife (Protection) Act, 1972.

7.5.9 Corals and seaweeds

During our current survey we have not found presence of corals and seaweeds from the project core area.

7.6 Land use Land Cover Classification

The analysis revealed the following classes and their respective areas: water bodies (14.73 sq.km), salt marsh (1.33 sq.km), vegetation (59.61 sq.km), agriculture (3.79 sq.km), grassland (32.01 sq.km), barren land (0.38 sq.km), urban area (9.12 sq.km), and mangroves (3.20 sq.km). The detailed mapping highlights the predominant vegetation cover, which occupies 59.61 sq.km, and significant grassland areas totaling 32.01 sq.km. The urban area, covering 9.12 sq.km, reflects the extent of built-up regions, while the inclusion of 3.20 sq.km of mangroves underscores the ecological importance and conservation focus of the study. These classifications are instrumental for environmental monitoring, urban planning, resource management, and especially for the preservation of critical ecosystems like mangroves.

Table 7.6.1: Land use land cover classification of the study area using high-resolution Sentinel-2 satellite imagery

S.no.	Classification	Area (Sq.km)
1	Waterbodies	14.73
2	Saltmarsh	1.33
3	Vegetation	59.61
4	Agriculture	3.79
5	Grassland	32.01
6	Barren land	0.38
7	Urban area	9.12
8	Mangroves	3.20

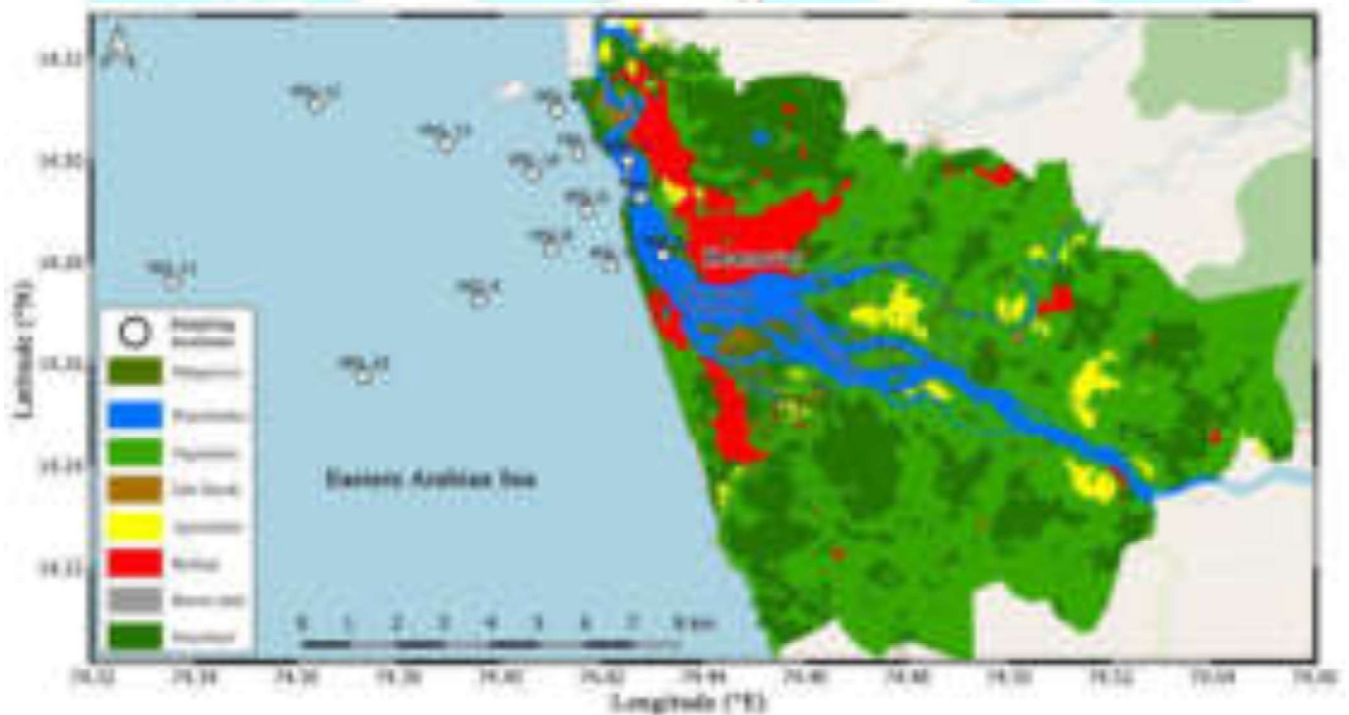


Fig. 7.6.1: Land use land cover classification of the study area using high-resolution Sentinel-2 satellite imagery

7.7 Fisheries

Karnataka state emerged as a maritime State in 1956 with the reorganization of the states. The fisheries sector plays an important role in the socio-economic development of State in view of its contribution to the food basket, nutritional security, foreign exchange earnings, employment generation and income. Traditionally, Karnataka coast is known as “Mackerel Coast” and the pelagic fishery wealth of Karnataka coast, mainly comprising mackerel and oil sardine. An estimated 6.04 lakh tones of marine fish were landed in Karnataka in 2023, a 13% decrease from record landing in 2022.

Honnavar is a historical estuarine port town in the Uttara Kannada district of Karnataka with huge population of fishers. Major species of fishes landing in Uttara Kannada district are listed in following Table 7.7.1.

The Sharavathi, a westward flowing river joins the Arabian sea at Honnavar, forming an ever-shifting river mouth in the region. Several diversified methods of traditional fishing are used in this estuary almost throughout the year. These include gill nets, cast nets, hook & line, pole & line, drag nets, scoop nets, light fishing, scare line, crab fishing with traps and clam fishing by hand-picking at low tide or by dragging bagnets of wire meshes. In addition, many areas in Honnavar have been used by fishers for generations for drying fishes and park their boat equipment that employs more than 15,000 people. Table 7.7.2 represent fisheries data in Sharavati River as per personal discussion with Dr. Sreekanth G B, Senior Scientist, Fisheries Resource Management, ICAR - Central Coastal Agricultural Research Institute, Goa.

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Table 7.7.1: List of major species of fishes landing in Uttara Kannada district

Mackerel	Crabs-Charybdis spp.
Oil sardine	Croakers
Anchovies	Horse Mackerel
Big jawed jumper	Little Tuna (kawa kawa)
Bull's eye	Metapenaeus spp.
Setipinn	Parapenaeopsis spp.
Soles	Silverbellies,
Tuna and	Squids
Penaeid-Penaeus spp.	Wolf herring
Other clupeids	Other sardines

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Table 7.7.2: List of major species of fishes in Sharavati River, Honnavar, Karnataka

Species	Percentage	Species	Percentage
<i>Nematalosa nasus</i>	1.952	<i>Paraplagusia bilineata</i>	0.130
<i>Lates calcarifer</i>	0.211	<i>Sphyraena jello</i>	0.472
<i>Ambassis ambassis</i>	5.481	<i>Hemiramphus far</i>	0.195
<i>Apogon hyalosoma</i>	0.358	<i>Strongylura strongylura</i>	0.130
<i>Etroplus suratensis</i>	2.147	<i>Sphyraena barracuda</i>	0.098
<i>Glossogobius giuris</i>	1.854	<i>Hyporhamphus limbatus</i>	0.098
<i>Scatophagus argus</i>	1.692	<i>Escualosa thoracata</i>	3.188
<i>Barbodes carnaticus</i>	0.976	<i>Sardinella longiceps</i>	2.668
<i>Dawkinsia filamentosa</i>	0.553	<i>Sardinella gibbosa</i>	1.431
<i>Gerres filamentosus</i>	2.814	<i>Sardinella fimbriata</i>	1.252
<i>Sillago sihama</i>	2.863	<i>Terapon jarbua</i>	3.953
<i>Mugil cephalus</i>	22.300	<i>Terapon theraps</i>	2.977
<i>Moolgarda cunnesius</i>	15.631	<i>Terapon puta</i>	2.375
<i>Liza parsia</i>	6.913	<i>Pelates quadrilineatus</i>	0.520
<i>Monodactylus argenteus</i>	0.618	<i>Siganus vermiculatus</i>	0.260
<i>Eleutheronema tetradactylum</i>	0.228	<i>Siganus argenteus</i>	0.114
<i>Lutjanus johnii</i>	0.146	<i>Atule mate</i>	0.358
<i>Lutjanus argentimaculatus</i>	0.146	<i>Caranx ignobilis</i>	0.179
<i>Lutjanus rivulatus</i>	0.098	<i>Opisthopterus tardoore</i>	0.163
<i>Lutjanus russelli</i>	0.033	<i>Carangoides chrysophrys</i>	0.130
<i>Thryssa mystax</i>	1.854	<i>Arius arius</i>	0.081
<i>Stolephorus commersonii</i>	1.008	<i>Carangoides praeustus</i>	0.033
<i>Thryssa malabarica</i>	1.008	<i>Chrysochir aureus</i>	0.033
<i>Stolephorus indicus</i>	0.748	<i>Formio niger</i>	0.081
<i>Lactarius lactarius</i>	2.505	<i>Drepane punctata</i>	0.130
<i>Leiognathus splendens</i>	2.049	<i>Himantura bleekeri</i>	0.016
<i>Secutor insidiator</i>	1.008	<i>Platax orbicularis</i>	0.016
<i>Cynoglossus arel</i>	0.520	<i>Scomberomorus commerson</i>	0.049
<i>Cynoglossus macrostomus</i>	0.488	<i>Colletteichthys dussumieri</i>	0.049
<i>Secutor ruconius</i>	0.423	<i>Grammoplites scaber</i>	0.033
<i>Pseudorhombus javanicus</i>	0.130	<i>Platycephalus indicus</i>	0.033

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8. Anticipated Environmental Impacts and Mitigation Measures

The present Honnavar Barge/ vessel loading facility involves construction and operational phases towards various landside and marine side areas and operational activities. In this chapter likely effects of various actions on environmental attributes has been identified, evaluated, and presented. Appropriate mitigation measures are included in the planning process to reduce the likelihood of environmental impacts on marine activities during the construction and operating stages of the proposed facility. For marine environmental components, the implications have been evaluated qualitatively, and mitigation strategies are suggested.

Anticipated impact on Marine water quality

Dredging, reclamation and disposal, building breakwaters, and cargo berth activities during the construction phase of the proposed project will have a combined effect on the quality of the marine water. Increased turbidity from suspended fine sediments would be the direct result of these operations on the quality of the sea water, and this effect would be most noticeable during dredging.

Depth and lateral distance from the dredger's location affect the turbidity caused by the dredging operation. Sediment transfer during dredging site is influenced by concentration of fine materials and velocity. Suspension of very fine cohesive material will remain long and will not be affected by hydrodynamic conditions. However, the water column's turbidity will rise as a result of the aforementioned causes because of the suspended silt. Therefore, it may be concluded that dredging would have a localized, transient effect on the quality of sea water.

In addition to turbidity, the dredgers, barges, and workboats engaged in the operations may release aqueous wastes (oily wastes, sanitary wastes, etc.) that could compromise the quality of the marine water. Dredgers and workboats are not permitted to discharge dredged materials into marine areas. Dredging will only take place inside the project site, and once it is finished, its effects will end. A dredge management scheme can be implemented to lessen the effects of dredging.

Anticipated Impact on Marine Ecology

Marine ecology and ecosystem will be disturbed by capital dredging and the building of approach channels, breakwaters, cargo ports, and construction of road and railway line to transport materials which includes coal and iron ore.

I. Turbidity- DO level:

Oxygen-demanding substances, nutrients, and sediments from the sea floor enter the water column during dredging. Given that pore concentrations of chemicals that require oxygen are often substantially higher a decrease in the concentration of oxygen in the water than in the water column. When there is enough light and temperature, nutrients may promote primary production; but, when discharged under favourable circumstances, they may lead to eutrophication issues. During the dredging process, the normally low DO levels in bottom sediments would rise. Variations in DO levels and noise are probably going to have localized effects on marine ecology.

II. Bottom sediment removal:

The removal of benthic populations linked to bottom sediments would occur via dredging. Sessile forms and sediments are removed during dredging, and mobile species tend to disperse and may increase species diversity in areas adjacent to the dredging site. However, sensitive species with low abundance will face a major impact due to dredging activity. Similarly, organisms which are filter feeders will have an impact as suspension of finer particles during dredging may reduce their feeding activity. But, it has been noted that the dredging process would improve the diversity and density of species in the areas surrounding the dredging site due to the movement and habitation of mobile species and the transfer of nutrients. Measures such equipment and dredger selection, environmental monitoring, and activity regulation based on monitoring results will be implemented to lessen impacts on marine ecology.

III. Smothering Impact from Sediment Settling:

The construction of Honnavar Barge/ vessel loading facility will involve capital dredging and construction of breakwaters during which resuspension of dredged materials, its relocation, and the production of residual sediment plume will occur. Sediment with coarser particles will settle in the nearby areas, while finer particles will travel and settle in the far-field region depending on environmental conditions and oceanographic factors.

Anticipated Impact during Operation

Barges carrying cargo and port vessels will be moving constantly during the operation phase. If not controlled, there is a chance that the cargo barges will leak watery materials such as sewage, solid waste, bilge water, and barge waste (sullage).

During the berthing time, barges and boats calling at the Honnavar Barge/Vessel Loading Facility are not allowed to deposit wastes. Furthermore, if they are not properly treated, land-based sources of pollution such as sewage, runoff from cargo berths, waste water, and effluents from barge loading operations will also have an impact on the marine water and sediment characteristics in the harbour basin. It is suggested to restrict discharges from some locations and prohibit discharges from others in order to prevent effects on the quality of the marine water. Storm water runoff will therefore be routed into open channels lined with concrete. Uncontaminated lands will release their runoff straight into the ocean. Runoff from berths and other potentially polluting places will be captured and routed to a soak pit and septic tank.

Anticipated Impact on Biological Environment (Coastal and Marine Ecology)

Anticipated Effects of the Suggested Facility Location

The richness of different aquatic biota, such as bacteria, phytoplankton, zooplankton, benthos, coastal sand dunes, salt marshes, mangroves, and other marine flora and fauna, was shown by baseline data on marine biology in and adjacent to the proposed area site. The surrounding environment of the proposed project would be impacted by the presence of construction materials, machinery, and leftover solid waste from the port's development. It should be noted that the degree of impact on the marine ecology varies with the duration of the building period. Monitoring in the future could evaluate how the coastal environment changed while the project was built and operated.

- *Impact on Turtle nesting site*

At the area designated for Honnavar port development, presence of turtle protected breeding/hatchery site was found. The Coastal Regulation Zone (CRZ) Notification 2019, promulgated under Environment (Protection) Act 1986, has specific focus on conservation and management plans of Ecologically Sensitive Areas (ESAs). Turtle nesting grounds are

classified as CRZ-1A area that are ecologically sensitive and are protected under Environment (Protection) Act 1986. Olive Ridley turtle is categorized as Schedule I species of the Wildlife Protection Act, 1972, which grants protection to turtles. The IUCN Red List of Threatened Species has categorized Olive Ridley Turtle *Lepidochelys olivacea* as **vulnerable** under criteria A2bd.

The current project involves barge/ vessel loading facility site which use core area for stockyard, general cargo storage, operation building, etc. and involves construction of structures for coast protection toward the seaward side of the core site and a permanent southern and northern breakwater.

During the current survey, man-made 23 turtle breeding/hatching protected sites were observed at the project influence area and the core; indicating the area as potential turtle nesting ground. But as in the current survey, we shouldn't disturb the delicate incubation/breeding sites site for validation; instead, the Honnavar Forest department Division were communicated to confirm about the data on the turtles nesting sites. The data provided by them confirmed the presence of turtle nests in project core and influence area.

The construction activity in project core area and influence area will have an impact on turtle nesting grounds. Therefore, mitigation measures must be carefully considered in consultation with the appropriate authority and adhered to their recommendation.

- *Impact on Sand dunes*

Huge sand dunes (> 1.5 m) were not discovered at the core site during the current survey. Nonetheless, there was a sizable bed of *Ipomoea pes-caprae* and *Spinifex littoreus* in the land identified for the development of Honnavar port and the project influence site. At the beach, the two species were known to serve as the main sand stabilizer and are helpful sand binder. Dune vegetation serves as a habitat for coastal wildlife and is essential to the growth and stability of the dune system.

Sand dunes are classified as CRZ-1A area under the Coastal Regulation Zone (CRZ) Notification 2019, under Environment (Protection) Act 1986, has specific focus on conservation and management plans of Ecologically Sensitive Areas (ESAs).

Planned construction activities related to the project will have an impact on the sand dune vegetation.

- *Impact on Mangroves and Saltmarsh*

Mangroves are not present on the land designated for the construction of the Honnavar port development facility, but dense mangroves (along with mangrove plantation) and the species that are associated with them are visible toward the eastern side of the Sharavati River, which is roughly around 380 m and 600 m situated exact perpendicular opposite to core project site. Around 2.4 km southeast of the proposed port development facility, huge dense mangrove patch is located with an area of about 2.0 Sq. km.

During the construction and maintenance of dredging of the approach channel and the harbour basin. Localised and short term impacts are anticipated from increased turbidity. The spillage during the dredging activity will cause sediment plume with finer sediment particle transporting to far distance. The transport of sediment plume to the mangrove region may congest the aerial root system of mangroves thereby reducing their oxygen ability. It may also have an impact on the young mangrove saplings.

At the designated port development facility, open storage of dry bulk cargo of coal and iron ore is proposed, the stacking of coal and increase in the number of barges and boats, their operation and movement of cargo to and fro will increase the dust and pollution load. The activities will have an impact especially to the mangrove located close to the project site in terms of reduction in carbon dioxide exchange of upper and lower leaf surfaces of mangrove which will affect their health.

Saltmarsh were established at the fringe areas of many individual mangrove forest patches located 2.4 km southeast of the proposed port development facility. The sediment plume with finer sediments may have an impact, but the presence of dense saltmarsh may help in trapping and deposition of the fine sediments.

- *Impact on Seagrass*

Seagrass were not present on the land designated for the construction area, but dense seagrass beds were located towards the eastern side of the Sharavati River, which is around 2.4 km southeast of the proposed port development facility.

Like mangroves, sediment plume with finer sediments and increase water turbidity will cause reduction in photosynthetic activity of upper and lower leaf surfaces of seagrass which will affect their health.

As a part of EMP, both water quality monitoring and any impact of coastal ecosystem monitoring is proposed.

- *Impact on Fisheries*

The proposed project might potentially pose indirect impacts on fisheries in several ways. Construction site run off and wastewater from construction activities could results in water quality impacts which would potentially affect the fisheries too. Impact on fisheries could be minimised by practicable measures such as proper wastewater management, restoration of disturbed fisheries resources and habitat enhancement of fisheries resources.

Based on published records, carcass of cetaceans *Balanoptera edeni/brydei* has been reported to be washed near the Kasaragod area of Honnavar. The developmental activities during the construction phase of the proposed port can affect the local cetacean movement, distribution and behaviour. Every phase of dredging involves vessel movement, from moving from the extraction location and dumping sites to using the dredger itself. The factors that influence a collision might vary, such as the type of vessel, its speed, location, species, and behaviour.

Anticipated effects of the Operation

Barge/Vessel loading facility vessels and cargo barges will be moving constantly throughout the operation phase. If not controlled, there could be a chance of aqueous discharges from the cargo ships, including the dumping of solid wastes, sewage, and barge waste (sullage). The anticipated effects and appropriate mitigating actions must be taken.

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Since the cargo will be handled by specialized mechanized barge/vessel loaders and unloaders, spills do not occur during regular operations. The ecology, sediment quality, and marine water quality in the harbor basin will all be impacted in the event that there are unintentional cargo spills during the transfer of goods from/to the barges or vessel.

Mitigation measures to be undertaken

I. Mitigation Measures for marine ecology

The following information will be included in a Dredging Management Programme that will be created and put into effect prior to the start of dredging.

- A dredging schedule and a list of DOs and DO NOTs should be distributed to all parties participating in the construction process.
- Using baseline turbidity levels as a point of reference during dredging, it is suggested to monitor turbidity levels during the building phase.
- To minimize the suspension of fine sediments at the dredge site, appropriate dredging equipment should be used.
- Dredging operations should be controlled in the event of rough sea condition.
- One week before dredging begins, an additional environmental monitoring program should be launched and maintained. This program should include monitoring of marine water quality, marine sediment quality, and marine ecology.
- Barges and workboats should be guaranteed to include slop tanks for the collection of liquid and solid waste produced on board. Waste discharge into the ocean should not be permitted.
- Using of spill containment techniques when filling up dredgers, barges, workboats, etc. is recommended.
- A program of post-dredging monitoring will be implemented to evaluate the impact of waste and dredging on marine ecosystem.

The planned mitigation measures should be monitored in relation to dredging and the disposal of dredged material.

II. Mitigation Measures for sea turtle

- Because Olive Ridley turtles are listed as Schedule I species under the Wildlife Protection Act of 1972, preserving and safeguarding of turtle nesting areas in project core and influence area must be carefully considered in consultation with the appropriate authority and adhered to their recommendation.

III. Mitigation Measures for sand dune vegetation

- The development of the facility will have an impact on sand dune vegetation at core site.
- However, at project influence area care should be taken during construction to minimize or avoid damage to the sand dune vegetation area.
- Discharge of handling materials during the construction and operation at sand dune vegetation is strictly not to be allowed.

IV. Mitigation Measures for Mangroves

- To control coal dust that may be released while releasing coal from the vessels, water sprinklers will be installed in the hoppers. In a similar manner, water spraying will be used along unpaved access road segments and during earthworks to minimize fugitive dust.
- Appropriate mitigation measures such as use of silt screens during dredging should be taken to ensure the water quality near the mangrove region.
- Employees at the barge/vessel loading facility should get education regarding the value of mangroves and how to conserve them.
- During construction and operation, it is not permitted to discharge handling materials near to mangrove area.

V. Mitigation Measures for Seagrass

- Appropriate mitigation measures such as use of silt screens during dredging should be taken to ensure the water quality near the seagrass region.

VI. *Mitigation measure during operation*

- As part of the disaster management strategy, a spill contingency plan will be created based on how the cargo will be handled.
- At cargo handling zones, spill recovery and immediate reaction protocols will be exhibited.
- The cargo being handled's Material Safety Data Sheet (MSDS) will be visible.
- Periodic intervals the conduct of mock drills will be carried out.

Green belt development

It is suggested to create a green belt around the planned project site in accordance with CPCB's standards for greenbelt development (Programme objective series: PROBES/75/1999-2000). Green belts are generally advised to be planted with plants tolerance to the present environmental conditions, although it is quite difficult to say with certainty that the species will flourish and establish.

Methodology

- Exotic or undesirable plants, weeds, and items like stones, plastics, etc. should be removed before planting.
- Since the surrounding area water is saline, planting native plant seedlings there should be followed by the addition of a rich soil made up of earth, sand, silt, and organic manure to improve plant survival.
- Pits should receive abundant irrigation, and growing plants require special attention during the first three years due to ideal drainage and climate conditions.
- For planation, trees 3 to 5 m in height and shrubs between 1 and 1.5 m in height are suitable plant choices. Following planting, it is important to make sure that the plants are receiving enough nutrients, are not experiencing water stress, and are exposed to a sufficient amount of light and wind.

- Three tier greenbelt is proposed which composed plantation of Small bushes, Scrubs and Trees.
- The natural component of the bioclimate must be taken into consideration when choosing plant species for plantations. Given that the planned site is close to the sea, care should be taken while selecting native plant species that can withstand salinity and salt sprays. Plant species in Appendix C of their instructions, CPCB (Programme goal series – PROBES/75/1999-2000) has recommended plant species for greenbelts based on agro-climatic zones and their subzones.
- After plantation monitoring of plants shall be inspected, damaged plants should be replaced with new plan



9. Summary and Conclusion

Project Influenced Area: The study's designated Project Influenced Area is a 10-kilometer radius surrounding the port location. The project site is regarded as the core location area. A onetime sampling is carried out in Pre-monsoon season to obtain the baseline marine water, environmental and biodiversity data.

The study area's current marine environmental conditions were determined by gathering and examining sediment and water samples from specific places. Physical, chemical, and biological factors are among the parameters that are assessed.

- The water temperature ranges between 30.1°C to 31.8°C.
- Salinity is measured in Practical Salinity Units (PSUs), which vary from 4.52 to 35.4.
- The water turbidity ranged from 0.84 NTU to 8.97 NTU.
- Having a well-organized plankton community, a well-developed benthic structure, and elevated oxygen levels suggest that the waters are uncontaminated and conducive to a healthy aquatic ecosystem.
- Chemical and biological observations reveal ambient coastal processes that coincide with the fundamental bio-geochemical processes of the coastal environment at normal levels.
- In core area two ecologically sensitive areas/ coastal ecosystem classified under CRZ-1A under CRZ notification 2019 was found and in project influence area three ecologically sensitive areas/ coastal ecosystem classified under CRZ-1A was discovered.

ANNEXURE A26



REPORT ON SHORELINE MANAGEMENT PLAN ALONG KARNATAKA COAST

Submitted to



Government of Karnataka

Prepared by



National Centre for Sustainable Coastal Management (NCSCM)
Ministry of Environment, Forest and Climate Change (MoEF&CC)
Anna University Campus, Chennai 600025

September 2024

No.	Location	Taluk	Length (km)	Geographical Coordinates	Major land use	Status of shoreline	Cause of erosion	CRZ category	Recommended policy option	Recommended Technical solution/Nature of solution
							monsoon			
4.	Murudeshwara fisherman Beach	Bhatkal	0.13	14° 5'39.03"N 74°29'7.69"E to 14° 5'37.46"N 74°29'11.67"E	Habitations, fish landing area and tourism activities	Low to Moderate erosion	Non-equilibrium movement of sediments in the bay, storm drain water and high wave action during monsoon	CRZ IB	Do nothing	Monitoring the beach
5.	Shri Murudeshwara Beach	Bhatkal	0.60	14° 6'0.37"N 74°29'12.38"E to 14° 5'41.49"N 74°29'7.71"E	Habitations, fish landing area and tourism activities	Moderate to High erosion	Non-equilibrium movement of sediments in the bay	CRZ IB	Limited intervention	Sand nourishment (Soft)
6.	Tonka I	Honnavar	0.64	14°16'34.87"N 74°25'38.24"E to 14°16'15.25"N 74°25'45.12"E	Habitations	Moderate to High erosion	High wave action during monsoon and obstruction of littoral drift	CRZ IB	Hold the line	Seawall with sand nourishment (Hybrid)
7.	Toppalakeri	Honnavar	0.84	14°17'52.07"N 74°25'32.32"E to 14°17'26.75"N 74°25'27.22"E	Fishing hamlet, fish landing area and Olive Ridley turtle conservat	Moderate to High erosion	Obstruction of littoral drift and high river runoff during monsoon	CRZ IB	Limited intervention	Dredging the mouth and construct a training wall to regulate the river flow environment (Hybrid)

- iii) Wet/Dry line and
- iv) Instantaneous waterline.

In this assessment, both the morphological and non-morphological coastal features were considered for delineation of shorelines derived from the satellite images of different time periods.

6.3 Factors influencing Coastal Erosion

A coastline is made up of a number of interconnected physical systems that are affected by both onshore and offshore processes. Coastal erosion is the process of eroding and redistributing solid elements of a shoreline, including sediments.

Erosion is defined as the encroachment of land by the sea over a period of time. It is a combination of natural and man-made processes operating on different scales. Coastal erosion is typically caused by natural forces such as waves, tidal and small-scale currents, storm surges, hurricanes, windstorms, tsunamis, flooding hazards, relative mean sea level, direction of littoral drift and inlet dynamics (Haddow et al. 2020). Effects of human impacts include construction of artificial structures, mining of beach sand, offshore dredging damping rivers by building dams and activities relating to Ports/harbor and Recreation (Balasubramanian, 2011). Accretion is the process of coastal sediment returning to the visible portion of a beach or foreshore after a submersion event. A sustainable beach or foreshore often goes through a cycle of submersion during rough weather and later accretion during fair weather (Pidwirny, M. 2006).

6.4 Data Source

To prepare the shoreline change maps on 1:25000 scale as per the CZMP grids for all the coastal districts of Karnataka. Shoreline change data is a prerequisite to assess the coastal erosion and accretion characteristics over a period of time. Extraction of historic shorelines of the coastal zone is the primary data for shoreline change assessment. The time series satellite images utilized for shoreline delineation for the Karnataka coast are detailed in Table 6.1.

Table 6.1: Datasets used for the assessment

Year	Data	Spatial Resolution (m)
1990	Landsat 5 TM+	30
1997	Landsat 5 TM+	30
2000	Landsat 7 ETM+	30
2006	IRS P6, Resourcesat1- LISS IV	5.8
2010	IRS P6, Resourcesat1- LISS IV	5.8
2016	IRS P6, Resourcesat2- LISS IV	5.8

measurement-related) as well as short-term fluctuations through a statistical approach. While the computation of shoreline uncertainty is considered in both the LRR and Weighted Linear Regression (WLR) rate methods in DSAS and the LRR method is deemed more suitable for this assessment. This is because the LRR statistics are established by fitting a least-squares regression line to all shoreline points for each transect, thereby assigning greater importance or weight to more dependable data in determining the best-fit line in the WLR method. Furthermore, the LRR method employs all available data to derive a best-fit line that minimizes the overall squared distance to the recognized shoreline.

6.5.4 Uncertainty Error Calculation

Potential uncertainties in the position of the shoreline can arise when analyzing multiple satellite images taken at different times, different tidal conditions and with varying levels of spatial resolution. These uncertainties can be quantified using the equation:

$$U_p = \sqrt{U_{gi}^2 + U_{di}^2 + U_{pi}^2}$$

(modified from Fletcher et al. 2012)

Where U_{gi} is geo-referencing uncertainty, U_{di} is digitizing uncertainty, and U_{pi} is pixel uncertainty. The calculated confidence percentage of the derived shorelines was about 88% which were further correlated with the shorelines obtained from the field.

6.5.5 Classification of Shoreline Change Rates

The obtained statistics are computed to classify the shoreline changes into eight classes, such as high/ moderate/low erosion, artificial coast, stable coast, high/moderate/low accretion (Ramesh et al. 2021). Rocky coasts present along the coast have also been demarcated. The rate of shoreline changes and the classifications used in the assessment are tabulated in Table 6.2.

Shoreline Change Analysis (SCA)

SCA in long and short term periods indicates the erosion and accretion processes of the coast and is helpful in understanding the coastal response to manmade and natural interventions including sea-level rise

Table 6.2: Shoreline Change classifications

No.	Category	Rate of Erosion/Accretion (m/yr)
1	High Erosion	≥ -5
2	Moderate Erosion	-2 to -5
3	Low Erosion	-0.5 to -2

No.	Category	Rate of Erosion/Accretion (m/yr)
4	Stable Coast	-0.5 to + 0.5
5	Low Accretion	+ 0.5 to + 2
6	Moderate Accretion	+ 2 to + 5
7	High Accretion	≥ 5

6.6 Shoreline changes along Karnataka coast

The coastline of Karnataka spans approximately 328 km from Talappady in the south, bordering with Kerala, to Majali in the north, bordering with Goa. This coastal region has numerous unique features, including fourteen rivers that drain into the Arabian Sea. Among the significant estuaries are the Netravati-Gurpur, Gangolli, Hangarkatta, Sharavathi, Aganashini, Gangavali, and Kalinadi. Moreover, there are 90 renowned beaches along the coastline along with blue flag certified Padubidri Beach in Udupi and Kasarkod beach in Uttara Kannada districts. Some of the notable beaches include Someshwar-Ullal, Panambur, Tannirbhavi, Malpe, Padubidri, and Gokarna. However, several beaches are deemed unsuitable for use due to coastal erosion, human settlements, and activities associated with ports, industries, and fisheries.

The coastal zone of the three districts of Karnataka have distinct geomorphological settings. Among the three, Uttara Kannada has high rocky outcrops. The changes in the shorelines are subject to the activities along the coast which vary with time. Though the response of the shore to different natural and man-made interventions is dynamic, a quantified shoreline change over a specific period of time is widely used to understand the erosion/accretion characteristics of the coastal zone and to prepare shoreline management plan (Kankara et al. 2015). The assessment period can be long, short and decadal.

The shoreline change of the Karnataka coast is assessed for all the three scenarios with different intervals of time from 1990 - 2024. The shoreline changes obtained from the assessment are tabulated in Tables 6.3 and 6.4. However the shoreline changes owing to the natural and man-made interventions are best correlated for the period 2010-2024. Hence the shoreline change maps and the erosion/accretion areas obtained from the short term analysis are considered for the assessment. A Shoreline Management Plan (SMP) will include predominant eroding stretches obtained within the aforementioned period considering seasonal variations.

6.6.1 Long Term Analysis

The analysis comprises of two shoreline change datasets of different time periods such as 34 years and 24 years scenario. The gradual chronological developments along the coast during these periods have significantly influenced the shoreline dynamics (Sowmya et al. 2019). The number of coastal infrastructures in 1990, 2000 and 2024 obtained from the assessment is about 65,169 and 569 respectively. The

Category	Status	Decadal			
		2010 - 2021	2010 - 2022	2010 - 2023	2010 - 2024
Stable coast		89.31	88.52	86.61	83.01
Low Accretion		33.46	26.07	24.92	25.65
Moderate Accretion		9.15	7.64	6.05	5.60
High Accretion		2.89	2.74	3.42	3.20
Rocky coast (<i>Natural</i>)		75.27	75.27	75.27	75.27
Total Length (km)		328.55	328.55	328.55	328.55

6.7 Shoreline Change Assessment (District wise)

6.7.1 Uttara Kannada

Uttara Kannada district has a lengthy coastal line stretching to 193 km. The district has three distinct zones - narrow coast, hills, and flatter elevated zone. The coastline falls under five taluks including, Karwar, Ankola, Kumta, Honnavar and Bhatkal. The district's shoreline indicated an erosion percentage of 28% (Figure 6.1). However considering the state's coastline, Uttara Kannada accounts for 39% (Figure 6.2) of erosion despite extensive rocky shores. Periodic conversion of nominal eroding stretches to significant eroding stretches is observed due to increasing coastal developmental activities (Table 6.5). The proportions of shoreline changes for Uttara Kannada for the period 2010 – 2024 are tabulated in Table 6.5. Besides beaches, the other areas affected with erosion include coastal habitations, Crop lands, tourism and fish landing areas.

Table 6.5: Shoreline changes of Uttara Kannada district

Category	Status	Long Term		Short Term	
		1990 - 2024	2000 - 2024	2010 - 2024	2020 - 2024
High Erosion		0	0.14	0	15.74
Moderate Erosion		0.90	2.46	10.64	37.25
Low Erosion		21.81	47.98	43.53	23.84
Stable coast		83.38	54.74	46.87	17.79
Low Accretion		9.24	10.24	14.53	10.40
Moderate Accretion		1.56	1.84	2.28	7.02
High Accretion		2.38	2.42	1.73	5.63
Rocky coast (<i>Natural</i>)		74.15	74.15	74.15	74.15
Total Length (km)		193.13	193.13	193.13	193.13

6.7.2 Udupi

Udupi district is a part of the Karnataka Coastal Zone and includes administrative subdivisions such as Kundapur, Udupi, Karkala, Brahmavar, Byndoor, Hebri, and Kaup Taluks. Udupi and Kundapura are the main taluks with urban centres like

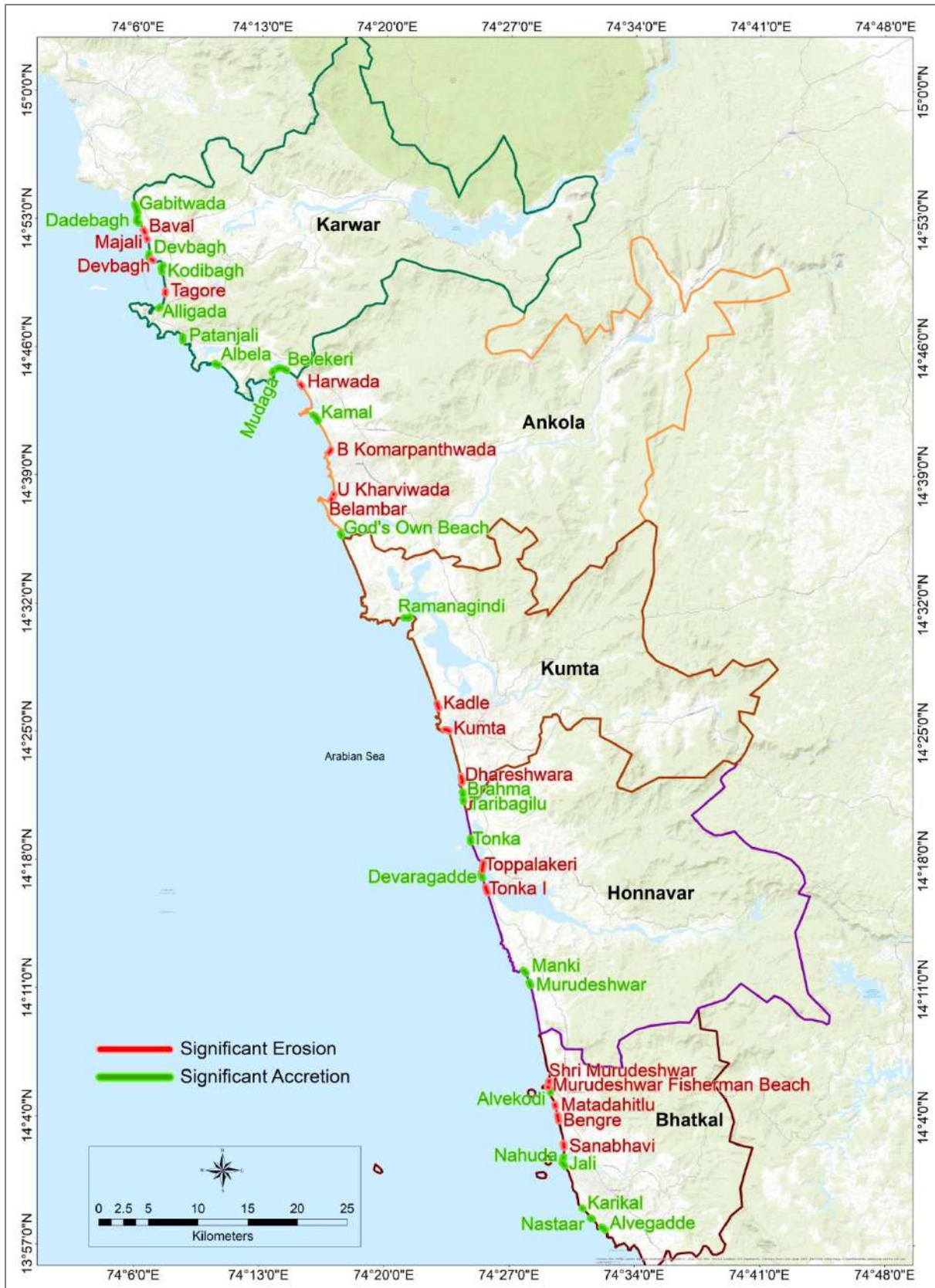


Figure 6.3: Stretches with High erosion and accretion in Uttara Kannada
Data obtained from the assessment (Tables 6.8 and 6.9)

No.	Location	District	Taluk	Length (km)	Erosion Category	Geographical Coordinates	CRZ Class	Remarks
7.	U Kharviwada	Uttara Kannada	Ankola	0.29	Moderate	14°37'59.67"N 74°17'4.36"E To 14°37'50.75"N 74°17'1.92"E	CRZ IB	Habitations, fish landing area and cultivation lands
8.	Belambar Beach	Uttara Kannada	Ankola	0.14	Moderate	14°37'44.73"N 74°16'57.76"E To 14°37'40.89"N 74°16'55.10"E	CRZ IB	Habitations, fish landing area and cultivation lands
9.	Kadle Beach	Uttara Kannada	Kumta	0.59	High	14°26'36.63"N 74°22'53.64"E To 14°26'18.29"N 74°22'59.16"E	CRZ IB	Tourism activities and Habitation
10.	Kumta Beach	Uttara Kannada	Kumta	0.41	Low to Moderate	14°25'8.51"N 74°23'17.26"E To 14°25'7.74"N 74°23'28.99"E	CRZ II	Cultivation lands, tourism and economic activities
11.	Dhareshwara Beach	Uttara Kannada	Kumta	0.71	High	14°22'37.27"N 74°24'14.55"E To 14°22'14.73"N 74°24'18.16"E	CRZ IB	Habitations, fish landing area and cultivation lands
12.	Southern bank of Sharavathi Estuary	Uttara Kannada	Honnavar	0.84	Moderate to High	14°17'52.07"N 74°25'32.32"E To 14°17'26.75"N 74°25'27.22"E	CRZ IB	Fishing hamlet, fish landing area and Olive Ridley turtle conservation area
13.	Tonka I	Uttara Kannada	Honnavar	0.64	Moderate to High	14°16'34.87"N 74°25'38.24"E To	CRZ IB	Habitations

No.	Location	District	Taluk	Length (km)	Erosion Category	Geographical Coordinates	CRZ Class	Remarks
						14°16'15.25"N 74°25'45.12"E		
14.	Shri Murudeshwar Beach	Uttara Kannada	Bhatkal	0.60	Moderate to High	14° 6'0.37"N 74°29'12.38"E To 14° 5'41.49"N 74°29'7.71"E	CRZ IB	Habitations ,fish landing areas and tourism activities
15.	Murudeshwar fisherman Beach	Uttara Kannada	Bhatkal	0.13	Low to Moderate	14° 5'39.03"N 74°29'7.69"E To 14° 5'37.46"N 74°29'11.67"E	CRZ IB	Habitations, fish landing areas and tourism activities
16.	Matadahitlu Beach	Uttara Kannada	Bhatkal	0.29	Moderate to High	14° 4'43.10"N 74°29'33.04"E To 14° 4'34.09"N 74°29'35.08"E	CRZ IB	Fishing hamlet and fish landing area
17.	Bengre Beach	Uttara Kannada	Bhatkal	0.61	Low to Moderate	14° 4'7.72"N 74°29'41.56"E To 14° 3'48.10"N 74°29'45.48"E	CRZ IB	Recreation and tourism activities and cultivation lands
18.	Sanabhavi Beach	Uttara Kannada	Bhatkal	0.42	Low to Moderate	14° 2'34.98"N 74°30'1.92"E To 14° 2'21.29"N 74°30'3.29"E	CRZ IB	Fishing hamlet
19.	Madikal Beach	Udupi	Kundapura	0.40	Low to Moderate	13°49'53.76"N 74°37'0.80"E To 13°49'40.86"N 74°37'1.81"E	CRZ IB	Habitations and fish landing area
20.	Madikal Gudda	Udupi	Kundapura	0.19	Low to	13°49'39.39"N	CRZ IB	Habitations, fish landing and

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No.	Location	District	Taluk	Length (km)	Accretion Category	Geographical Coordinates	CRZ Class	Remarks
						74°24'24.22"E		
14.	Taribagilu Beach	Uttara Kannada	Kumta	0.41	Moderate	14°19'13.87"N 74°24'48.27"E To 14°19'0.75"N 74°24'48.61"E	CRZ IB	Habitations
15.	Tonka Beach	Uttara Kannada	Honnavar	0.63	Moderate to High	14°17'22.44"N 74°25'25.32"E To 14°17'3.28"N 74°25'28.49"E	CRZ IB	Tourism activities
16.	Devaragadde Beach	Uttara Kannada	Honnavar	0.42	Moderate to High	14°12'2.20"N 74°27'46.06"E To 14°11'51.47"N 74°27'55.31"E	CRZ IB	Habitations, fish landing area and tourism activities
17.	Manki Beach	Uttara Kannada	Honnavar	0.37	Low to Moderate	14°11'22.93"N 74°28'5.83"E To 14°11'11.70"N 74°28'10.04"E	CRZ IB	Habitations, fish landing area and aquafarms
18.	Murudeshwar Beach	Uttara Kannada	Honnavar	0.43	Low to Moderate	14° 5'33.97"N 74°29'15.02"E To 14° 5'20.37"N 74°29'17.34"E	CRZ IB	Tourism activities
19.	Alvekodi Beach	Uttara Kannada	Bhatkal	0.34	Moderate to High	14° 1'50.27"N 74°30'1.92"E To 14° 1'38.75"N 74°29'58.41"E	CRZ IB	Habitations and tourism activities

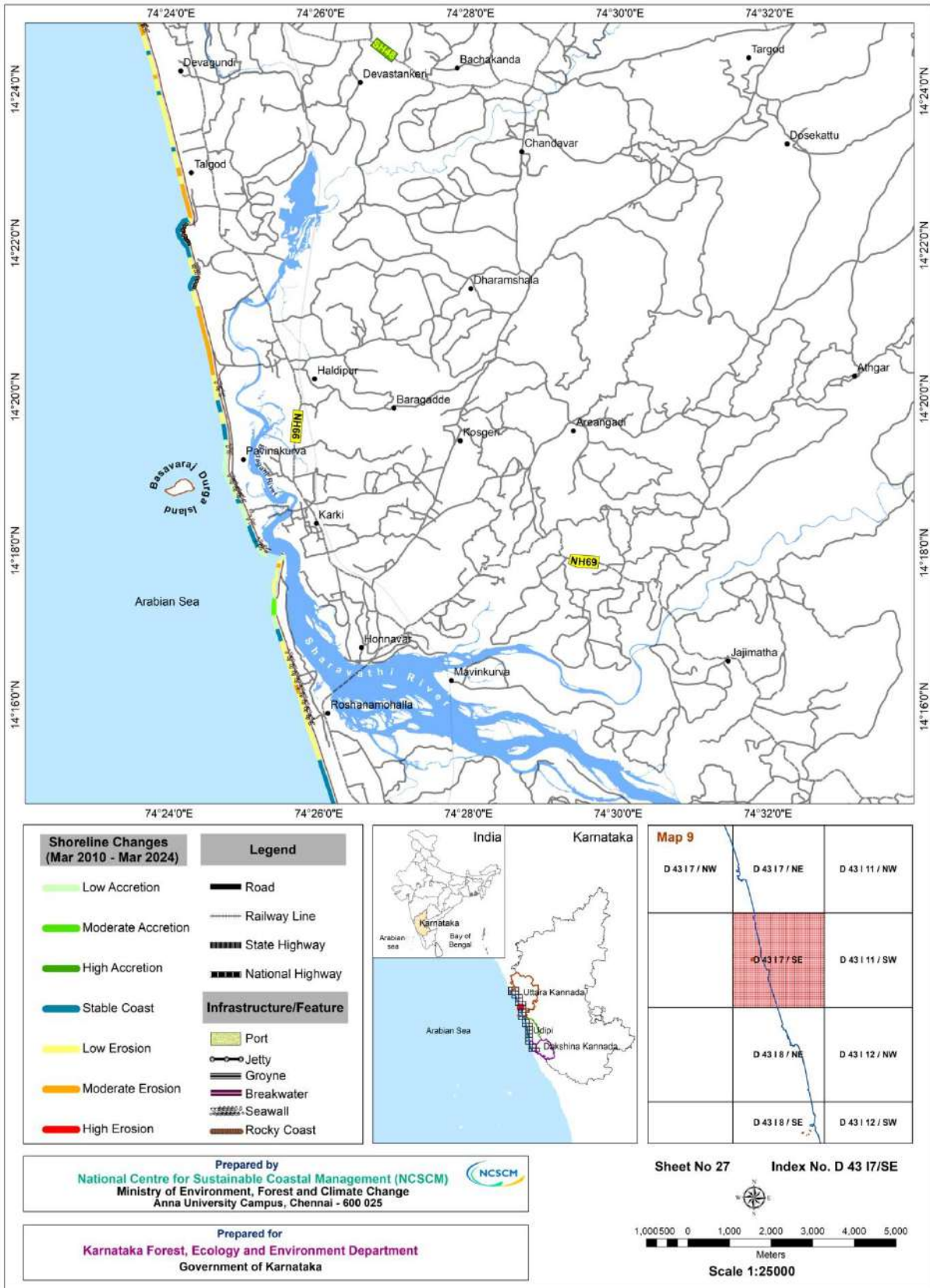


Figure 7.9: Shoreline changes along Sharavathi Estuary, Uttara Kannada

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

Government of India

Ministry of Environment, Forest and Climate Change

(IA Division)

Indira Paryavaran Bhawan

Jor Bagh Road, Aliganj,

New Delhi - 110003

Dated: 8th June, 2022**OFFICE MEMORANDUM**

Subject: Standardizing the validity of baseline data and public consultation reports for submission of proposal within the validity period of Terms of Reference (ToR) under the provisions of EIA Notification, 2006 - regarding.

As per the provisions of EIA Notification, 2006, Terms of References (ToR) are being accorded to the various developmental projects listed in the schedule to the EIA Notification, 2006 except schedule 8(a) for undertaking EIA/EMP study. In this regard, Ministry issued Office Memorandum No. J-11013/41/2006-IA-II (I) (Part) dated 29th August 2017 stating that the validity period of ToR as three years for all the projects/activities and four years for River Valley and HEP Projects. This validity period could be further extended by a maximum period of one year, thereby making the outer limit for validity of ToR as four years for all projects/activities and five years for River Valley and HEP projects.

2. Further, in the above-mentioned O.M, it is also stated that the baseline data used for preparation of EIA/EMP reports may be collected at any stage, irrespective of the request for ToR or the issue thereof. However, such baseline data and the public consultation should not be older than three years, at the time of submission of the proposal, for grant of Environmental Clearance (EC), as per ToRs prescribed.

3. Thereafter, MoEF&CC also issued a gazette notification vide S.O.751 (E) dated 17/02/2020 stating that the Terms of Reference for the projects or activities except for River valley and Hydro-electric projects, issued by the concerned regulatory authority, shall have the validity of four years from the date of issue. In case of the River valley and Hydro-electric projects, the validity of ToR will be for five years.


4. Instances have been brought to the notice of this Ministry wherein the application for Environment Clearance are being submitted by the project proponent well within the validity period of the ToR but the baseline data is older than three years. In such situation, project proponent is required to start the entire process of baseline data collection *de novo*. Many a times, it is also observed that the delay in submission of EC proposal happens due to delay in rescheduling and conduct of public hearing for reasons beyond the control of project proponent.

5. In many such cases where proposals are submitted with baseline data older than three years, the EAC prescribes for revalidation of data with fresh baseline data of 15 days/1 month/ 1 season on a case to case basis.

6. The aforesaid matter has been examined in the Ministry. In order to address this issue in a practical manner and to bring uniformity in handling such proposals, the following standard procedures shall be followed with immediate effect:

- i. Baseline data used for preparation of EIA/EMP reports may be collected at any stage of the EC process or even before the grant of ToR.
- ii. Public consultation shall be conducted after the grant of ToR. The Public consultation conducted after the expiry of ToR shall not be accepted by the Regulatory Authority.
- iii. The baseline data and Public Hearing shall not be more than three years old at the time of submission of application for consideration of EC.
- iv. At the time of application for EC, in case baseline data is older than three years, but less than five years old in the case of River valley and HEP Projects, or less than four years old in the case of other projects, the same shall be considered, subject to the condition that it is revalidated with one season fresh non-monsoon data collected after three years of the initial baseline data.
- v. In case the proposal for EC along with EIA/EMP reports based on the ToRs prescribed is not submitted within the validity period of ToRs, and/or not complying with the above-mentioned criteria, the concerned Member Secretary shall not accept the proposal and process shall be initiated *de novo* by the PP.

7. This O.M. is issued in supersession of OM no. J-11013/41/2006-IA-II (I) (Part) dated 29th August 2017 and with the approval of the Competent Authority.


(Sundar Ramanathan)
Scientist E

To

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

Copy for information to:

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

Service of rejoinder in Appeal No. 7 of 2025 | Janardhan P Mesta and Anr. v. SEIAA Karnataka and Anr.

1 message

Raghunandan Sriram <raghunandan.sriram.adv@gmail.com>

15 March 2025 at 16:15

To: Vasanth HK <vasanthhk72@gmail.com>, Ramasubramaniam Raja <ram@ramlawchambers.com>

Cc: Yogeshwaran Amarneethi <yogeshwaranadv@gmail.com>, Poongkhulali B <poongkhulali.b@gmail.com>

Dear sir,

Please find attached the rejoinder to be filed in the subject mentioned appeal. Kindly treat this email as service of the rejoinder, and acknowledge the same.

Regards,
Raghunandan Sriram
For Yogeshwaran A
Counsel for Appellants

--

Raghunandan Sriram
Advocate
Chennai

**Honnavaara port project rejoinder_final.pdf**

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