

**BEFORE THE NATIONAL GREEN TRIBUNAL SOUTHERN ZONE BENCH
AT CHENNAI**

**OA NO 26 OF 2024
IN
OA NO 702 OF 2023(PB)**

IN THE MATTER OF:

**NEWS ITEM TITLED "WILL THE TIDE TURN FOR THE SHIP THAT RAN
AGROUND IN VIZAG? APPEARING IN THE HINDU DATED 29.10.2023.**

..... Applicant

Vs

ANDHRA PRADESH COSTAL ZONE MANAGEMENT AUTHORITY

.... Respondent

REPORT FILED BY THE APCZMA 1ST RESPONDENT

DATE- 01.08.2025



**M/s MADHURI DONTI REDDY
ADVOCATE**

STANDING COUNSEL FOR GOVERNMENT OF ANDHRA PRADESH

A.P. POLLUTION CONTROL BOARD

#26, S2, Royal Castle, Gill Nagar Extension, Choolaimedu, Chennai – 600 094.

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**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL Southern
Zone Bench AT CHENNAI**

Original Application No. 26 of 2024 (SZ)
Earlier OA No. 702/2023 (PB)

Andhra Pradesh Coastal Zone Management Authority

... Respondent

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It is certified that all the documents contained in the above annexure are true copies.

Date: 21.04.2025

Report on the Hon'ble NGT in Original Application No. 26 of 2024 (SZ), earlier OA No. 702/2023 (PB) with reference to the News item appeared in "The Hindu" dated 29.10.2023 entitled "will the tide turn for the ship that ran aground in Vizag?"

It is to submit that a Suo-Motu case was taken up by the Hon'ble NGT (PB) with OA No. 702 of 2023 (PB) based on the News item appeared in "The Hindu" dated 29.10.2023 entitled "will the tide turn for the ship that ran aground in Vizag?". It was transferred to the Hon'ble NGT (SZ) and re-numbered as OA No. 26 of 2024 (SZ) with vide order dated 09.02.2024.

In this regard, the latest report of Andhra Pradesh Coastal Zone Management Authority (APCZMA) filed in the month of January, 2025.

The Hon'ble NGT vide order dated 06.03.2025 issued the following:

- "1. Today, there is no representation for Respondent No.2.*
- 2. As the pleadings are complete, let the matter be listed on 30.04.2025 for final hearing."*

In continuation to the above, it is to submit that the proposal viz., *Andhra Pradesh Tourism Development Corporation (APTDC)* was placed in 65th APCZMA meeting held on 06.03.2025 and after detailed discussions; the Authority decided that the following members of APCZMA shall visit the site, verify the proposed project site and submit their remarks to APCZMA:

- i. Dr. VVSS Sarma, Scientist-In-charge and Chief Scientist, NIO, Visakhapatnam. (Expert Member)

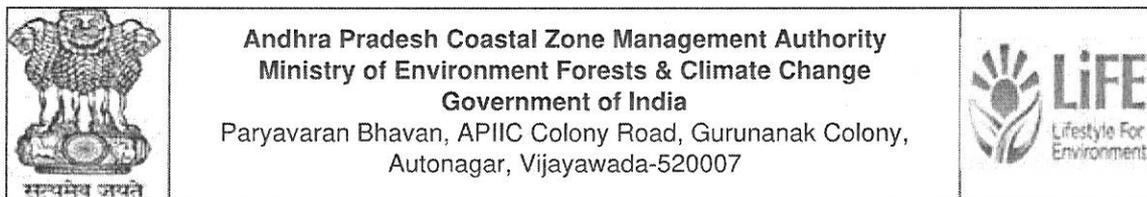
- ii. Sri NSS Sarath Chandra, Secretary, India Youth for Society, NGO.

The decision of the APCZMA was communicated to the committee members; the JCEE, ZO: Visakhapatnam and the project proponent vide letter dated 15.04.2025 requesting to inspect the project site and submit their remarks to APCZMA on proposal at the earliest for taking further necessary action in the matter. The copy of the APCZMA letter dated 15.04.2025 is submitted at **Annexure-I**.

This is for information.


21/4/25
Member Secretary
APCZMA

Annexure-1

**Letter No. 495/CRZ/Proj/2025-****Date: 15-04-2025**

Sub: APCZMA - M/s. Andhra Pradesh Tourism Development Corporation (APTDC) Ltd., Visakhapatnam - Proposal for Creation of Tourism Amenities at MV MAA Ship by APTDC, VMRDA Building, Second floor, C-Block, Siripuram, Visakhapatnam, Andhra Pradesh - CRZ Clearance under the provisions of the CRZ Notification, 2011- Minutes of the APCZMA meeting - Communicated - Reg.

- Ref :**
1. M/s. AP Tourism Development Corporation, Vijayawada, dated 19.06.2023.
 2. APCZMA meeting held on 14.11.2023.
 3. APCZMA letter dated 13.12.2023.
 4. The Prl. CCF, Forest Dept, Govt. of AP letter dated 16.10.2023.
 5. Project Proponent letter dated 02.02.2024.
 6. APCZMA meeting held on 06.03.2025.

1. M/s. Andhra Pradesh Tourism Development Corporation (APTDC) Ltd., Visakhapatnam has submitted the proposal vide reference 1st cited for Creation of Tourism Amenities at MV MAA Ship by APTDC, VMRDA Building, Second floor, C-Block, Siripuram, Visakhapatnam, Andhra Pradesh. The project site falls in CRZ – I B & CRZ II as per approved CZMP (Map No. AP 117) and hence, the applicant sought clearance under the provisions of CRZ Notification, 2011.
2. The proposal was placed in 59th APCZMA meeting held on 14.11.2023. After detailed discussions, the Authority decided to seek clarification on certain points. The authority also decided to place the proposal in meeting after receipt of the reply from the applicant.
3. Accordingly, the APCZMA addressed a letter vide reference 3rd cited, communicating the decision of APCZMA. APCZMA also informed the applicant to apply their project proposal in online through "Parivesh Portal 2.0" as instructed by the MoEF&CC, GoI, New Delhi.
4. The applicant uploaded the reply to above in the Parivesh Portal 2.0 along with the required documents.
5. The clarification sought by APCZMA and the reply furnished by the proponent are summarized in the following table:

S. No.	Information sought by APCZMA	Reply submitted by the project proponent
1.	The project proponent not submitted environmental impacts due to construction of steel structures in intertidal zones.	<p>ACTIVITY: Steel Support Structure</p> <p>Impacts during Construction phase:</p> <p>1. Construction of Pedestal platform -0.45m x 0.45m pedestal concrete platform with 0.45m depth through water jet/digging.</p> <p>Impacts:</p> <ul style="list-style-type: none"> • Increase in turbidity • Movement of machinery (crane) impact on ambient air quality and noise environment • Generation of debris • Possible oil spillage <p>Mitigation measures:</p> <ul style="list-style-type: none"> • The construction activity is one-time activity and the turbidity levels are only for temporary period and localized. However, silt curtain will be provided based on feasibility. Construction will be carried out during Low tide. • PUC vehicles shall be used and activity shall be from dawn to dusk only. • Debris of 0.125cum of sand can be disposed along the coast at rocky sloping area on landward side. • There would not be generate any oil spills during operation of machineries. <p>2. Erection of painted steel support structure & Staircase of 13.5m height and 2.75m width.</p> <p>Impacts:</p> <ul style="list-style-type: none"> • Generation of steel debris like packed material, thermo-coal sheets and paper cardboard with a quantity of 50 kg. • Impact of paint on marine life. • Movement of machinery (crane) impact on ambient air quality and noise environment

		<p>Mitigation Measures:</p> <ul style="list-style-type: none"> • The prefabrication works will be done at workshop itself or manufacturer which is ready for erection. The waste is 50kgs is solid waste which will be disposed to GVMC as per Solid Waste Management Rules 2016. • The prefabricated structure will be painted at workshop itself. Anti-corrosive paints will be used. No welding at project site. • PUC vehicles shall be used and activity shall be from dawn to dusk only to meet 65dB. <p>TECHNICAL DETAILS:</p> <p>The two steel support structure shall be laid on the southern side of the ship with the following Dimensions:</p> <p>Material: Mild Steel and Galvanized Iron Length: 10 meters Width: 6 meters Height: 15 meters Depth for the foundation: 2.5 meters</p>															
<p>2.</p>	<p>The mitigation measures proposed during construction phase of steel structure and management of debris generated during the construction of steel structure in intertidal Zone should be submitted.</p>	<p>Mitigation measure: The steel structure of columns basically and full welding will be carried out at workshop itself or manufacturer which is ready for erection.</p> <p>Hence, there will not be any impacts during construction phase. Minor quantity of debris will be generated during erection stage which is localized.</p>															
<p>3.</p>	<p>The proponent shall submit the details of water requirement, wastewater & solid waste generation and disposal details.</p>	<p>WATER REQUIREMENT</p> <p>Source: Municipal water tankers</p> <p>The proposed project caters 100 sitting capacity and hence water budgeting is detailed below:</p> <table border="1" data-bbox="722 1691 1382 1944"> <thead> <tr> <th>S. No.</th> <th>Description</th> <th>Quantity (KLD)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Domestic @ 75 Liters/ Seat for restaurant</td> <td>7.5</td> </tr> <tr> <td>2.</td> <td>Visitors</td> <td>2.0</td> </tr> <tr> <td>3.</td> <td>Greenbelt development</td> <td>10.5</td> </tr> <tr> <td></td> <td>Total</td> <td>20.0</td> </tr> </tbody> </table>	S. No.	Description	Quantity (KLD)	1.	Domestic @ 75 Liters/ Seat for restaurant	7.5	2.	Visitors	2.0	3.	Greenbelt development	10.5		Total	20.0
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WASTE WATER GENERATION & DISPOSAL

S. No.	Description	Quantity (KLD)
1.	Domestic	6.0
2.	Visitors	1.6
	Total	7.6

(The General Cargo vessel MV MAA (IMO: 9557331, MMSI: 405000250) was built in 2009. (13 years old). It has been almost functional for 13 years and thereby strictly abiding to the rules of MARPOL convention).

The operations in the proposed restaurant will no way result in the disposal of solid or liquid wastes, as the ship is already equipped with 10 KLD STP and efficient waste collection facilities.

The liquid waste which is generated in the ship will be treated in the inbuilt STP and BOD will be 10mg/l and dispose to the GVMC Appugar STP located at a distance of 500m through tankers or utilize for green belt on beach road.

The treated water shall meet the marine disposal standards of rule 3(A) as per EPR rules 1986 and can dispose into the sea. However, we are not proposing to dispose the treated effluent after meeting standards into the sea.

SOLID WASTE GENERATION DETAILS:

S. No.	Description	Quantity (KLD)	Disposal
1.	Domestic waste (Municipal)	30.0 Kg/day	To GVMC collection bins
2.	Used batteries	2 Nos./Year	To APPCB authorized agencies
3.	Waste oil	50 LPA	To APPCB authorized agencies
4.	STP sludge	5 Kg/month	Septic tank cleaning agencies will be collecting the sludge periodically

The domestic wastes shall be segregated as per the solid waste management rules, 2016 and shall be handed over to the municipalities.

		<p>2No/s of used batteries shall be generated and they shall be disposed of as per the Rule 5 (i), (ii) of the Battery Waste Management Rules, 2022.</p> <p>About 50 LPA of used oil shall be generated, which comes under 5.1 of Schedule-1 of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and shall be sold to the authorized APPCB vendors.</p>																
<p>4.</p>	<p>The restaurant proposed in the ship may leads to disposal of solid waste in sea and wastewater washings may also be generated, even though the restaurant without kitchen proposed.</p>	<p>Solid Waste Management:</p> <p>SOLID WASTE GENERATION DETAILS: Source of generation of waste: Restaurant, DG sets Quantity:</p> <table border="1" data-bbox="729 864 1386 1218"> <thead> <tr> <th>S. No.</th> <th>Description</th> <th>Quantity (KLD)</th> <th>Disposal</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Domestic waste (Municipal)</td> <td>30.0 Kg/day</td> <td>To GVMC collection bins</td> </tr> <tr> <td>2.</td> <td>Used batteries</td> <td>2 Nos./Year</td> <td>To APPCB authorized agencies</td> </tr> <tr> <td>3.</td> <td>Waste oil</td> <td>50 LPA</td> <td>To APPCB authorized agencies</td> </tr> </tbody> </table> <p>Collection & Disposal of Waste: The solid waste will be segregated into dry and wet waste. Segregated waste will be store in separate bins at designated locations. This waste will be dispose to GVMC.</p> <p>WASTEWATER MANAGEMENT: The operations in the proposed restaurant will no way result in the disposal of solid or liquid wastes, as the ship is already equipped with 10 KLD STP and efficient waste collection facilities.</p> <p>The liquid waste which is generated in the ship will be treated in the inbuilt STP will be dispose to the Appugar STP located at a distance of 500m through tankers.</p> <p>The treated water shall meet the marine disposal standards of rule 3(A) as per EPR rules 1986 and can dispose into the sea. However, we are not proposing to dispose the treated effluent after meeting standards into the sea.</p>	S. No.	Description	Quantity (KLD)	Disposal	1.	Domestic waste (Municipal)	30.0 Kg/day	To GVMC collection bins	2.	Used batteries	2 Nos./Year	To APPCB authorized agencies	3.	Waste oil	50 LPA	To APPCB authorized agencies
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<p>5.</p>	<p>To avoid disposal of solid waste into sea, the proponent may withdraw restaurant without kitchen proposal in ship and the proposed project should be modified as visiting of ship by tourist similar to Sub-Marine project at RK beach area in Visakhapatnam.</p>	<p>Visakhapatnam has a lot of potential for sustainable tourism. Being Visakhapatnam city is crown to State of Andhra Pradesh and which is tourist prominent place and it will be more attractive restaurant and fetch revenue to Govt. and relaxation to visitors. However, we have considered stringent environmental systems in order to meet all guidelines. The following are the facilities will be created to address Solid waste disposal:</p> <p>Solid waste management:</p> <ol style="list-style-type: none"> 1. The domestic wastes shall be segregated as per the solid waste management rules, 2016 and shall be handed over to the municipalities. 2. 2 Nos. of used batteries shall be generated and they shall be disposed of as per the Rule 5 (i), (ii) of the Battery Waste Management Rules, 2022. 3. About 50 LPA of used oil shall be generated, which comes under 5.1 of Schedule-I of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and shall be sold to the authorized APPCB vendors.
<p>6.</p>	<p>The proponent may exclude the rain shelter in the proposed project as it may lead to Food zone area in surroundings of the project.</p>	<p>The rain shelter which has been one included as one of the project component, shall protect the tourists and morning walkers from the untimely rains thereby enhancing the aesthetic value of the tourist spot as well.</p> <p>Once the project got all statutory clearances, the rain shelter is one of the facilities in the MAA ship project and it is custodian of AP tourism and as per the DPR the project will be taken up with all facilities and installation of unauthorized food stalls and eating chambers will not entertain in the project area.</p> <p>DESCRIPTION:</p> <p>A Rain shelter is a greenhouse-like unit, in which, only the roof is covered with a transparent or translucent material that is impervious to rain. The structure is designed as a truss frame with a roof span of 13 meters and a height not exceeding the adjacent rock (approximately 10 meters) with all</p>

		connections designed as bolted connections.
7.	Foreshore facilities being provided by the project proponent in the proposed project site.	<ol style="list-style-type: none"> 1. Security/Life guard tower 2 (WPC), 2. Storm shelter, 3. Pitched pathway, 4. Lifeguard tower (Steel), 5. Drowning prevention system (DPS),
8.	Measures taken during natural calamities such as cyclones etc.	<ol style="list-style-type: none"> 1. Providing escape routes in the project area. 2. The cyclone contingency plan will come into force as soon as the storm warning issued by concerned department i.e., IMD/AP Disaster Management. Follow up cyclone information in radio / website for cyclone updates a facility will be closed. 3. Cordon off the affected area 4. Arrange evacuation of premises in consultation with Security Department 5. Restrict movement of vehicles
9.	Environmental impacts due to construction of footpath from the parking area (near Jodu Gullu) to the MV MAA ship are to be furnished.	<p>The proposed footpath will thereby serve as a free mode of movement for the pedestrians with its 20 feet dimensions capable of handling the peak capacities as well. Also the pathway is located on the CRZ-II classified area and shall be made from the pre-fabricated blocks with negligible damage to the existing landscape. It will also ensure any sort of sand settlement owing to proper maintenance.</p> <p>Impact due to the levelling of site for construction of Footpath. 2800Sqm of land will be developed for construction of foot path with paver blocks. There are no sand dunes. The foot path will be provided with drains for free flow of rain water.</p>
10.	The proponent shall explore the possibility to use the existing approach from Tenneti Park.	<p>The approach from the Tenneti Park is becoming more congested over the period of time due to increasing touristic footfall and also has been subjected to wear and tear. The existing approach road from Tenneti park is on hill slope with steps. It is not convenient for the public to use the same. Hence, the Proposed approach shall aid in promoting the aesthetic value of the area along by serving as a touristic amenity.</p>

6. After scrutinizing the above information furnished by the project proponent, the APCZMA once again sought certain information. The information sought by APCZMA and the reply furnished by the proponent are summarized in the following table:

S. No.	Information sought by APCZMA	Reply submitted by the project proponent
i	The project proponent has to submit a detailed explanation on why they cannot construct approach from Tenneti park entrance instead of constructing a new foot path with paver blocks by levelling the site over there.	In line with the suggestions of the honourable CZMA, the proposal of the new foot path is dropped and approach road from Tenneti park would be considered.
ii	Construction of rain shelter should be avoided from the project proposal as it may lead to rise of food zone area and unwanted shops in surroundings of the project	In line with the suggestions of the honourable CZMA, the proposal of rain shelter is dropped.

7. Now, the proposal is once again placed in the APCZMA meeting held on 06.03.2025.

8. The project proponent along with their consultant M/s. SV Enviro labs & Consultants; Visakhapatnam had attended the meeting, gave a power point presentation about the proposal and stated the following:

- i. Andhra Pradesh Tourism Development Corporation (APTDC) has built an impressive infrastructure: hotels, resorts, transport fleet and amenities to promote an array of tourist activities.
- ii. APTDC is establishing new facilities while upgrading the existing ones, introducing new products and enhancing the quality of services to meet the growing expectations of tourists and the challenges of the future.
- iii. APTDC proposed for Creation of Touristic amenities at **MV MAA** ship which has been beached at Tenneti Park , Visakhapatnam.
- iv. The proposal includes development of ship and provision of support by steel structure and Miscellaneous Developments like Life guard tower, Security fencing & restaurant without kitchen at Tenneti Park Beach, Jodugullapalem, Visakhapatnam.

V. Brief history of ship:

- o The General Cargo vessel MV MAA (IMO: 9557331, MMSI: 405000250) was built in 2009, and was sailing under the flag of Bangladesh.
- o Due to high winds and rough seas, the ship lost its anchors and drifted towards the beach, where it ran aground nearly 100 metres from the shores of Tenneti Park Beach on October 13, 2020. On the 4th of December 2021, the Vessel MV MAA was salvaged from the sea and beached near the Tenneti Park beach

- o After all attempts to refloat the ship had failed, the owners declared it a total loss (CTL) and abandoned it. As the vessel's insurers, the P&I Club (North of England) offered the ship as a wreck for scrapping and disposal to M/s. Gill Marines, Visakhapatnam
- o M/s. Gill Marines along with APTDC entered into joint venture offer and established a special purpose vehicle company, M/s. Shore and Ship Resort Pvt Ltd, with the sole purpose of developing the project MV MAA ship.

vi. Project Details:

- o Steel Support structure for the ship- Steel supporting structures will be constructed on either side of the ship to ensure its stability and structural integrity
- o Rain shelter and Repair, strengthening of existing stone retaining wall - DROPPED
- o Pitched pathway extending from Temple to Rain shelter –DROPPED
- o STP inside the ship
- o Public washroom and Change rooms
- o Amenities/Restaurant without kitchen
- o Miscellaneous Developments which include Life guard tower and Security fencing-To ensure the safety of tourists, a lifeguard tower will be established within the vicinity of the shipwreck site

vii. Water requirement:

- o During Construction Phase, the work force involved will be 50 Nos. The water requirement will be 3.0 KLD. Water for construction purpose will be outsourced and will be around 10 KLD.
- o During Operation Phase, the water requirement for drinking water facility for the domestic, visitors, and for landscape development will be 27.5 KLD and met from private tankers. No surface or subsurface water is proposed for drawl.

S. No.	Description	Quantity (KLD)
1.	Domestic @ 75Liters/Seat for restaurant	15.0
2.	Visitors	2.0
3.	Greenbelt development	10.5
	Total	27.5

Viii. The cooked food will be brought from Haritha Resort.

9. The Authority noted the following:

- i. Total area of the site is 5.25Acres (21216 Sq. m) out of which 0.55Ha (1.35908 Acres) Shelter belt area given to forest department by Revenue department.
- ii. Indira Gandhi Zoological Park is located at distance of 1.54 km from the project location and Kambalakonda Wildlife Sanctuary Ecosensitive Zone is located at a distance 2.51 km project location.
- iii. The approach path from Tenneti park shall be considered as the proposal of the new footpath is dropped.
- iv. The proposal of rain shelter in the project is dropped.
- v. Bottom surface of the ship is deteriorated for which an epoxy layer on the surface shall be provided for the ship.
- vi. If the cooked food from Haritha Resort situated in the vicinity is brought nearer to the ship by using any vehicle, it might damage the aquatic life living in sand on the shore.

vii. Court case details:

- o A Suo-Motu case was filed in Hon'ble NGT, Principal Bench, New Delhi with OA No. 702 of 2023 to the News item appeared in "The Hindu" dated 29.10.2023 entitled "will the tide turn for the ship that ran aground in Vizag?".
- o A report was already filed by Andhra Pradesh Coastal Zone Management Authority (APCZMA) in December, 2023.
- o The Hon'ble NGT, Principal Bench, New Delhi vide order dated 28.11.2023, transferred the original record of OA No. 702 of 2023 to the Southern Zone Bench, Chennai and directed to list the matter before the Southern Zone Bench, Chennai on 05.01.2024.
- o As per the order dated 28.11.2023, the case was transferred to the Hon'ble NGT, Southern Zone Bench, Chennai. The OA No. 702 of 2023 is re-numbered as OA No. 26 of 2024 (SZ).
- o A report was already filed by Andhra Pradesh Coastal Zone Management Authority (APCZMA) in January, 2025.

10. The Authority after reviewing the proposal decided that the following members of APCZMA shall visit the site, verify the proposed project site and submit their remarks to APCZMA:

- i. Dr. VVSS Sarma, Scientist-In-charge and Chief Scientist, NIO, Visakhapatnam.
(Expert Member)
- ii. Sri NSS Sarath Chandra, Secretary, India Youth for Society, NGO.

11. The JCEE, ZO: Visakhapatnam, APPCB shall co-ordinate with the above committee and provide necessary logistics to conduct the inspection.
12. In view of the above, the above members are requested to **inspect the project site and submit their remarks to APCZMA** on proposal at the earliest for taking further necessary action in the matter.

S

SRI SARAVANAN
Member Secretary
APPCB&APCZMA

To

1. Dr. Vedula Venkata Subrahmanya Srinivasa Sarma, Scientist-In-charge and Chief Scientist, Council of Scientific and Industrial Research - National Institute of Oceanography, 176, Lawsons Bay Colony, Visakhapatnam.
2. Sri Nekkanti Satya Santoshi Sarath Chandra, 9-26-4, FF, Paila mansions, Canadian Baptist Mission Compound, Behind MVS Jewel, Visakhapatnam-530003.
3. The Joint Chief Environmental Engineer, Zonal Office, APPCB, Visakhapatnam to co-ordinate with the above committee and to provide necessary logistics to conduct the inspection.

Copy to:

1. The Collector & District Magistrate, Chairman DLC, Visakhapatnam District for information.
2. The Environmental Engineer (Regional Officer), APPCB – i.e., Member Convener of DLC, Regional Office: Visakhapatnam District for information.
3. M/s. AP Tourism Development Corporation, VMRDA Building, 2nd floor, C-Block, Siripuram, Visakhapatnam for information.