

F.No.19-74/2016-IA.III  
Government of India  
Ministry of Environment, Forest and Climate Change  
(IA-III Section)

Indira Prayavaran Bhawan,  
Jor Bagh Road, New Delhi-110003  
Dated: 11<sup>th</sup> May, 2017

To,

The Chief Engineer (Coastal Road)  
Municipal Corporation of Greater Mumbai  
3<sup>rd</sup> Floor, Engineering Hub Building  
Dr. E Moses Marg, Opp. Geeta Talkies  
Mumbai – 400018, Maharashtra

***Sub: Coastal Road (South) from Princess Street Flyover to Worli end of Sea Link in Mumbai - CRZ Clearance - reg.***

Sir,

This has reference to your proposal forwarded by the Member Secretary, Maharashtra Coastal Zone Management Authority (MCZMA) vide their letter No.CRZ 2016/CR 1/TC 4 dated 04.01.2017, to this Ministry for grant of CRZ Clearance in terms of the provisions of the Coastal Regulation Zone (CRZ) Notification, 2011 issued under the Environment (Protection) Act, 1986.

2. The proposal was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its 168<sup>th</sup> meetings held on 17.03.2017. The details of the project, as per the documents submitted by you and as informed during the above said EAC meeting are noted as under:-

- (i) The Government of Maharashtra (GoM) had constituted a Joint Technical Committee on 30.06.2011 under the Chairmanship of the Municipal Commissioner, MCGM, to study and make recommendations on a Coastal Road in Mumbai. The Committee held various meetings and presented its report to the GoM on 20.12.2011. The JTC had recommended that about 35.60 kms of Coastal Road be constructed, comprising of a combination of road based on reclamation, bridges, elevated roads and tunnels along the western side of Mumbai. The entire length will be divided into two parts North Part and Southern Part from Princess Street Flyover to Worli end of Bandra-Worli Sea Link.
- (ii) The Coastal Road project (South) is proposed to be located on the western side of Mumbai city, in Greater Mumbai district of Maharashtra and will extend from Princess Flyover to Worli end of the Sea Link. The Coastal Road, Mumbai (South) is proposed and shall comprise of a combination of land reclamation, land fill road, bridges on sea, tunnel (2 tubes, each of about 3.452 kms in length) and elevated roads.
- (iii) The proposed Coastal Road (South) will have approximately a length of about 9.98 kms from Princess Flyover to Worli end of the Bandra Worli Sea Link.



- (iv) Seven possible alternatives of alignments were explored before the proposed alignment was arrived at. In addition, the carrying capacity of traffic was studied in accordance with Indian Road Congress Guidelines.
- (v) The total reclaimed area for Coastal Road (South) will be about 90 ha, out of which green space will be about 70 ha. .
- (vi) Total cost of the project (Mumbai South) is approximately Rs. 5303.00 Crores.
- (vii) The proposed project falls under CRZ- IB, II, III and IVA, in accordance with the provisions of the CRZ Notification, 2011.
- (viii) The Maharashtra Coastal Zone Management Authority (MCZMA) has recommended the proposal for CRZ Clearance vide their letter No. CRZ 2016/CR 1/TC 4, dated 04.01.2017.
- (ix) Surface (ponds, rivers and tanks) and ground water shall be used for construction of project. Total quantity of water required is approx 220 KLD. Approx 96 KLD water shall be required for drinking, washing, bathing, etc. Potable water supply through water tankers shall be insisted to the contractors.
- (x) Liquid effluent will be generated from labour camps. The waste water generated will be treated as per norms of Regulatory Authority in septic tanks before dispersal to soak pits. Mobile portable toilets will also be provided during construction phase.
- (xi) The solid waste generated from labour camps and construction camps will be segregated at source only, which will be treated as per the guidelines of Municipal Solid Wastes (Management and Handling) Rules, 2000 and its amendments. Organic Waste will be treated at site only. Inert waste will be sold to authorized recyclers only and inorganic waste will be disposed as per guidelines.
- (xii) It is proposed to develop two jetties for transportation of materials during construction so as to avoid impact on traffic of Mumbai.
- (xiii) Used oil and lubricants will be produced which will be sold to the authorized recycler.
- (xiv) No destruction of mangroves or forest land will be involved in the project.
- (xv) Benefits of the project: Improved quality of life by providing easy access to basic services and various products, access to improved health and education facilities, strengthening of economy by easy transportation of various materials of daily use, etc.
- (xvi) The propose coastal road will reduced commuting time by around 70% and fuel saving per day by about 34%. It will also reduce carbon footprint by about 1826 T CO<sub>2</sub> per annum.
- (xvii) A Comprehensive Transportation Study (CTS) carried out for Mumbai Metropolitan Region (MMR) has proposed extensive network for the travel needs of MMR for the horizon period up to 2031. The study suggested that some of the proposed road corridors are missing links which can provide faster transport connectivity between Greater Mumbai and rest of the region.
- (xviii) The additional traffic volume due to completion of proposed southern Coastal Road will still be lesser than estimated traffic count of about 90000 PCU's on this existing sea link which will not affect the traffic issues as it has

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adequate 8+8 lanes at toll plaza and there cannot be any traffic jam issues through it.

- (xix) MCGM proposes to have the Coastal Road as a freeway with no toll.
- (xx) Implementation of the Coastal road project shall be carried out such that no adverse impact on tidal behaviour is attracted.

3. Based on the information submitted by you as at para no. 2 above and others and information made during the presentation before the Expert Appraisal Committee, the Ministry of Environment, Forest and Climate Change hereby accords CRZ Clearance to the above project viz '*Coastal Road (South) from Princess Street Flyover to Worli end of Sea Link in Mumbai*', under the provisions of the CRZ Notification, 2011 and amendments thereto and circulars issued thereon, and subject to the compliance of the following specific and general conditions as under:

**A. SPECIFIC CONDITIONS:**

- (i) All the terms and conditions stipulated by the MCZMA in their letter No.CRZ 2016/CR 1/TC 4, dated 04<sup>th</sup> January, 2017, shall be strictly complied with and the status of implementation shall be submitted to all concerned agencies including regional office of the Ministry of Environment, Forest and Climate Change.
- (ii) The project/activity shall be carried out strictly be in accordance with the provisions of CRZ Notification, 2011, and shall render the coastal ecology of the area including flora and fauna at its original state after completion of the project.
- (iii) The project proponent shall not undertake any blasting activities during night hours. Blasting activity (if any) shall be carried out strictly in conformity with applicable statutory requirements.
- (iv) The project proponent shall ensure that during construction phase no adverse impact on tidal behaviour is attracted. It shall also be ensured that no human access/interventions in the CRZ area beyond the reclaimed land is made by preventing any access to the area.
- (v) Break up of 90 ha of land to be reclaimed shall be submitted with *six months* of receipt of the clearance to the regional office of the Ministry and to concerned agencies in the State Government along with justification thereof with a written undertaking that the reclaimed land shall not be used for any commercial or residential purpose.
- (vi) The project proponent will ensure that open spaces created by reclamation as well as any ancillary facilities related to road maintenance are fully protected against encroachment, illegal parking, public events/processions of any kind, hawkers, religious structures, street vendors or any illegal occupants etc. Violation of this will amount to revocation of clearance. A clearly drafted prevention plan with necessary budget allocations shall be submitted to the

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concerned authority, including the regional office of the Ministry *within 30 days of receipt* of the clearance.

- (vii) The green spaces as proposed should be done in eco-friendly manner by developing it with open air nature information center with novel concepts as open air butterfly garden, marine and coastal biodiversity display and dioramas, or botanical theme based information walkways as such that these spaces also carry educational value on environment to general public. *A specific allocation of Rs 10 crores shall be earmarked for the same.* A blue print of the same including timeline shall be developed within *six months* from the date of receipt of this clearance and submitted to regional office of the Ministry and implemented in a time bound manner.
- (viii) The project proponent shall provide alternative arrangement for Fish Drying beds with prior consultation with the fishing community, in the event, the project entails damages/destruction to the existing fish drying beds located in the project area. In addition, the project proponent shall ensure rehabilitation and resettlement of the fishermen communities in the event the project impacts existing livelihood pattern of these communities. Bridges with navigable spans will be provided by the project proponent as committed, so that there are no obstructions to fishing boats.
- (ix) The project proponent shall develop a marine biodiversity conservation plan for the region from an institute which has expertise in the field of marine biodiversity of the region. The plan will be submitted to the Ministry within one year and implementation shall be monitored by the Ministry.
- (x) The project proponent shall periodically carry out studies through the National Institute of Oceanography (NIO) during and after the construction of the coastal road to assess the actual impact (in comparison with the projected impacts as stated in EIA) on human habitations and shore morphology of adjacent areas and shall report its findings and mitigating steps taken every six months to the MCZMA, the State Pollution Control Board and the regional office of the Ministry.
- (xi) The project proponent shall ensure that noise barriers all along the coastal road on areas facing residential areas are erected and maintained.
- (xii) The project proponent shall deposit 2% of the total cost of the project for conservation of coastal and marine biodiversity, to the Mangrove Foundation of Maharashtra. Interest from the fund must be used exclusively to improve coastal and marine biodiversity of Mumbai and Thane region and as such be clearly earmarked in annual budget of the Foundation. The funds to be transferred on or before commencement of the construction work and a report in this regard to be forwarded to regional office of Ministry.
- (xiii) In case tree cutting is unavoidable, three times the number of trees cut shall be planted along the ROW and its survival ensured.

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- (xiv) Adequate public access to the natural waterfront areas shall be provided and maintained free of cost by the project proponent without affecting road traffic.
- (xv) The proposed coastal road will be permanently toll free.
- (xvi) The muck produced during tunnel digging should be tested for suitability for reclamation purpose prior to its use. A certificate in this regard from competent authority shall be submitted to the concerned authority in the State including the regional office of Ministry.
- (xvii) There shall be no disposal of solid or liquid wastes on the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016. A team comprising of members of the EAC and others with expertise in the subject may visit the project site periodically during the construction phase to supervise and suggest additional measures if desired.
- (xviii) A dedicated BRTS lane as stated by the project proponent must be maintained and will be used exclusively for public transport as well as medical and fire evacuation or other rescue operations. Under no circumstances this lane will be used for general, commercial or VIP transport.
- (xix) The project proponent shall ensure that the quality of the coastal road must be of high international standard and shall be rigorously maintained ensuring free of pot holes at all times. A severe fine will be levied on the project proponents if the quality of work is found/reported compromised.

**B. GENERAL CONDITIONS:**

- (i) Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project to avoid any damage to the environment.
- (ii) Full support shall be extended to the officers of this Ministry/Regional Office at Nagpur by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.
- (iii) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry at Nagpur regarding the implementation of the stipulated conditions.
- (iv) The Ministry of Environment, Forest & Climate Change or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.
- (v) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with to the satisfaction of the Ministry.

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- (vi) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry.
- (vii) The project proponents shall inform the Regional Office of the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- (viii) A copy of the clearance letter shall be marked to concerned Panchayat/ local NGO, if any, from whom any suggestion/ representation has been made received while processing the proposal.
- (ix) A copy of the CRZ Clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The Clearance letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/Tehsildar's Office for 30 days.

7. The above stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter.

8. All other statutory clearances such as the approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, and clearances under the Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972 etc. shall be obtained, as applicable by project proponents from the respective competent authorities.

9. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded CRZ Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment, Forest & Climate Change at <http://www.envfor.nic.in>. The advertisement should be made within Seven days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Nagpur.

10. This Clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No.460 of 2004 as may be applicable to this project.

11. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 16 of the National Green Tribunal Act, 2010.

12. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent on its website.

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13. A copy of the clearance letter shall be sent by the proponent to concerned Panchayat, Zilla Parishad/Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestions/representations, if any, were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

14. The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB.


15. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEFCC, the respective Zonal Office of CPCB and the SPCB.

16. The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEFCC by e-mail.

  
(Arvind Kumar Nautiyal)  
Director

*Copy to:*

- 1) The Secretary, Department of Environment, Govt. of Maharashtra, Mantralaya, Mumbai – 400 032
- 2) The Chairman, CPCB, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi – 32
- 3) The Chairman, Maharashtra Coastal Zone Management Authority, Room No.217 (Annexe), Mantralaya, Mumbai – 32
- 4) The Member Secretary, Maharashtra Pollution Control Board, Sion (E), Mumbai
- 5) The Additional Principal Chief Conservator of Forests (C), Ministry of Environment, Forests and Climate Change, Regional Office (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur, Maharashtra.
- 6) Guard File.
- 7) Monitoring Cell.

  
(Arvind Kumar Nautiyal)  
Director