

**Minutes of the 4th meeting of reconstituted West Bengal State Coastal Zone Management Authority (WBCZMA) held on 10<sup>th</sup> March, 2023 at 3:00 pm at the Conference Hall of Environment Department**

/ The following agendas were discussed during the meeting;

**Agenda 1:** CRZ recommendation for the proposed project titled '**bridge over river Muriganga to connect Kochuberia, Sagar Island with Kakdwip in South 24 Parganas district, West Bengal**'.

**Brief Description of the project:**

- ❖ **Name of the Project:** Construction of bridge over River Muriganga to connect Kochuberia, Sagar Island with Kakdwip, South 24 Parganas, West Bengal
- ❖ **Location:** Between Kakdwip (near Lot 8) to Kochuberia (at Sagar Island), District-South 24 Parganas
- ❖ **Project Proponent:** Public Works Department (PWD), Govt. of West Bengal.
- ❖ **Cost of the Project:** Rs. 877 crores (construction cost only)
- ❖ **Total Area of Interest:** Total area of road alignment bridge is about 1,41,354.95 sq. mt.

The Proposed project involves construction of 3 lane extra dosed road bridge across river Muriganga to provide connectivity to Sagar Island from the mainland which requires land area for approach. The proposed project will provide a permanent access to Sagar Island with the mainland. There will also be changes in land use. A total of 379.43 sq. km area will be under creation of new land use.

The total length including bridge is 4760m. Length of main bridge is 3168m and width of bridge is 18m. 22 numbers of piers will be constructed on river along with 2nos. abutment to support the bridge structures. The project site comes under cyclone prone area and is in seismic zone IV.

There would not be any ground water extraction for the project. The total water requirement during construction will be around 197.80 kld which will be met from river/ well. There will be no water requirement during operation phase. Solid waste generation would be approx. 15 kg/day, out of which 6kg/ day would be biodegradable and remaining non- biodegradable which would be handed over to garbage collection facility. Approx. 3 kld sewage would be generated during construction which would be disposed using septic tanks.

Total 185 trees would be cut. The PP states that compensatory afforestation measures will be taken up along the road side. The total project area of the road bridge alignment is about 14135.95 sq. mt out of which 69% of the total AOI lies within various CRZ categories and the rest 31% lies beyond CRZ.

The details of the area statistics for the project are as follows:

CRZ Areas	Area(sq. mt)	Percentage
Total area of interest	141354.95	100%
CRZ-IA (Mudflat)	4193.64	2.97%
CRZ-IB (Intertidal)	1279.96	0.91%
NDZ	6226.75	4.41%
CRZ-IVB	86237.59	61.01%
Total CRZ Areas	97937.94	69.29%
Total non CRZ Area	43417.01	30.71%

The project proponent had requested River Research Institute (RRI), under Irrigation & Waterways Deptt to carry out consultancy service regarding mathematical model study of the river Muriganga. Subsequently, the Director of River Research Institute, gave a work order to IIT, Kharagpur to conduct a mathematical modeling study in the river Muriganga considering the effects of proposed piers of Road Bridge connecting the Sagar Island with the main land at near Kakdwip. Two category of studies that were conducted are;

1. For the study of changes of morphology of Muriganga river by Google Earth Engine
2. 2D hydrodynamic sediment model for the study of proposed bridge piers effect in river of Muriganga near the bridge location using software

The Project Proponent made a presentation on the proposed project explaining its salient points. At the onset, it was pointed out to the PP that for the mathematical study conducted by RRI, the data has been collected during the summer and winter season only. The PP was enquired as to why the study has not been done during the monsoon season when the sediment load carried by the river is vastly different from what it carries during summer or winter. The Deputy Director (Hydraulics), RRI stated that the data for monsoon season has been collected from the Kolkata Port Trust.

After presentation, the following points were deliberated on:

- The PP was asked whether any sand bar deposition study has been carried out for the river. The Deputy Director informed that a simulation study has been done.
- The preventive/ corrective measures that can be taken up in future in case of sedimentation were enquired about. The PP explained that keeping the sedimentation in mind, the vertical span clearance of the bridge has been kept as 7.5mts above flood level. The Authority stated that clearance height is to be measured keeping in view the HTL during cyclone YAAS which devastated coastal West Bengal on 26 May, 2021. It was also informed by the PP that periodic dredging would be carried out after the bridge is constructed as is being done presently too.

- The experts enquired about the need of felling any trees due to the proposed work. It was informed that the felling permission should be taken from the Forest Deptt. PP ensured that the required permission would be taken and all the provisions would be followed.
- The Authority raised its concern about the bridge end at Kochuberia side and stated that protective and preventive measures must be taken by the PP to control erosion at the river bank. It also stressed that the under scouring at the base of the bridge piers has to be reduced.
- PP was asked to study the impact of total erosion of Ghoramara Island in future on proposed bridge and sedimentation. The Deputy Director, RRI stated that bathymetry study can be carried out till upstream tip of Sagar.

**DECISION:** Based on the detailed deliberations and clarification given by the Project Proponent, the WBSCZMA unanimously agreed to recommend the said project to the State Environment Impact Assessment Authority subject to conditions specified below, for CRZ clearance as per CRZ Notification, 2011;

**GENERAL CONDITIONS:**

1. CRZ norms as laid down in CRZ Notification, 2011(as amended from time to time) should be strictly followed till finalization of CZMP, 2019. All other statutory clearances as applicable shall be obtained by the Project Proponent from the respective competent Authorities.
2. Drawal of ground water within 200m of HTL is prohibited. In no case ground water should be extracted without permission of the Competent Authority under the West Bengal Ground Water Resources (Management, Control and Regulation) Act, 2005.
3. The Proponent should abide by the Municipal Solid Waste (Management & Handling) Rules, 2016. The Proponent must develop the solid waste management and disposal plan ensuring storage and segregation of bio-degradable and non-biodegradable wastes. The biodegradable wastes to be composted and used as manure. The inorganic wastes should be handed over to the Municipal Authority.
4. The Proponent should strictly abide by The West Bengal Trees (Protection and Conservation in non-forest areas) Rules, 2007.
5. The Project Proponent shall submit a half yearly compliance report to MoEF&CC/ WBSCZMA in respect of the stipulated terms and conditions in hard and soft copies on 1st July and 31st December each calendar year.

6. Adequate provisions for the infrastructure facilities including water supply and sanitation should be ensured for the labourers during the construction period in order to avoid damage to the surrounding environment. Medical aid facility to be made available quickly in case of an accident.
7. All liquid waste arising from the proposed development will be disposed of as per the norms prescribed by Central/ State Pollution Control Board. There shall not be any disposal of untreated effluent into the sea/ coastal water bodies.
8. Construction materials and wastes including hazardous substances, if any, should not be allowed to pollute the surrounding land or aquatic environment, as the case may be and should be disposed of as per prevalent rules.
9. The noise level and the suspended particulate matters should be kept within permissible levels during construction as well as operation phase and should be minimized through good working practices and management of working hours. Green DG sets should be installed for controlling sound and gaseous emission. Dust suppression should be done by sprinkling water wherever necessary.
10. The WBSCZMA may monitor the implementation of the project at any stage. The authorised officials of the West Bengal State Coastal Zone Management Authority shall have the power to inspect the sites to enforce these conditions imposed by the State authority. Full co-operation shall be extended to the officials of WBSCZMA during monitoring of implementation of environmental safeguards stipulated. The Authority reserves the right to add additional safeguard measures subsequently, if found necessary.
11. Concealing factual data or submission of false/ fabricated data and failure to comply with any of the conditions mentioned in the recommendation letter may result in withdrawal of this clearance and attract action under the provision of Environment (Protection) Act, 1986.

**SPECIFIC CONDITIONS:**

- The project proponent would make detailed study on estuarine sedimentation in case of total erosion of Ghoramara Island which is situated at the northern tip of Sagar Island and possible erosion of either bank and ensure proper preventive/ corrective measures.
- Since this is the youngest Delta of the World and sediment layers in the littoral tract are yet to be consolidated and there is possibility of land subsidence in future, all cares should be taken for the safety of the structure.
- The recommendation of CRZ clearance mentioned here is limited to the total area of road alignment bridge which is about 1,41,354.95m<sup>2</sup>.

- Tree felling, transplanting of trees as well as selection of suitable plant species for planting may be done in discussion with WBBB or Forest Deptt. Indigenous plants should be used for plantation.
- The Project Proponent would conduct the under scouring study at regular intervals to reduce the scouring and ensure river toe protection. In design, all loads including (wind load) and load combinations should be according to latest codal provisions.
- Since the project area is a major migratory bird route, no disturbance to the birds during the migratory season should occur.
- The first-aid kits should also be ensured at construction sites. Use of safety equipment like goggles, helmets etc. to be ensured compulsorily.
- Proper firefighting equipment should be kept ready, regularly maintained and occasional drills to be carried out. Storage of fuel should be as per the Rules and guidelines laid down in relevant statutes.
- All vehicles, machinery and equipment to be engaged for construction would conform to relevant pollution standards.
- After completion of construction activities general clean up of area including inter tidal area should be undertaken.
- No permanent labour camp, machinery and material storage shall be allowed in CRZ area. Any temporary physical infrastructure setup during construction period shall be removed simultaneously with completion of laying of each segment of the project.
- The Authority reserves the right to add additional safeguard measures subsequently if found necessary.

#### **Agenda 2: Haldia Petrochemicals Ltd's request for amendment of CRZ clearance granted by MoEF&CC**

Member Secretary, WBSCZMA informed the members that WBSCZMA had recommended the project on "Laying of pipelines at the Haldia Dock Complex by Haldia Petrochemicals Ltd" to Ministry of Environment, Forest & Climate Change (MoEF&CC) vide letter dated 03.11.2020. The project was granted CRZ clearance by MoEF&CC on 19.05.2021 with the specific condition that **'the existing pipelines at the Haldia Dock Complex constructed without prior CRZ clearance**

**shall obtain necessary CRZ clearance for the same in accordance with Ministry's OM No. 19-75/2015-IA III, dated 19.02.2021 which prescribes the procedure for dealing with violation cases arising due to not obtaining prior CRZ clearance for permissible activities as per CRZ Notification before commissioning of the proposed project'.**

The PP has meanwhile completed the construction of the pipelines against which CRZ clearance and Consent to Establish was received from MoEF&CC and WBPCB respectively. The above pipelines are now awaiting commissioning but the PP is not able to obtain Consent to Operate from WBPCB due to the above condition imposed by MoEF&CC, regarding prior CRZ clearance against the old pipelines.

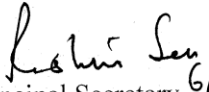
Meanwhile, the Mumbai High Court has imposed an ad-interim order of stay restraining the Ministry from giving any effect to the above stated OM dated 19.02.2021 and therefore it is not possible for the PP to process the matter further as per the above memo for post facto approval to the earlier project.

The Project Proponent has approached MoEF&CC several times to delink the CRZ clearance of earlier/ old pipeline from the proposed/ new pipeline and its commissioning as the pipeline is now complete and its non-commissioning is causing an adverse effect on the health of the company. They have now approached the SCZMA, West Bengal for recommending its case to MoEF&CC for removing the condition attached for grant to CRZ Clearance to the latest/new project for laying of pipeline. The PP has also produced an undertaking stating that, it is willing to obtain CRZ clearance for existing/old pipeline in accordance with MoEF&CC's office memorandum No. **19-27/2015-IA III, dated 19.02.2021** once the pending litigation is dismissed.

The Authority members discussed the issue and decided to recommend the case to MoEF&CC for granting CRZ clearance to the new pipeline by removing the specific condition of obtaining CRZ clearance against the old pipelines.

However, the PP must get the CRZ clearance against its old pipelines as soon as the pending litigation is resolved.

The meeting then ended with a vote of thanks to and from the chair.


  
Principal Secretary, 6/4/23  
Environment Deptt.  
&  
Chairperson, WBSCZMA

Memo No. 001/-EN/T-II-04/23/2023

Date: 06.04.2023

Copy forwarded for information to the:-

1. The Addl. Chief Secretary, Deptt. of Sundarban Affairs, Govt. of W.B.
2. The Principal Secretary, Deptt. of Urban Development & Municipal Affairs, Govt. of W.B.
3. Dr. Kalyan Rudra, Chairman, West Bengal Pollution Control Board, Govt. of W.B
4. The Addl. Principal Chief Conservator of Forests & Director, Sundarban Biosphere Reserve, Directorate of Forests, Govt. of W.B.
5. The Secretary, Deptt. of Fisheries, Govt. of W.B.
6. Prof. Asis Majumdar, School of Water Resources Engineering, Jadavpur University.
7. Prof. Kalyan Kumar Chattopadhyay, Deptt. of Civil Engineering, Indian Institute of Engineering Science and Technology, Shibpur, Howrah, W.B
8. Ms. Ajanta Dey, Joint Secretary and Programme Director, Nature Environment and Wildlife Society.


  
Member Secretary,  
WBSCZMA  
&  
Director, IESWM  
(in the rank of Principal Secretary)

Memo No. 001 /1 (3) -EN/T-II-04/23/2023

Date: 06.04.2023

Copy forwarded to:

1. Principal Secretary, Irrigation and Waterways Department, Govt. of West Bengal.
2. District Magistrate, South 24 Parganas District
3. Sr. P.S. to Principal Secretary, Department of Environment, GoWB& Chairman, WBSCZMA


  
Member Secretary,  
WBSCZMA  
&  
Director, IESWM  
(in the rank of Principal Secretary)

Memo No. 001/2 (2) -EN/T-II-04/23/2023

Date: 06.04.2023

Copy forwarded to:

1. The Superintending Engineer, State Highway Planning Circle, P.W. (Roads) Directorate.
2. Director, River Research Institute, Irrigation & Waterways Directorate

  
Member Secretary,  
WBSCZMA  
&  
Director, IESWM  
(in the rank of Principal Secretary)