



जनेप प्राधिकरण  
JNPA

# जवाहरलाल नेहरु पत्तन प्राधिकरण JAWAHARLAL NEHRU PORT AUTHORITY

मार्च २०२१  
ISO 9001 : 2015  
ISO 14001 : 2015  
ISO 27001 : 2013  
ISO 45001 : 2018

पत्तन कार्यालय : प्रशासन भवन, शेवा, नवी मुंबई - 400707. Port Office : Administration Bldg., Sheva, Navi Mumbai - 400 707.  
मुख्य सतर्कता अधिकारी Chief Vigilance Officer - (022) 2724 4151 ; मुख्य प्रबंधक (प्रशासन) एवं सचिव Chief Manager (Admn.) & Secy - (022) 2724 4021 ;  
मुख्य प्रबंधक (यातायात) Chief Manager (Traffic) - (022) 2724 4191; मुख्य प्रबंधक (यां.एव.वि.अ.) Chief Manager (M&EE) - (022) 2724 4181 ;  
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जनेप/ पयोवी/सर्वीस रस्ता/२०२३/०५

दि.०३.०१.२०२३

प्रति,

सदस्य सचिव, राज्य कांदळवन संरक्षण व संवर्धन सनियंत्रण समिती  
तथा उप वनसंरक्षक कांदळवन कक्षा मुंबई  
३०२, वेक फिल्ड हाऊस ३ र मजला,  
ब्रिटानिया रेस्टोरंट जवळ बॅलार्ड इस्टेट, फ़ोर्ट मुंबई ४००००१

**विषय :-** Illegal dumping on Mangroves wetland and construction of road (तक्रार क्र. २०५).

**संदर्भ :** १) सदस्य सचिव, राज्य कांदळवन संरक्षण व संवर्धन सनियंत्रण समिती कांदळवन कक्षा, मुंबई यांचे पत्र क्र. ल.ले./कां.स/२२०/सन २०२२-२३ दि. २०.१२.२०२२.

२) पर्यावरण वन आणि हवामान बदल मंत्रालय, भारत सरकार यांची किनारपट्टी नियमन क्षेत्र मान्यता क्र. F.No.11-42/2014-IA.III दि. ०६/११/२०१५.

३) ग्रामपंचायत सोनारी यांचे जे.एन.पी.ए. केलेला अर्ज दि. १७.०५.२०२२

४) न्हावाशेवा वाहतूक शाखा, नवी मुंबई यांचे जे.एन.पी.ए. केलेला अर्ज दि. १३.०७.२०२१.

महोदय,

आपल्याकडील दि. २०.१२.२०२२ रोजीच्या पत्रानुसार श्री. स्टॅलिन डी. संचालक, वनशक्ती यांनी रायगड जिल्ह्यातील उरण तालुक्यात जे.एन.पी.ए.द्वारे मौजे सोनारी व जसखार, उरण येथे कांदळवनांच्या ठिकाणी रस्त्याचे अनधिकृत बांधकाम तसेच कांदळवनांवर भराव केल्याच्या तक्रारीबाबत आम्ही आपल्याला कळवू इच्छितो की, सदरील माहिती ही चुकीची आहे. वरील संदर्भ क्र.२ नुसार करळ येथील कामास पर्यावरण वन आणि हवामान बदल मंत्रालय, भारत सरकार यांची किनारपट्टी नियमन क्षेत्र मान्यता आहे. ग्रेड सेपरेटर/ पुलाचे भारतीय राष्ट्रीय महामार्ग प्राधिकरणाद्वारे (NHAI) काम पूर्ण केले आहे, करळ जंक्शन ते चांदणी चौक हा जुना पारंपारिक रस्ता असून ग्रेड सेपरेटरनुसार त्याची संरेखनामुळे (alignment) सदरचा रस्ता बंद करण्यात आला होता. करळ - सोनारी सावरखार हया गावातील वाहने विरुद्ध दिशेने येत असून चांदणी चौक येथे वाहतुक कोंडी होत आहे आणि अपघात होण्याची शक्यता आहे. संदर्भ क्र.३ वरिल ग्रामपंचायत सोनारी यांच्या मागणीनुसार तसेच संदर्भ क्र.४ वरिल न्हावाशेवा वाहतूक शाखा, नवी मुंबई यांच्या मागणीनुसार विरुद्ध दिशेने येणा-या लहान वाहनामुळे (LMV) भविष्यात होणारे अपघात टाळता यावे यासाठी जे.एन.पी.ए. प्रशासनाने जुन्या पारंपारिक रस्त्याचे नूतनीकरणाने काम सुरु केले आहे. सदर ठिकाणी कुठल्याही कांदळवनाचे नुकसान केलेले नाही. तरी आपल्यास्तरावरून तक्रारदारांना योग्य ती माहिती कळविण्यात यावी ही नम्र विनंती.

धन्यवाद

आपला विश्वासू,

म. व. च. न. न. न.

डॉ. जी. वैद्यनाथन  
मुख्य प्रबंधक (पयोवी)

Encl:- A / 2

प्रतिलिपी:-

१) अध्यक्ष, कांदळवन संरक्षण व संवर्धन सनियंत्रण समिती तथा विभागिय आयुक्त, कोकण विभाग

३) उप वनसंरक्षक अलिबाग, जिल्हा रायगड.

संलग्न :- १) पर्यावरण वन आणि हवामान बदल मंत्रालय, यांची किनारपट्टी नियमन क्षेत्र मान्यता

२) ग्रामपंचायत सोनारी यांचे पत्र.

३) न्हावाशेवा वाहतूक शाखा, नवी मुंबई यांचे पत्र.

२) जिल्हाधिकारी, जिल्हा रायगड.

४) तहसिलदार, उरण.

वनसंरक्षक कांदळवन कक्षा, मुंबई  
कमांड 542  
दिनांक 09/01/2023  
मुख्य सचिव  
उप वनसंरक्षक

Mangrove committee  
MGR

mangrove committee



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**F.No.11-42/2014-IA.III**  
Government of India  
Ministry of Environment, Forest & Climate Change  
(IA-III Section)

Indira Paryavaran Bhawan,  
Jor Bag Road,  
New Delhi - 110 003.

Dated: 6<sup>th</sup> November, 2015

To

The Chief General Manager (LA),  
National Highways Authority of India,  
G- 5&6, Sector - 10, Dwarka,  
**New Delhi** - 110075

**Sub: 'Widening of NH-4B, NH-348A to Six/Eight lanes' on the boundaries of proposed Navi Mumbai International Airport and JNPT (Maharashtra) by National Highways Authority of India - CRZ Clearance - Reg.**

This has reference to your application No. 1013/1/2k/GM(Env.)/101 dated 10.09.2014 submitted the above mentioned proposal to this Ministry for grant of CRZ Clearance in term of the provisions of the Coastal Regulation Zone (CRZ) Notification, 2011 under the Environment (Protection), Act, 1986.

2. The proposal for **'Widening of existing NH-4B, NH-348A (Previous SH - 54 and Amra Marg) to Six/Eight lanes' on the boundaries of proposed Navi Mumbai International Airport and JNPT (Maharashtra) by National Highways Authority of India**, was considered by the Expert Appraisal Committee (EAC) in the Ministry for Infrastructure Development, Coastal Regulation Zone, Building/ Construction and Miscellaneous projects, in its meeting held on 29<sup>th</sup> September, 2014 - 1<sup>st</sup> October, 2014.

3. The details of the project, as per the documents submitted by the project proponents (PP), and also as informed during the above said EAC meeting, are reported to be as under:-

(i) The project was accorded TOR vide letter No. F.No.10-14/2012-IA.III dated 27.04.2012.

(ii) The present proposal involves widening of existing NH-4B, NH-348A (Previous SH - 54 and Amra Marg) to 6/8 lanes on the boundaries of proposed Navi Mumbai International Airport and JNPT.

(iii) The project consists widening of 4 roads NH - 4B (A1-E and D-G Sections), NH-348A (Previous SH - 54 km 5.300 to km 14.850) and NH-348A (Previous Amra Marg km 0.000 to km 6.200) in the state of Maharashtra. The project roads connect Jawaharlal Nehru Port and area in the vicinity of the proposed Navi Mumbai International Airport.

(iv) The project roads have been planned for widening to 6/8-lane configuration by Mumbai JNPT Port Road Company Ltd (MJPRCL), an SPV of National Highway Authority of India (NHAI). The present study corridors are in Raigad and Thane districts of Maharashtra.

(v) The total length of project road is 43.912 km. The project road passes through Uran and Panvel tehsils.

(vi) The land use pattern along the alignment is mostly barren with small pockets of agricultural land. About 50.529 ha of land has been proposed to be acquired (Govt. land - 37.874 ha and private land - 12.655 ha). The proposal involves

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Category	Project Length	Area(sq.m)	Remarks
CRZ-I	927 m	22275	Bridge is passing through CRZ-I area and proposed to be widened to 8 lane.
CRZ-II	3172 m	76042	Bridge is passing through CRZ-II area and proposed to be widened to 8 lane.
CRZ-III	18694 m	690958	Bridge is passing through CRZ-III area and proposed to be widened to 8 lane.

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- diversion of 2.825 ha forest land (Protected Forest 0.385 ha and Private Forest 2.44 ha).
- (vi) The existing road has 7 m wide dual carriageway and shoulder varying from 1 to 2.5 m wide on either side. The existing ROW ranges from 50m to 102 m. The proposed ROW is 60m in 6 lane and 66 m in 8 lane configuration.
- (viii) There are existing 42 intersections (major 12; minor 30) with NH-4B, NH-348A and 42 intersections are proposed to be reduced to 29 (major-Nil; minor-29). The existing parameters of the proposed project includes Flyover-Nil, Interchange-Nil, Elevated corridor-Nil, Vehicular/pedestrian underpass-7, major bridge-3, minor bridge-12, culverts-114, bus bays-Nil, toll plaza-3 service road-Nil and ROB/RUB-4. (ix) The proposed activities includes Flyovers-07 Nos., interchange-04 Nos. (Karaphata, Gavaphata, and proposed Airport entry-02 Nos.), elevated corridor-01 Nos. at Village Jasai of 1.210 km on SH-54, vehicular/pedestrian underpass-17 Nos. (7 Nos. to be widened to 8-lane configuration and 10 Nos. new at Chinchpada, PCB, Vahal-2, CIDCO SEZ, CWC, IOT, Pushpak-02 and MMRDA), major bridge - 03 Nos. (existing bridges to be widened to 8-lane), minor bridge-12 Nos. (existing bridges to be widened to 8 lane and 2 lane bridges for service road on both side), bus bay-16 Nos., toll plaza - 03 Nos. (toll plaza at km 13.050 on NH-4B is proposed to be relocated to km 8.150) and ROB/RUB-8 Nos. (NH-348 - 01 No., NH-4B - (A1-E Section)-05 Nos., and NH-4B (D-G Section) - 2 Nos. All Arch/ Box/ Slab/ Pipe culverts are proposed to be widened to full formation width according to requirement of 6/8 laning.
- (x) Surface and ground water requirement during construction phase is about 675 KL/day.
- (xi) Some residential, commercial, religious structure educational/ institutional properties are likely to be affected for development of the project. Necessary care will be taken to compensate the affected families/structures in accordance with the NHAI Act, 1956 as amended time to time.
- (xii) **Trees cutting:** It is indicated that 237 trees are required to be cut. Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance.
- (xiii) **Water bodies:** Gadhi River crosses NH-4B section and also a number of nallas cross the project road. There are 3 ponds along the project corridor which require partial closures and 1 pond which needs total closure. To avoid blockage of the existing water bodies, care has been taken by providing appropriate structures at almost all such locations.
- (xiv) **Mangroves issues:** About 22.388 ha area of mangroves will be affected by this proposed project.
- (xv) **CRZ issues:** The proposed project alignment is passing through to CRZ-I, II & III. The details are given below:

(xvi) **Wildlife issues:** Karnala Bird Sanctuary is located within 10 kilometre area from the proposed road.

(xvii) **Investment/Cost:** The total environmental mitigation cost for the project road is Rs 6.96 million. The estimated cost for land acquisition is Rs.139 Crore, Resettlement & Rehabilitation cost is approximately Rs. 13.73 Crore. The estimated civil cost is Rs.1821.80 Crore.

(xviii) **SCZMA Approval:** The Maharashtra Coastal Zone Management Authority has recommended the project vide letter No. CRZ-2013/CR-234/TC-4 dated 06.06.2014.

4. The EAC, after detailed deliberations, has recommended the project for grant of CRZ Clearance in its meeting held on on 29<sup>th</sup> September, 2014 – 1<sup>st</sup> October, 2014. As per the recommendations of EAC, the Ministry of Environment, Forest & Climate Change hereby accords CRZ Clearance for the above-mentioned project **'Widening of NH-4B, NH-348A to Six/Eight lanes' on the boundaries of proposed Navi Mumbai International Airport and JNPT (Maharashtra) by National Highways Authority of India**, under the provisions of the CRZ Notification, 2011 and amendments thereto and circulars issued thereon and subject to the compliance of the specific conditions and general conditions mentioned below:

**A. SPECIFIC CONDITIONS:**

- (i) Permission of the High Court of Bombay for removal of 22.388 ha mangrove area shall be obtained. Compensatory mangrove plantation shall be carried out in consultation with the Competent Authority of the State. The details of the Compensatory Mangrove Plantation shall be submitted to the Regional Office prior to the commencement of the construction of the project.
- (ii) The environmental clearance is subject to obtaining prior clearance from wildlife angle including clearance from the Standing Committee of the National Board for Wildlife as applicable. Grant of environmental clearance does not necessarily implies that wildlife clearance shall be granted to the project and that their proposals for wildlife clearance shall be considered by the respective authorities on their merits and decision taken. The investment made in the project, if any, based on environmental clearance so granted, in anticipation of the clearance from wildlife angle shall be entirely at the cost and risk of the project proponent and Ministry of Environment, Forest & Climate Change shall not be responsible in this regard in any manner.
- (iii) The project involves diversion of 2.825 ha of forest land for which the proponent shall obtain the requisite FC. The proponent can execute the above project on the entire stretch located in non-forest land, provided that the proponent submits an undertaking while making application to get FC that the execution of work on non- forest land shall not be cited as a reason for grant of FC and in case FC is declined, width of the portion of road falling in the forest land will be maintained at its existing level.
- (iv) It is indicated that 237 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory afforestation shall be provided as per the norms. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.
- (v) MoRTH guidelines shall be followed for widening & up-gradation of road.

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(vi) All the recommendations and conditions stipulated by Maharashtra Coastal Zone Management Authority (MCZMA) vide letter No. CRZ-2013/CR-234/TC-4 dated 06.06.2014, shall be complied with.

(vii) No Horn signs shall be posted along the road near habitations.

(viii) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.

(ix) Explore the possibilities of using cold mix technology wherever possible.

(x) There shall be no disposal of solid and liquid wastes into the coastal areas.

(xi) R&R shall be as per the guidelines of State/Central Government.

(xii) IRC guidelines shall be followed for widening & up-gradation of road.

(xiii) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF&CC along with half yearly compliance report to MoEF&CC-RO.

(xiv) Fly ash shall be used for the project as proposed.

(xv) The seismic nature of the area shall be taken into account while designing the project.

(xvi) No ground water shall be used for the project. The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity.

(xvii) Sidewalk shall be provided along the bridges.

(xviii) The drain shall be at least 1 m. away from the toe of the embankment of the road adopting IRC guidelines.

(xix) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.

(xx) The solid waste generated shall be used for rehabilitating the borrow areas.

(xxi) For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.

(xxii) Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the afforestation shall be looked after by NHA. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.

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- (xxiii) Necessary permission for tree felling from the concerned department shall be obtained before commencement of the project work and copies of the same shall be submitted to this Ministry.
- (xxiv) Adequate number of underpasses shall be provided in the habitation areas. The details of such underpasses shall be provided to the Ministry within 6 months from the date of issue of this letter.
- (xxv) Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.
- (xxvi) Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.
- (xxvii) The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.
- (xxviii) The hot mix plant shall be located at least 500 mts. Away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxix) Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government.
- (xxx) Noise barriers shall be provided at appropriate locations particularly in the areas where the alignment passes through inhabited areas so as to ensure that the noise levels do not exceed the prescribed standards.
- (xxxi) For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.
- (xxxii) Under the provisions of Environment (Protection) Act, 1986, legal action shall be initiated against the project proponent if it was found that construction of the project has been started without obtaining environmental clearance.
- (xxxiii) The commitment made by the Proponent to the issue raised during Public Hearing shall be implemented by the Proponent.
- (xxxiv) Corporate Environment Responsibility:
- a) The Company shall have a well laid down Environment Policy approved by the Board of Directors.
  - b) The Environment Policy shall prescribe for standard operating process/ procedures to bring into focus any infringements/ deviation/violation of the environmental or forest norms/ conditions.
  - c) The hierarchical system or Administrative Order of the company to deal with environmental issues and for ensuring compliance with the environmental clearance conditions shall be furnished.
  - d) To have proper checks and balances, the company shall have a well laid down system of reporting of non-compliances/ violations of environmental norms to the Board of Directors of the company and/or shareholders or stakeholders at large.

**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.



- (iii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iii) Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:  
 (a) No excavation or dumping on private property is carried out without written consent of the owner.  
 (b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.  
 (c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and  
 (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.
- (iv) The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.
- (v) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (vi) Borrow pits and other scars created during the road construction shall be properly levelled and treated.
- (vii) Adequate financial provision must be made in the project to implement the aforesaid safeguards.
- (viii) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- (ix) 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.
- (x) 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.
- (xi) 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.
- (xii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.

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- (xiii) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment, Forest & Climate Change.
- (xiv) The project proponents shall inform the Regional Office as well as 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.
- (xv) 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.
- (xvi) Safety provision such as bus bays, service roads intersection improvement etc., will be carried out by the project proponent. The project proponent shall provide adequate facilities as per IRC norms/ guidelines.
- (xvii) A copy of the environmental clearance letter shall also be displayed on the website of the concerned State Pollution Control Board. The EC letter shall also be displayed at the Regional Office, District Industries centre and Collector's Office/Tehsildar's office for 30 days.
- (xviii) The funds earmarked for environmental protection measures shall be kept in separate account and shall not be diverted for other purpose. Year-wise expenditure shall be reported to this Ministry and its concerned Regional Office.

5. These 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 2006, including the amendments and rules made thereafter.

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

7. 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.

8. 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.

9. 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.

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10. Status of compliance to the various stipulated environmental conditions and environmental safeguards will be uploaded by the project proponent in its website.
11. The project proponent shall also submit six monthly reports on the status of compliance of the stipulated Clearance conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF&CC, the respective Zonal Office of CPCB and the SPCB.
12. 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 Clearance conditions and shall also be sent to the respective Regional Office of MoEF&CC by e-mail.

(S.K. Srivastava)  
Scientist E

SHJ  
6/11/2015

Copy to:

1. The Secretary, Department of Environment, Govt. of Maharashtra, Mantralaya, Mumbai - 400 032.
- The Chairman, CPCB, Parivesh Bhawan, CBD-cum-Office Complex, East Arjun Nagar, Delhi - 32.
2. The Chairman, Maharashtra Coastal Zone Management Authority, Room No.217 (Annexe), Mantralaya, Mumbai - 400 032.
3. The Chairman, Maharashtra Pollution Control Board, Kalpataru Points, 3<sup>rd</sup> & 4<sup>th</sup> floor, Opp. Cine Planet, Sion Circle, Sion (E), Mumbai - 400 022.
4. The Chief Conservator of Forests, Ministry of Environment and Forests, Regional Office, Nagpur.
5. Guard File.
6. Monitoring Cell.

(S.K. Srivastava)  
Scientist E

SHJ  
6/11/2015



॥ सत्यमेव जयते ॥

संदर्भ - 3

# ग्रामपंचायत सोनारी

मु. सोनारी, पो.- जे.एन.पी.टी. टाऊनशीप, ता. उरण, जि. रायगड, पिन. ४००७०२.

ऑफीस फोन.: २३२४१०००

स्थापना-१९५४

स्वच्छ सोनारी, सुंदर सोनारी, निर्मळ सोनारी

जावक क्र. :

दिनांक :

दि. १७.०५.२०२२

मा. मुख्यप्रबंधक सो.  
जे.एन.पी.टी. (पयोवी)  
प्रशासन भवन  
शेवा नवी मुंबई ४००७०७

Savag  
2

Dr. ...  
M.D./Chandlin

विषय : करळ ते चांदणी चौक पारंपारिक रस्ता बांधण्याबाबत....

महोदय,

वरिल विषयान्वये विनंती करतो कि, करळ, सोनारी, सावरखार हया गावातुन विरुद्ध दिशेने वाहने / गाड्या हया चांदणी चौक जंक्शनला येत असल्याकारणाने तिथे अपघात होण्याची शक्यता आहे. तरी आपणाक अशी विनंती आहे की करळ जंक्शन ते चांदणी चौक जुना पारंपरिक रस्ता ( करळ पुला खालुन ते चांदणी चौक) लवकरात लवकर बांधण्यात यावा जेणेकरून अपघात टाळले जातील.

मा. सविनय सादर  
सरपंच  
सी. अनमो महेश कर्कर  
ग्रामपंचायत सोनारी, ता. उरण, जि. रायगड  
(ग्रामपंचायत सोनारी)



संदर्भ क्र 4

दिनांक १३/०७/२०२१

मा. मुख्यप्रबंधक सो,  
जे.एन.पी.टी. (पयोवी)  
प्रशासन भवन  
शेवा नवी मुंबई ४००७०७

snv kl  
for receipt  
JLD/Chandhi

विषय :- करळ गावाकडून चांदणी चौक (सीएफएस जंक्शन) कडे येणा-या लहान  
(LMV) वाहनांसाठी सर्विस रोड बांधण्याबाबत.

महोदय,

उपरोक्त विषयान्वये सादर की, करळ, सोनारी, सावरखार या गावातून विरूद्ध दिशेने (LMV) गाड्या चांदणी चौक दिशेने येत असल्या कारणाने तिथे अपघात होण्याची शक्यता आहे. पर्यायी रस्ता नसल्याने वाहने विरूद्ध दिशेने येतात. व ब-याचदा वाहतुक कोंडी होते. तरी आपणास अशी विनंती आहे. की करळफाटा ते चांदणी चौक लहान वाहनांकरीता सर्विस रोड लवकरात लवकर बांधण्यात यावा. जणेकरून अपघात टाळले जातील.



मा. सविनय सादर

Chandhi

(निरज चौधरी)

पोलीस निरीक्षक,

न्हावाशेवा वाहतुक शाखा, नवी मुंबई

