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IHQ of MoD (Navy)
Project Seabird
West Block-V
R.K Puram
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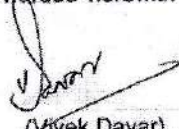
SB/8/E2/725

28 Mar 14

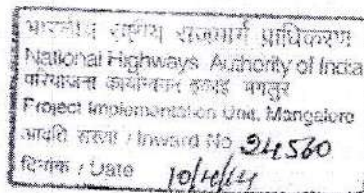
Mr S Mishra, Project Director
National Highways Authority of India
-# 7-35/10(4), Shree Mahalingeshwara Temple Road,
Near Pumpwell, Kankanady
Mangalore-575002

**FORWARDING OF MINUTES OF MEETING HELD TO ASSESS FEASIBILITY
OF SHIFTING OF 'TOLL PLAZA'**

1. Two copies of the Minutes of the above meeting are forwarded herewith for your signature and early return please.


(Vivek Davar)
Col
Chief Engineer

Encls : 04 Sheets




परियोजन निदेशक Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
परियोजन कार्यान्वयन इकाई, मंगलूर
Project Implementation Unit Mangalore

**MINUTES OF MEETING HELD TO ASSESS FEASIBILITY
OF SHIFTING OF 'TOLL PLAZA'**

1. Please refer :-

(a) HQ PSB letter No SB/6/E2/725 dt 12 Feb 14.

(b) NHAI, New Delhi letter No NHAI/GM(T) KTK/Misc/2014/108 dt 26 Feb 14.

2. As directed vide above referred letters a meeting-cum-site visit to assess the feasibility of shifting of 'Toll Plaza' at Todur to a location to cater for the requirements of Naval Base, Karwar area was held on 24 Mar 14 at PIMT, Binaga Office Conference Hall.

3. The following were present:-

Project Seabird

Col Vivek Davar, HQPSB	-	In Chair
Cdr K Tripathi, PIMT	-	PC Coord I
Lt Col Siby Joseph, HQPSB	-	SO I

NHAI

Mr Sriram Mishra	-	Project Director
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AEICOM

Mr Srinivas Rao	-	Team Leader
Mr RR Bagchi	-	Bridge Engineer

SNC Lavalin

Mr NV Mahale	-	Site Coordinator
Mr M Vishwas	-	Engineer

M/s IRB

Mr BR Suresh	-	General Manager
Mr R Acharya	-	General Manager (Liaison)
Mr Joy Nandi	-	Deputy Head

4. At the outset, the Chairman welcomed all representatives and stated that a board consensus needs to be arrived so as to meet the requirements of the Navy as regards relocation of the 'Toll Plaza'. He apprised the NHAI team that the present proposed location of the 'Toll Plaza' was not suitable to the Navy as it imposed bottle necks for the movement of men and material between the sites of the Navy spread on both sides of the plaza. In addition the relocation is also deemed essential for strategic/operational consideration and smooth operation of the Naval Base, Karwar. The Chairman appreciated the spirit of jointmanship between Navy and NHAI and brought out that the aspect of non-intimation of 'Toll Plaza' at the proposed location was inadvertent. However, since the issue has been brought to fore, due process needs to be put in place to remedy the same.

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Project Implementation Unit No. 100/200

5. NHAI Project Director thereafter apprised the forum of the modalities for setting up of a 'Toll Plaza':-

- (a) 'Toll Plaza' should be placed at a minimum distance of 05 Kms from the municipal town limit.
- (b) Availability of a straight stretch of minimum length of 600m and a width of 125m.
- (c) Spacing between two successive 'Toll Plaza' should be minimum 60 Kms.

6. It was accordingly proposed that the portion of highway between INHS Patanjali and Balegulli Crossing (at chainage 135 Km) can be visited to ascertain appropriate locations at which the 'Toll Plaza' could be re-located. The team visited three locations and the summary of the observations are detailed in the succeeding paragraphs.

7. Option 1. 'Toll Plaza' behind INHS Patanjali around design chainage of 112.60Km (behind Audit office). The pros and cons of this locations is as follows:-

Advantages

- (a) It will bypass the Navy area.

Disadvantages

- (a) It is falling within 0.5Km of the Karwar town municipal limit which will be objected by local population and requires approval from Central Govt.
- (b) No straight stretch of 600mtr is available for siting of 'Toll Plaza'.
- (c) The proposed by-pass would entail removal of adjoining hill. Accordingly locating a 'Toll Plaza' at INHS Patanjali would further increase amount of earth work.

8. Option 2. Proposal of 'Toll Plaza' at existing chainage 133.00 after Belekeri Port cross (at existing chainage 132.60), existing entry point to Site C1 of Naval Area and Mahale Petrol Pump. The advantages and disadvantages are given below:-

Advantages

- (a) Meets the minimum requirements of 5 Km from nearest municipal limit (i.e. Ankola municipality).
- (b) Straight stretch of 600m is available with a plain terrain.
- (c) Possible effect to DPR Phase IIA Infrastructure Plans (yet to be evaluated) Additional forest & revenue land presently held with Navy has to be relinquished/ transferred to NHAI.
- (d) Navy will have independent entry to C1 and C2 Sites approximately at existing chainage 132.80 before 'Toll Plaza'.

[Signature]

[Signature]

[Signature]
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Project Implementation Unit

Disadvantages

- (a) The 'Toll Plaza' will be within 51.7 Km from the next proposed 'Toll Plaza' however the same can be approved by NHAI authorities.
- (b) Additional forest & revenue land presently held with Navy has to be relinquished/ transferred to NHAI.
- (c) Belekeri Port cross road meets at Km133 towards western side. Presently this portion is not in operation but in case it will be in operation in future Concessionaire will get additional toll revenue.
- (d) Previously 'Toll Plaza' was proposed at Km119.00. Entire Karwar town was within 20 Km radius and local personnel traffic of Karwar would have advantage of monthly pass which they will not have in case of shifting to new location. This may initiate litigation.

Remarks

- (a) Extent of Naval Land required in Site C1 and C2 of Naval area be assessed.
 - (b) Service lanes on both Sites C1 & C2 be clear of the 'Toll Plaza'.
 - (c) 'Toll Plaza' siting is to be examined with respect to Emergency Runway glide path/VOB.
9. **Option 3.** Proposal of 'Toll Plaza' at existing chainage 135.05 near the end of Site C1 & C2 towards Ankola.

Advantages

- (a) Straight stretch of 600m is available at plain terrain.
- (b) Free thoroughfare/ un-obstructive entry to Site C1 and C2 of Naval area.

Disadvantages

- (a) 'Toll Plaza' is falling within 3.2Km of municipal limit of Ankola town and requires Govt Sanction.
- (b) 'Toll Plaza' is less than 60 Km from the next 'Toll Plaza', however the same can be approved by NHAI.
- (c) Possible effect to DPR Phase IIA Infrastructure Plans (yet to be evaluated) Additional forest & revenue land presently held with Navy has to be relinquished/ transferred to NHAI.

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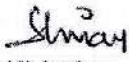
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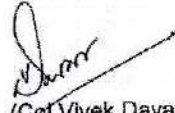
Mural
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Remarks

- (a) Extent of Naval Land required in Site C1 & C2 of Naval area be assessed.
- (b) Service lanes on both sites C1 & C2 be clear of the 'Toll Plaza'.
- (c) Toll Plaza siting is to be examined with respect to Railway siding/ proposed construction in Phase-IIA.

10. Recommendation. In conclusion the forum was of the opinion that detailed site maps, land/area measurements with regard to all options should be under taken for finalisation of suitable/viable alternative if proposal is in principle agreed by Chairman NHAI and both MoRTH and MoD.


(S Mishra)
Project Director
PIU, Mangalore, NHAI
28 Mar 2014


(C. Vivek Davar)
Chief Engineer
Project Seabird
28 Mar 2014

File No. SB/6/E2/725

IHQ of MoD (Navy)
Project Seabird
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**MINUTES OF PROCEEDINGS OF BOARD (SUPPLEMENTARY) FOR TRANSFER
OF NAVAL LAND TO NHAI, NHAI LAND TO NAVY AND RELINQUISHMENT OF
LEASE OF FOREST LAND AT KARWAR TO FACILITATE WIDENING/
REALIGNMENT OF NH-66 (RELOCATION OF TOLL PLAZA)**

1. Proceedings of - Board of Officers
2. Assembled at - DDG(PI) Office, Binaga Site, Karwar
3. On - 27 May 14 and subsequent days
4. By order of - Director General
Project Seabird
West Block - V, RK Puram
New Delhi - 110066
5. Convening Order No. - No. 14 promulgated vide HQPSB
SB/6/E2/725 dated 21 Apr 14
6. For the purpose of - As mentioned at subject
7. Presiding Officer - Captain Praveen Thapa
Deputy Director General
(Project Implementation)
8. Members - As tabulated below

SL.	MEMBER	REPRESENTATIVE OF
(a)	SLt Sandeep Kumar (89156-A) INS Kadamba Karwar	Flag Officer Commanding - in - Chief Headquarters, Western Naval Command Colaba, Mumbai
(b)	Lt NP Fernandez (07067-K) Staff Officer(Works)	Flag Officer Commanding Headquarters, Karnataka Naval Area Karwar - 581308
(c)	Shri Lokesh Gowda S Sub Divisional Officer -II	Defence Estates Office Karnataka Circle K. Kamaraj Road Bangalore - 560042
(d)	Shri Shriram Mishra Project Director National Highways Authority of India	National Highways Authority of India (Ministry of Road Transport and Highways) Karnataka and Goa Region Regional Office, Bengaluru


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 Project Implementation Unit Bengaluru

	Project Implementation Unit 7-35/10(4), Near Pumpwell, Shri Mahalingeshwara temple road, Kankanady, Mangalore - 575002	Sy. No. 13, 14 th Km., Near Deepak Bus Stop, Nagasandra, M.S. Ramaiah Enclave, Bengaluru-Tumkur Road(NH-4) Bengaluru-560073
(e)	Shri Mohan Kangil, ACF The Assistant Conservator of Forests, Karwar Division, Karwar, Uttara Kannada	The Principal Chief Conservator of Forests (Head of Forest Force) Aranya Bhavan, 18 th Cross, Malleswaram, Bangalore-3
(f)	Shri Prashantkumar S.B Assistant Commissioner, Karwar	SDM(Revenue), Karwar
(g)	Shri Satish Chandra Babu, JE (Civ)	Garrison Engineer (I) Karwar Military Engineer Services Sankrubagh, Naval Base Karwar - 581308
(h)	Lt P Sanjeev Kumar (84648-F) ATC Rep	INS Hansa Dabolim Goa
(i)	Lt Cdr Vijay Gadkari (52380-W) Project Coordinator PIMT, Karwar	Co-opted member

9. **Terms of Reference.** As per Convening Order.

Preamble

10. A Board of Officers (BOO) was ordered by HQ Project Seabird vide letter SB/6/E2/725 dated 29 Jan 13 for preparing details of land required to be transferred between MINISTRY OF DEFENCE (NAVY), NEW DELHI and NATIONAL HIGHWAYS AUTHORITY OF INDIA (NHAI) to facilitate the widening/ re-alignment of NH-66 (formerly NH-17) from Goa-Karnataka Border (Km 93.700 from Panaji) to Kundapur section (Km 283.300 from Panaji) running adjacent to the Naval Base at Karwar and Ankola Taluks. This BOO submitted the board proceedings (BPs) and draft Memorandum of Understanding (MoU) between GoI, MoD (Navy) and NHAI vide DDG(PI) letter SB/K/NH-66 on 31 Oct 13 after addressing all known issues and working out amicably the scope for transfer of land taking into consideration all concerns pertaining to safety, security and smooth functioning of Naval Base, Karwar.

11. Subsequent to submission of the BPs, it came to light that a 'Toll Plaza' is being planned by NHAI at existing chainage Km 119.700 near Todur village, which was neither intimated to nor considered by the previous board. Since, the Naval Base, Karwar is stationed at four different locations viz. Site 'A', 'B', 'C' & 'E' and extending

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Mangaluru

from existing chainage Km 110.750 at the northern extent (at Binaga village in Karwar) to Km 135.179 at the southern extent (at Algeri village in Ankola), the toll plaza lies at a location with the Naval Base on its either sides. This not only will impede the movement of naval vehicles and personal between Site 'A', 'B', 'C' & 'E' but will also affect the operational efficiency of this strategically important naval station during an exercise or/ and any emergent situation as well as routine functions.

12. Accordingly, the issue of shifting the toll plaza beyond the limits of the naval base was taken up by MoD(Navy) with NHAI. However, NHAI conveyed their reservations due to existing policy of NHAI of not having toll plaza within 5 km of municipal limits of a town; since Karwar Naval Base is within 5 km of both Karwar municipal limits at the northern end and Ankola municipal limit at the southern end. Shifting of the toll plaza beyond Karwar and Ankola municipal limits was also not possible as the distance between two toll plazas cannot be less than 60 km.

13. Considering the above constraints/ restriction and to ensure free movement of naval vehicles and personal between various site, the navy agreed to establish the toll plaza within naval area with a provision that it should not restrict or hamper naval movement and operational functioning of the base. Accordingly, a joint survey with reps from HQ Project Seabird and NHAI was undertaken at Karwar on 24 Mar 14 and three options were examined. Based on the outcome of the joint survey, a fresh BOO was convened by HQ Project Seabird on 21 Apr 14 to study the suitability of shifting of the toll plaza and to finalise the new location.

Proceedings

14. In accordance with the directives of the convening orders issued by Headquarters Project Seabird, New Delhi on the 21 Apr 14, a meeting of the nominated members from all agencies/ stake holders including outstation officials was held at DDG(PI) Office, Binaga Site, Karwar at 1100 hrs on 27 May 14. The diary of events in chronological order leading to conclusion of the board is enumerated in the succeeding paragraphs.

15. **Initial Meeting (27 May 14).** The first board meeting was held on 27 May 14 attended by reps and officials from HQWNC/ INS Kadamba, ATC Officer (from INS Hansa, Goa), HQKNA, State Revenue & Forest Departments, DEO(Bangalore) and NHAI team led by Mr Shriram Mishra, Project Director. The meeting could not be scheduled earlier due to delay in nomination of board members. Since the main members of the present board were part of the previous board, all new members were briefed about the previous board. Thereafter, the scope of present board regarding shifting of the toll plaza, as per the options worked out by a team of officials from NHAI and Project Seabird on 24 Mar 14 was discussed (minutes placed at **Appendix 'A'**). At


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the outset, PD(NHAI) reiterated the governing requirements/ limitations for setting up a toll plaza, as mentioned below:-

- (a) Availability of a straight stretch of minimum 600m length and 120m width.
- (b) Minimum distance of 5 km from municipal town limit.
- (c) Minimum separation of 60 km between two successive toll plazas.

16. During deliberations, the three options worked out during the meeting on 24 Mar 14 were discussed in details and following consensus arrived at:-

- (a) **Option 1.** Location at design chainage km 112.600 behind INHS Patanjali considered not suitable view non-compliance to conditions mentioned at Paras 15(a) and 15(b) above.
- (b) **Option 2.** Location at existing chainage km 133.000 near Belekeri Port Cross considered favourable as it meets all the requirements listed at Para 15 above. However, since Konkan Railway line runs to the east of the existing road this location would require transfer of additional naval land on the west of the road where future Naval Air Station is planned to come up.
- (c) **Option 3.** Location at existing chainage of km 135.050 near the end of the defence land near Algeri Village cross not suitable view non-compliance to conditions mentioned at Paras 15(b) and 15(c) above.

17. It was therefore decided that NHAI would design the toll plaza comprising of the toll booth and administrative building and forward the drawings for Option 2 & 3 above which would then be scrutinized by the aviation member with respect to alignment of the alternate runway planned in the Naval Air Station. Accordingly, a review meeting after 02 weeks was tentatively planned for 09 Jun 14. After the meeting a site visit for the proposed Option 2 & 3 for all new members was conducted.

18. **Designing & Preliminary Ground Survey (28 May to 11 Jun 14).** During the period, NHAI as per the action plan undertook preliminary design, carried out ground survey and peg marking alongwith reps from Project Seabird. The proposed drawing alongwith the Development Plan of the Naval Air Station were then forwarded to INS Hansa for scrutiny and clearance by the aviation member with respect to safety aspects. During the ground survey and site visits, an alternate site located at existing chainage km 133.700 (design chainage km 131.400) between Option 2 & 3 was also considered and found suitable.


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19. **1st Review Meeting (17 Jun 14).** A follow up meeting to assess the progress was held on 17 Jun 14. Option 1 & 3 were ruled and considered unsuitable in the earlier meeting and the discussions were focused on feasibility of Option 2 and the alternate option as brought out at Para 18 above. The aviation member intimated that Option 2 with the designed structure of height 10m as confirmed by NHAI, in the glide path of the alternate runway would not be acceptable. The same would need to be verified with respect to the exact orientation of the proposed alternate runway and coordinates to establish the distance from the end of the runway with respect to slope and divergence in accordance with International Civil Aviation Organisation (ICAO) norms. Alternatively, the drawings of the alternate site at a location between Option 2 & 3 were considered favourable by all concerned and it was decided to undertake detailed design and ground survey of the location, which prima facie was outside the safety arc of the proposed alternate runway.

20. **Survey Work (25 Jun to 24 Jul 14).** Even though the alternate site at design chainage km 131.400 was found to be most suitable for relocation of the toll plaza after designing and ground survey, it was brought out by NHAI on 15 Jul 14 that the site was falling within 5 km of the municipal limits of Ankola (design chainage km 136.250) and in contravention to the Para 15(b) above. Thereafter, a number of internal meetings between Project Seabird and NHAI reps were held to break the impasse.

21. **2nd Review Meeting (31 Jul 14).** During this meeting it was decided that as all other options were not feasible, the relocation of the toll plaza at Option 2 be reviewed with the true coordinates and orientation of the alternate runway. Accordingly, a site survey was planned in the first week of Aug 14.

22. **Meeting with Aviation Member (06 Aug 14).** The governing requirements/limitations with respect to dimensions and slopes of obstacle to the approach runways were discussed with the aviation member, in lines with ICAO Annex 14, Chapter 4, Table 4-1 (**Appendix 'C'**). The siting of the toll plaza in the 'no development zone' of the planned alternate runway subject to meeting the slope restriction was sought from HQ Project Seabird which was concurred. Accordingly, the coordinates of the centre of the north end of the runway of 1000m length i.e. 14°42'30"N, 74°17'30"E in the orientation of 040-220 obtained from HQ Project Seabird was handed over to NHAI alongwith the ICAO norms to design the toll plaza at a location best suited as per Option 2.

23. **Review Meeting (22 Aug 14).** During the meeting the NHAI presented the design at existing design chainage km 131.200 with the toll plaza admin building height of 10m, which was beyond the acceptable slope of 3.33% as per ICAO guidelines. After hectic deliberation both parties agreed to relocation of the toll plaza from the planned location at existing chainage Km 119.700 near Todur village to existing chainage


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Km 132.940 (design chainage km 131.200) near Belekeri Port cross with the following commitments:-

(a) Navy will transfer additional land to NHAI for relocation and creation of toll plaza at existing chainage km 132.940 (design chainage km 131.200), which falls in the 'no development zone' of the alternate runway.

(b) NHAI will restrict the height of the toll booth to within 6m and admin building to 4m to ensure that the height of the toll plaza complex is within 3.33% of the slope as per ICAO guidelines. NHAI also agreed to shift the admin building to the extent possible to stay out of the no development zone. Further, NHAI agreed for installation of flood lights on pole not more than 4m high, instead of mast head lights.

(c) NHAI will provide a dedicated service road with a median cut at approx existing chainage km 132.600 near Belekeri Port cross for smooth entry to and exit from the Naval Base (located east of the existing road) through entry gate at existing chainage km 133.000, by passing the toll plaza. Also a service road on both side with a median cut will be provided at approx existing chainage km 135.200 at Algeri Village cross for entry and exit to Ankola from Naval Air Station (located west of the existing road).

(d) NHAI will re-construct any existing security wall, barbed wire fencing, retaining walls etc. demolished for the purpose of construction of the toll plaza.

24. Final Design, Ground Marking & Finalisation of BPs (23 to 26 Aug 14).

Based on the decisions of the meeting of 22 Aug 14, the final design was undertaken and frozen at existing chainage km 132.940 (design chainage km 131.200). The measurements was undertaken on 23 Aug 14 and ground survey on 24 & 25 Aug 14. It emerged that both naval land as well as forest land on lease to navy would be required to be transferred/ relinquished by navy for construction of the toll plaza to NHAI. The preparation of survey sketches/ maps post completion of ground survey/ measurement was undertaken by revenue department thereafter on 25 & 26 Aug 14.

25. Review Meeting (26 Aug 14). A meeting was held at Karwar with NHAI representatives for reconciliation of data with respect to extent of land proposed for transfer/ re-diversion, costing, drawings, ownership etc for finalisation of the BPs.

Findings

26. Dimension and location of Toll Plaza. The toll plaza will be located at existing chainage km 132.940 (design chainage km 131.200). The plan showing details of the toll plaza is placed at **Appendix 'D'**.

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27. **Location Affected due to Relocation of Toll Plaza.** The relocation of toll plaza will affect the naval land at existing chainage Km 132.035 to Km 135.179 (covered under **Para 25 (e) main BPs at Appendix 'B'**). A total of 11.725 acre i.e. 5.575 acre naval land and 6.15 acre forest land on lease to navy would be required to be transferred/ relinquished by navy for construction of the toll plaza to NHAI

28. **Additional Naval Land to be Transferred to NHAI.** An area of 5.575 acre navy land in addition to 29.6667 acre as per **Para 26 of main BPs at Appendix 'B'** is required to be transferred to NHAI for relocation of the toll plaza. The survey sketches are placed at **Appendix 'E'**. This consolidated list of survey numbers with extent of transfer of Navy land to NHAI is tabulated and placed at **Appendix 'F'**.

✓ 29. **Re-diversion of Forest Land (on Perpetual Lease to Navy) to NHAI.** An area of 2.46 hectare (6.15 acre) in addition to 6.6761 hectare of forest land which is on perpetual lease to Navy as per **Para 27 of main BPs at Appendix 'B'** is required to be re-diverted to NHAI for relocation of the toll plaza. The forest survey sketch is placed at **Appendix 'G'**. The list of forest survey number with extent for re-diversion to NHAI is tabulated and placed at **Appendix 'H'**. The forest department has no objection to re-diversion of the above stated forest lands to NHAI for construction of toll plaza.

30. **Additional Assets to be constructed for Navy by NHAI.** NHAI informed that approx 1840 rmt barbed wire fences between design chainage km 130.500 and 132.200 would be constructed along the boundary at their cost view security concern of the Naval Base prior demolishing existing fence for construction of the toll plaza. Service lanes as agreed to at Para 23(c) above will be constructed by NHAI for smooth functioning of the base.

31. **Financial Implication for transfer of land from Navy to NHAI for construction of Toll Plaza.** The transfer value of total navy land of 35,2417 acre i.e. 5.575 acre (for toll plaza) + 29.6667 acre (for widening of NH as per **Para 26 of main BPs at Appendix 'B'**) works out to Rs. 12,29,45,605.00 @ Rs. 34,88,640.00 per acre based on calculation sheet provided by rep of DEO, Bangalore (**Appendix 'J'**).

32. **Draft MoU.** The draft MoU between Govt of India, MoD(Navy) and NHAI regarding transfer of defence land to NHAI for widening and re-alignment of NH-66, re-construction of demolished/ affected naval assets, construction of new VUPs, VOB, FOB, toll plaza and service roads is placed at **Appendix 'K'**.

33. **Disposal of Trees.** The number of trees within the land under transfer to NHAI will be required to be identified by a BOO prior actual handing over of the land. Post identification, NHAI will get current valuation from forest department for deposition of the amount with DEO, Bangalore.

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34. **Recommendations.** In view of the above findings the BOO recommends that that recommendation at Para 35 **main BPs at Appendix 'B'** be amended as follows:-

(a) An area of 14,2621 hectare (35.2417 acre) of naval land valued at Rs. 12,29,45,605.00 be transferred to NHAI (Para 31 above refers), subject to approval by respective ministries of Government of India.

(b) An area of 1.5027 hectares (3.7132 acres) of NHAI land valued at Rs. 22,27,920.00 be transferred to Navy, subject to approval by respective ministries of Government of India.

(c) The net financial implication amounts to NHAI having a liability of Rs. 12,07,17,685.00 to Navy {Para 34(a) – Para 34(b)}.

(d) An area of 9.1361 hectares (22.5753 acres) forest land which is presently on perpetual lease from Forest Department to Indian Navy is to be re-diverted to NHAI without any financial implication, after NHAI obtains concurrence from MoEF for the same (Para 29 above refers).

(e) The construction of affected assets i.e. security compound wall, barbed wire fence, retaining wall, buildings, pipelines, cables and any other services/assets found during execution be undertaken by NHAI prior demolition as per (Para 29 of **main BPs at Appendix 'B'** and Para 30 above).

(f) The authorities/ agency responsible for bearing the cost of construction of under-passes, over bridges and service road is as follows:-

(i) VUPs at Binaga and Amadalli by NHAI (Para 30(a) of **main BPs at Appendix 'B'** refers).

(ii) A four lane VOB at Nellur Kanchinbail village between Project Seabird Sites 'C1' and 'C2' by Indian Navy (Para 30(b) of **main BPs at Appendix 'B'** refers).

(iii) A FOB in Algeri village between Project Seabird Sites 'C1' and 'C2' by Indian Navy (Para 30(c) of **main BPs at Appendix 'B'** refers).

(iv) Toll plaza conforming to height restrictions by NHAI (Para 23(b) and 26 above refers).

(v) Service roads for free entry and exit into Naval Base and Naval Air Station by NHAI (Para 23(c) above refers).

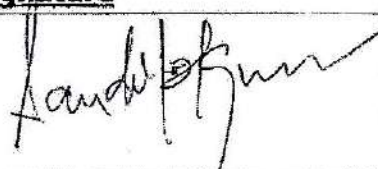

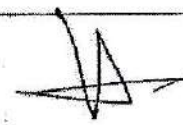

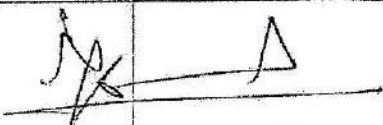


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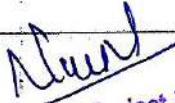
(g) The construction of new Project Seabird Site Office will be undertaken by NHAI at their cost, prior dismantling the existing building at village Binaga (Para 31 of **main BPs at Appendix 'B'**).

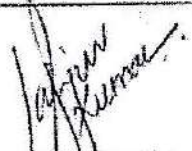
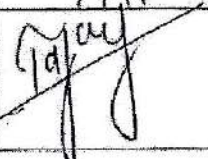
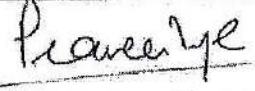
(h) NHAI will ensure that adequate safety measures are taken while constructing the highway in the proximity of Arga Sub-station and the KPTCL power transmission lines as per prevailing safety norms.

(j) All future issues regarding land transferred to NHAI including any rehabilitation and resettlement or any court directives will be handled by NHAI hereinafter.

35. The responsibility of mutation for change in ownership of proposed transfers of land will be borne by NHAI.

Sl.	Members	Signature
(a)	SLT Sandeep Kumar (89156-A) INS Kadamba (Rep of HQWNC) Karwar - 581308	
(b)	Lt NP Fernandez (07067-K) Staff Officer(Works), HQKNA Karwar - 581308	
(c)	Shri Lokesh Gowda S. Sub Divisional Officer -II Defence Estates Office Bangalore - 560042	
(d)	Shri Shriram Mishra Project Director National Highways Authority of India Project Implementation Unit Mangalore - 575002	
(e)	Shri Mohan Kangle The Assistant Conservator of Forests, Karwar Division, Karwar, Uttara Kannada	
(f)	Shri Prashantkumar S.B Assistant Commissioner SDM (Revenue) Karwar	
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(h)	Lt P Sanjeev Kumar (84648-F) ATC Rep INS Hansa, Goa	
(i)	Lt Cdr Vijay Gadkari (52380-W) Project Coordinator PIMT, Karwar	
Board President		
	Captain Praveen Thapa Deputy Director General (PI) Project Implementation and Monitoring Team Project Seabird, Karwar	 (Praveen Thapa) Captain DDG (PI)


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