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भारतीय वन्यजीव संस्थान
Wildlife Institute of India

SPEED POST

No. WII/RTI/CPIO/2018-19 (Qtr-I)/20

Dated 07.06.2018

To,

Shri Bharat Jhunjhunwala,
Lakshmoli, Maletha, Kirti Nagar,
Uttarakhand – 249 161

Sub.: Information sought under Right to Information Act, 2005- reg.

Ref.: Your RTI Request Ref. No. 1012, dated 20/05/2018 received in this office 31.05.2018.

Sir,

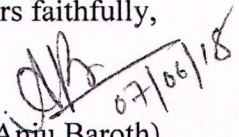
Please refer to your RTI Request on the above cited subject and reference under RTI Act, 2005. In this context, the information required by you, has been collected from the concerned authority of the Institute and the same is enclosed herewith in 8 (eight) pages.

Besides, I am also enclosing an IPO No. 40H 879102 of Rs. 100/- which was sent by you along with your RTI Request. Kindly acknowledge the receipt.

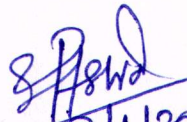
If you are not satisfied with the aforesaid reply, you may file an appeal before the First Appellate Authority i.e. **"Dr. V.B.Mathur, Director, Wildlife Institute of India, P.B.18, Chandrabani, Dehradun – 248 001, Ph. 0135-2646102, 2640910"** within a period of one month.

Thanking you,

Yours faithfully,


(Dr. Anju Baroth)
CPIO & NO, RTI

Encl: as above.


8/6/2018

o/c

এশ টকা একশ টকা সৌ ৩৭।৫৫। ঠিক নমুনা চমুকায়গণে *স্বাক্ষর* নাড়ায় রত্ন হামর রপয়ে একত্রে ৩৭। ৫৫। ঠিক মৈতুপটে শতং রূপ্যকাণি

अपरक्राम्य
NOT NEGOTIABLE



डाक टिकट
POSTAGE STAMPS

पोस्ट मास्टर/POSTMASTER



डाक महानिदेशक DIRECTOR GENERAL OF POSTS.

PAY TO

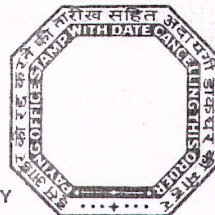
एक सौ रुपए की रकम THE SUM OF RUPEES ONE HUNDRED ONLY



AT THE POST OFFICE AT

के डाकघर में अदा करें ।

इस लाइन के नीचे मत लिखिए DO NOT WRITE BELOW THIS LINE



सत्यमेव जयते

कमीशन COMMISSION रुपए 5.00 RUPEES

प्रेषक अपना नाम और पता यहां लिख दे ।
SENDER MAY FILL IN HIS NAME AND ADDRESS HERE

40H 879102

(178)

Director,
Wild Life Insitute of India,
Chandrabani
Dehradun

Ref: DIG (WL), Ministry of Environment, Forest & Climate Change (Wildlife Division) letter F. No 8-16/2015 WL-I dated 09.11.2017

2. You are aware that Kachua Wildlife Sanctuary, Varanasi has been notified as a sanctuary under Wildlife (P) Act 1972 in the year 2009. The location of the sanctuary is along the ghats in Varanasi city. In June 2017, the Ministry of Environment, Forest & Climate Change (Wildlife Division) had constituted an expert team to assess the ground realities in the said sanctuary, which submitted its report to the Ministry.

The TOR for the proposed review is given as below:

1. To analyze the current management practices of Kachhua Turtle Sanctuary and its effectiveness in achieving the objectives laid down in the Management Plan
2. To comprehensively study the ecological status of riverine habitat within existing Kachhua Turtle Sanctuary in terms of its biological, ecological and ecosystem service value and to suggest measures to augment the same
3. To analyze and assess the impact of expansion/rationalization of existing boundaries of the sanctuary to include mosaic of riverine habitat mainly preferably on the left stream side in the interest of long term turtle conservation and maintenance of riverine ecosystem
4. To suggest a better protection and management regime for the sanctuary to augment its effectiveness in meeting the objectives of its creation

faithfully

(S.K. Upadhyay)

Principal Chief Conservator
of Forests (Wild Life) U.P. Lucknow

Letter No. 44 / Dated _____
Copy: DIG (WL), Ministry of Environment, Forest & Climate Change (V. _____ Division) for kind
information and necessary action.

Chief Conservator
of Forests (Life) U.P. Lucknow

Dr. Kedar Singh
Dr. Kedar Singh
 1/1 Dr. S. A. Kaur
 2/1 Dr. Ruchi Kaur
 3/1 Dr. Rajinder
 4/1 Dr. Qamar
 5/1 Dr. Saral
 6/1 Dr. Gaur
 7/1 Dr. ...

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(2)

Subject: Fwd: Fwd: Re: Review of Management effectiveness (ME) of Kachua Turtle Sanctuary, Varanasi (U.P)

From: Syed Ainul Hussain <hussain@wii.gov.in>

Date: 6/4/2018 1:46 PM

To: mpa@wii.gov.in

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----- Forwarded Message -----

Subject: Fwd: Re: Review of Management effectiveness (ME) of Kachua Turtle Sanctuary, Varanasi (U.P)

Date: Mon, 4 Jun 2018 13:28:01 +0530

From: Syed Ainul Hussain <hussain@wii.gov.in>

Organization: Wildlife Institute of India, Dehra Dun

To: campa <campa@wii.gov.in>, Registrar@wii.gov.in

CC: Director WII <dwii@wii.gov.in>

Dear MP,

As discussed, please PFA my comments on the said documents.

Please discuss with DWII before giving it to anyone.

With regards

SA Hussain

----- Forwarded Message -----

Subject: Re: Review of Management effectiveness (ME) of Kachua Turtle Sanctuary, Varanasi (U.P)

Date: Mon, 2 Apr 2018 17:50:18 +0530

From: S A Hussain <hussain@wii.gov.in>

To: Director WII <dwii@wii.gov.in>

CC: Kehar Singh <kehar@wii.gov.in>, Vinod Mathur <vbm.ddn@gmail.com>, Dr Gopal S.

Rawat <rawatg@wii.gov.in>

Sir,

Please find attached herewith my comments on the Annexure I - VIII of the document provided by Dr. Bharat Jhunjuwala through the PCCF (WL), U.P. for comments.

With regards

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CPIO, Wild Life Institute of India, Dehradun

6/6/2018 12:30 PM

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SA Hussain

On 3/28/2018 12:07 PM, Kehar Singh wrote:

> Sir/Madam,
>
> The hard copy of report on Kachua Turtle Sanctuary, Varanasi (U.P) is
> being sent separately.
>
> Regards.
>
> Kehar Singh
> PA to Director
>
>
>
>
>
>

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Syed Ainul Hussain, Ph.D.
Scientist G/Senior Professor & Head
Department of Landscape Level Planning and Management,
Wildlife Institute of India, Post Box # 18, Dehra Dun. 248 001
Uttarakhand, INDIA
Tel: +91-135-2646210, 2646313 (Home)
Cell Phone: +91-9412075660, Fax: +91-135-2640117,
Email: hussain@wii.gov.in
<http://www.wii.gov.in/>

— Attachments: —

Adverse Effects of Plying of vessels (Dr Bharat Jhunjunwala).docx

25.8 KB

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6/6/2018 12:30 PM

**COMMENTS ON THE ANNEXURE I - VIII OF THE DOCUMENT SUPPLIED BY
DR BHARAT JHUNJHUWALA**

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	Report/Journal	Page No.	Heading	
Annexure-I	High Court Order	-	-	No comment
Annexure-II	High Court Order	-	-	No comment
Annexure-III	Ganga River Basin Management Plan	(xiii)	In Summary at point number vii and recommendation	<p>Ecological restoration of National River Ganga is urgently needed. Eight main factor affecting the river habitat are identified.</p> <ol style="list-style-type: none"> 1. Habitat fragmentation by dams and barrages. 2. Habitat shrinkage due to increased water diversions and withdrawals. 3. Habitat alterations by constructing embankments, levees, guide walls, etc. 4. Habitat pollution by influx of municipal, industrial and agricultural wastes. 5. Habitat invasion by alien river species. 6. Habitat encroachment by constructions in floodplains and riverbed farming. 7. Habitat disturbances by plying of noisy vessels, dredging etc. and 8. Habitat malnutrition by the trapping of nutrient-rich sediments behind dams. <p>Hence, the measures recommended are: restoration of longitudinal connectivity along with e-flows across dams/barrages; maintenance of lateral connectivity across floodplains; restoration of unpolluted river flows; restriction on river bed farming, gravel and sand mining, plying of vessels, dredging, and bed and bank modifications; control of alien species invasions, overfishing and fishing during spawning seasons; river nutrient assessment and release of dammed sediments into the river.</p>
		16	5.7 Habitat Disturbances	<ol style="list-style-type: none"> 1. Dredging and plying of noisy ships, especially in the Hooghly river stretch of the Lower Ganga, have evidently affected major aquatic animals such as the Gangetic dolphin so significantly that they have vanished from these reaches.

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			5.7 Habitat Disturbances (At the end of the paragraph)	2. Besides the passage of ships, frequent or intermittent dredging of the river bed (usually done to improve navigability in the river) is also harmful as it disrupts not only the benthic and hyporheic flora and fauna, but also aquatic animals that depend on the river bed and bank sediments for spawning, shelter, scavenging or others.
		19	Summary of Recommended Actions (vii)	Restrictions on anthropogenic disturbances of river habitat by frequent plying of vessels, dredging of river bed etc.
Annexure-IV	EIA Report by IWAI	7	Noise Impact	The barge/vessels movements will generate certain level of noise during operational phase, which may have impacts on turtle and other aquatic fauna.
		38	Chapter 3 (2 nd paragraph)	The barge/vessels movement in the Kshi Turtle Sanctuary may have considerable impact on this sensitive receptor of Turtle habitat.
		39	Noise Impacts (3 rd Paragraph)	Underwater noise may cause a change in the behavior of aquatic animal especially to turtles.
		46	Output of Underwater Noise Modeling (1 st Bullet point)	Exposure to continuous noise level of 150 dB may induce the behavioral disturbance in the turtles.
		50	Impact of Aquatic Flora & Fauna (1 st line)	Barge and vessel movement is the only operational activity that can impact the aquatic flora and fauna.
		53	Respective Noise Levels Carrying Capacity of the Waterway W.R.T. Noise (2 nd sentence)	Small vessels (capacity 2000 DWT) when ply in the waterway can generate noise levels of 130-160 dB and tolerance limits of turtles to resist any behavioral change is 150 dB.
		55	Likely interface from vessel (2 nd column of the table)	Vessel will generate certain level of noise from its operations, which may have impacts on turtle and other aquatic fauna.

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Annexure-V	Potential effects of navigation-induced wave wash on the early life history stages of riverine fish	1	Abstract (3 rd sentence)	Ship induced wave wash causes the following impacts on fish during their early life history stages: 1. short-term dislocation of suitable larval and juvenile fish habitats due to wake and splash; 2. water velocities during ship passages frequently exceed maximum swimming performances of 0+fish; and 3. suspended solids concentrations in the inshore habitats increase dramatically and limit the foraging efficiency of young of the year fish.
			Abstract para, 2 nd sentence)	Navigation induced wave wash has a strong and cumulative effect on riverine fish recruitment and, hence, contributes to the general ongoing decline of native fish stocks in inland waterways.
			Introduction (1 st sentence)	Dredging, channelization, the construction of embankments and maintenance work on waterways decrease the availability of suitable fish habitats in rivers.
			Introduction (2 nd sentence)	Immediate and direct effects of ship traffic via pollution, shear stress, wave splash and sediment turbulences have negative consequences on riverine biota
			Introduction (3 rd sentence)	1. Ship traffic induce long-term effects on macrophytes, invertebrates and fish through their high frequency. 2. Many endangered riverine fishes in the Danube require shallow gravel structures and bays along the main channel and various types of backwaters for successful recruitment. 3. These habitat types have declined in many large rivers over the last decades due to river management purposes and are further affected by navigation induced wake and splash patterns. 4. Wake and splash patterns due to navigation may cause change in fish communities, such as potential shift from an originally rheophilic to an eurytopic fish community in Danube.
		6	Discussion (1 st sentence)	Regulation, impoundments and engineering associated with navigation have caused a rapid decline in rheophilic fish populations in large rivers.

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		100	Discussion (last paragraph)	Large rivers are critically threatened ecosystems with an endangered biodiversity. Ship traffic – besides habitat loss and defragmentation – is likely to be a contributing factor to the decline of native riverine fishes in navigated rivers within the last few decades.
Annexure-VI	Hydrobiologia 415	93	Abstract (4 th sentence)	Ship wave effects are likely to be an important factor contributing to differences observed in hydrosol texture and organic matter content at different depths at one study location (Aswan) heavily used by ship traffic.
		93	Introduction (Last line)	Nile tourist ships not only stress the river environment by chemical pollution (from fuel, exhaust and sewage discharge, which exacerbates the effects of pollution from industrial sources, but also increase the intensity of habitat disturbance by inputs of kinetic energy from waves produced by propeller and hull movement.
		94	Introduction (ii bullet point)	Ship-generated waves and currents cause physical damage and uprooting of the submerged vegetation
		98	Discussion (Starting line)	Wave action increases habitat disturbance through direct damage to plant biomass, and may influence the intensity of environmental stress influencing plant growth, via the creation of gradients in sediment organic content, nutrient concentration, and fine particle sizes.
Annexure-VII	Ocean & Coastal Management	29	Abstract (2 nd & 3 rd line)	Pacific green turtles (<i>Chelonia mydas</i>) that suffered boat strikes in the Galapagos Marine Reserve at nesting beaches at Isabela Island and from foraging sites at San Cristobal Island from 2008 to 2011. Tourism in Galapagos has increased to more than 180,000 visitors a year and the boat traffic within the Marine Reserve poses a significant risk to sea turtles.
			Abstract (5 th line)	However, it is clear that many turtles die from the trauma caused by the boat strike impact.
		30	Introduction (6 th paragraph, 1 st & 4 th line)	<ol style="list-style-type: none"> 1. Boat strike has been identified as one of the important mortality factors in several near shore turtle habitats worldwide. 2. Boat strikes were also reported off the coast of Gabon attributing to mortality of Leatherback turtles.

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		31	Results (Second half of 2 nd sentence)	Boat strikes are reported as a threat for stranded turtles in Australia, the US, Italy, Spain, Gabon, Mexico and Ecuador
		32	Table 1	Boat strikes due to boat or propeller impacts causes ruptures or deformations in the carapace of turtles.
		34	Discussion (1 st line)	Fatal boat strike impacts more incident near remote nesting beaches of turtles.
Annexure-VIII	Ocean & Coastal Management	17	Abstract & Introduction (2 nd line)	Underwater noise from shipping is increasingly recognized as a significant and pervasive pollutant with the potential to impact marine ecosystems on a global scale.
		19	Results (ii bullet point)	The effect of ship noise on the behaviour and physiology of <i>Carcinus maenas</i> .

Conclusions

From the consultation of the documents provided, it is concluded that frequent plying of ships/vessels through waterways, in this case Ganga River may cause irreparable damage to the survival of aquatic biota through (a) Ship Wave Effect during navigation (b) Impact of ship noise on physiology of Ganga River biota (including River dolphins and turtles) (c) Impact of vessels strike on large vertebrates (River dolphins and turtles) during movement. Besides the passage of ships/vessels, frequent or intermittent dredging of the riverbed (usually done to improve navigability in the river) is also harmful as it disrupts not only the benthic and hyporheic flora and fauna, but also aquatic animals that depend on the riverbed and bank sediments for spawning, shelter, scavenging or other activities crucial for survival.

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