

Minutes

The Minutes of the 115th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 16th -17th August, 2012, Scope Complex, Lodhi Road, New Delhi.

1. Opening Remarks of the Chairman.

Since the Chairman was abroad, the Vice Chairman chaired the meeting and welcomed the members to the 115th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 114th Meeting of the EAC held on 9th -10th July , 2012 at New Delhi.

Minutes of the 114th Meeting of the EAC held on 9th -10th July , 2012 at New Delhi were confirmed.

3. Consideration of Old Proposals:

3.1 Environmental Clearance and CRZ clearance for the establishment of Captive Jetty for the proposed Ultra Mega Thermal Power Project at Cheyyur, Kancheepuram, Tamil Nadu by M/s Coastal Tamil Nadu Power Ltd (F. No. 10-18/2009-IA.III)

As presented by the proponent the proposal involves establishment of Captive Jetty for the proposed Ultra Mega Thermal Power Project of 4000 MW at Cheyyur, Kancheepuram, Tamil Nadu. The power project would be using coal to be imported through a marine coal handling facility (at Panaiyur) located at a distance of approximately 5 km to the east of the main power plant location (at Cheyyur). The Coal from the port would be transported from the port to the main plant through a closed conveyor system. The total coal import is estimated at 12 to 14 Million Metric Tons per annum and the estimated daily consumption is 40,000 to 45,000 MT .The Port Location is at Paramankeni Village, Tamil Nadu, 7 km away from plant site

The proposal was considered earlier by the EAC in its meeting held on 20th - 22nd July, 2009. The land has been identified for marine facilities and transit stack yard. The EAC, while examining the project, noted that the Jetty is placed at the mouth of the lagoon which is very close to the Buckingham Canal and there are sand dunes which will be affected by the Jetty. The lagoon and the fresh water body are of considerable ecologic significance. In view of above, the EAC found that the earlier location proposed for the project was not suitable and suggested to examine alternative locations for the jetty.

Accordingly, the proponent identified three alternative sites, out of which Pannaiyur village was found to be the most suitable location. The site for the marine facilities lies in Panaiyur village (off Cheyyur). The total land area is about 83 acres and lies between Panaiyur Chinnakuppam and Panaiyur Periakuppam hamlets. The water front is about 650 m long. The water front is completely free from any activity. The land area identified is abutting the water front and is predominantly vacant land with some coconut plantations of recent origin and some fenced private houses also of recent construction. TNSCZMA has

considered the project in its meeting held on 28th October, 2009 and suggested to go ahead for further studies.

The Committee in its meeting held on 21st - 23rd December, 2009 examined the project for alternative site and finalized the following TOR for further study in addition to the TOR suggested in the 78th meeting held on 20th - 22nd July, 2009 including conduct of public hearing . The Public Hearing was conducted on 20.12.2011 at the site.

National Institute of Ocean Technology (NIOT) has carried out the detailed Feasibility study and the CEIA for the project. The outfall will be of 1.6 m diameter at 2.7 km at 14 m depth.

The EAC considered the project in its meeting held on 9th -10th July, 2012 and sought additional information. The information submitted and presented by the proponent were discussed.

During the discussions, the following points have been emerged:

- i) *As per Literature, sporadic turtle movement during the nestling seasons all along the eastern coast of the Country. However, the study done by the NIOT, in 2010 and 2011 during the breeding seasons (January- March), no eggs or turtles were located. To prevent any likely impact to the turtles movement, the vessel movement and High beam lights from port premises shall be restricted during night in the breeding season.*
- ii) *All the conditions stipulated by the Tamil Nadu SCZMA shall be complied with.*
- iii) *Proponent shall provide Bubble Top over the temporary coal storage yard instead of wind screen proposed, to control dust emissions”.*
- iv) *The total capacity of the Temporary coal storage yard shall be 310, 000 MT equivalent to two parcels of capsized carriers.*
- v) *The stock yard shall be provided with 50 m green belt all around*
- vi) *Water sprinklers shall be provided to prevent dust emission.*
- vii) *LDPE lining shall be provided at the temporary coal stock yard to prevent any seepage as committed by the Proponent.*
- viii) *There shall be no water drawal in CRZ area and water requirement shall be obtained from desalination plant.*

The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

3.2 Environmental Clearance for extension of runway and allied works at Agatti Airport, Lakshdweep Island by M/s. Airport Authority of India (F.No. 10-70/2009-IA.III).

As presented by the project proponent the proposal involves extension of runway and allied works at Agatti Airport, Lakshdweep. The area is 18.56 ha. with a runway of 30 m wide and 1204 m. length. There is no parking area available within the airport complex. The runway is proposed to be extended towards the Kalpadi Island where there is no habitation. A fly over of 250 m is proposed to connect both the islands. The existing terminal building is close to the runway which is disturbing the operation; hence it is proposed to shift further opposite to the runway. The existing building will be demolished.

The proposal was examined by the EAC in its 80th meeting held on 17th –18th September, 2009. The Committee deferred the proposal and suggested to examine the possibility of extending the runway only on one side by relocating the resort and other activities. If not possible then examine the possibility of extending the runway on both sides without connecting two islands as is presently being contemplated in view of the marine ecology, disturbance to the natural habitat and eco-sensitive nature of the area and also examine the details of presence of corals and affect on the fishing activity in and around both the Islands.

The proponent has submitted the proposal relocating the terminal building and extending the runway on both sides without connecting other island.

The proposal was examined by the EAC in its 90th meeting held on 18th – 20th August, 2010 and finalized the additional TOR for further study including conduct of Public Hearing. PH conducted on 3rd sept 2011

The EAC considered the project in its meeting held on 9th -10th July, 2012 and sought the additional information including authenticated CRZ map from an authenticated agency on 1:4000 scale superimposing HTL-LTL and layout plan on the map. The information submitted and presented by the proponent were discussed.

After detailed discussions, the following emerged:

- i) The construction includes 0.455 ha area of coral reef. To reduce the impact of construction on coral reef and adjacent area on stilts. Restoration and regeneration plan of coral reef shall be submitted prior to commencement of work.*
- ii) The proponent shall ensure that there is no damage due to construction by erecting turbidity curtains around the construction site.*
- iii) All the conditions stipulated by the SCZMA shall be complied with.*
- iv) To reduce the generation of solid waste in the form of pet bottles, the PP shall provide drinking water at convenient places for the passengers and also at the cafeteria.*

- v) *The treated sewage shall be recycled for flushing/ gardening , proper dual plumbing shall be provided.*
- vi) *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 Ro, MoEF along with half yearly compliance report.*

The Committee recommends the proposal for Environment and CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

3.3 CRZ clearance for setting up of bulk oil storage facilities at Kavaratti Island by Lakshadweep Administration.

As presented by the officials from Lakshadweep Administration made a detailed presentation and indicated that it is proposed to construct storage facilities for 710 KL of High Speed Diesel (HSD) (Class B), 100 KL Superior Kerosene Oil (SKO) (Class B), 100 KL Aviation Turbine Fuel (ATF) (Class B) and 40 (2X 20) KL of Motor Spirit (MS) (Class A) and one 20 KL storage facility for HSD for dispensing unit at Kavaratti. Present system of transportation and storage of Class A and B petroleum products in mild steel barrel of 200 or 210 litre capacity is not only unscientific but also involves high risk of a hazardous substance. It also causes environmental pollution to the colony of these coral islands. The present system of handling and storage of petroleum products has been adversely commented on by the general public as well as the Department of Explosives, Ernakulam who inspected the islands in October, 1999 had raised objections and issued notices to the local authorities of various Departments of the Administration for violation of certain provisions of the Indian Petroleum Rules, 1976. He also directed them to show cause for not initiating action against them under Section 23 of the Petroleum Act 1934 for the unscientific management of petroleum products in the islands.

At present, HSD is being obtained from the Indian Oil Corporation Depot Farooke and brought over to the departmental yard to Beypore in IOC truck. The petroleum products before it reaches the islands have to surmount the following handling procedure:-

- Filling in 200/210 litres barrels from IOC trucks and staking filled barrels in open yard at the Departmental Yard of Beypore.
- Loading of barrels into lorries and transporting in the wharf.
- Unloading of barrels from lorries and stacking it at wharf.
- Loading into cargo barge and transporting them to the islands.

Due to the multi point handling and the hazardous nature of transportation and also due to the fact that the sea around Lakshadweep is always with high swells which will cause damage to the barrels while unloading, the barrels some times reach the islands in leaking condition. This causes pollution in the lagoon, soil and groundwater table in the islands. Heavy leakage in transit and storage also causes further loss to the Government. Pursuant to the repeated requests and the demands made by the Administration for proper storage facilities, the Government of India constituted a High Power Committee. The Committee with Inter Ministerial Members visited these islands on several occasions for feasibility studies and recommended to set up permanent storage facilities in the sites selected and identified by them in two islands viz., Minicoy and Kavaratti. After conducting an on the spot

inspection by another group of experts, the present location was finally selected by them. The site is close to the existing cargo/passenger jetty as well as the power house which consumes large quantity of HSD for generating electricity.

The EAC in its meeting held on 23rd – 25th January, 2008 noted that there a court case WP No.334 of 2006 filed since, the above tankaging facility have been constructed without obtaining clearance under the Coastal Regulation Zone Notification, 1991 from Ministry of Environment and Forests. The Ministry has also filed an affidavit in the matter and advised the Lakshadweep Administration to stop further construction and apply to the Ministry seeking Coastal Regulation Zone clearance. As per the Hon'ble High Court of Kerala Order dated 3.2.2006, *'The establishment of the storage tanks will be subject to the result of the final Orders in this Writ Petition. The 6th Respondent (IOC) may establish the storage tanks at its risk. If the Writ Petition is allowed it has to dismantle them.'*

The Committee discussed in detail the risk assessment undertaken for the project. It was informed that the risk assessment has been carried out by CLRI, Chennai and all recommendations of the risk assessment report has been incorporated into the project. Keeping in view the facts provided by the Administration, the Orders of the Hon'ble HC and taking into account the urgency and importance of the matter, the Committee agreed to recommend the project for clearance under Environmental Impact Assessment Notification, 2006 and Coastal Regulation Zone Notification, 1991 after waiving public hearing subject to submission of additional information. The additional information submitted by the proponent.

The Committee noted that as per the CRZ Notification, 2011, the activity falls within the purview of the SCZMA. Accordingly, the Committee suggested the Ministry to refer back the proposal to SCZMA for further necessary action.

3.4. Revalidation of Environmental and CRZ clearance accorded for the development of Multipurpose Port at Rewas Raigad by M/s Rewas Port Ltd [F.No. 10-1/2007-IA.III]

The Environmental Clearance (EC) under the EIA Notification 2006 and CRZ Notification 1991 has been granted for the Construction of Multipurpose Port at Rewas, Raigad, vide letter no. 10-1/2007-IA-III dated 3.5.2007 and corrigendum issued vide letter of even number dated 8.6.2007. The present proposal is for extension of validity of the Environmental Clearance.

Rewas Aware Port is planned as a deep water all weather multipurpose port at Rewas Headland in the Alibag Tehsil, Raigad District, Maharashtra. The project is being developed under a Build, Own, Operate, Share, Transfer (BOOST) Concession Agreement with Maharashtra Maritime Board (MMB), with Concession period of 50 years. M/s. Rewas Ports Limited (RPL) is the Special purpose vehicle for the development, maintenance and operation of the port, with MMB having an equity participation of upto 11% in the SPV.

The proposed port is located in the proximity of confluence of rivers Amba, Patalganga and Karanja creek, south of Karanja Fishing Harbour in Dharamtar Creek, at Latitude 18^o 49' N, Longitude 72^o 56' E. Initial phase of development comprises of construction of 13 berths to cater to the container, dry bulk, liquid bulk, automobiles and general cargo. Out of 13 berths proposed in Phase I, 10 berths are planned on Rewas side and

3 berths on Aware side. The Port will have a design capacity to handle 58.5 mill tonnes of cargo.

The port will cater to 6000 TEU container vessels at all state of tide and 9000 TEU container vessels with tidal window apart from bulk carriers. The approach channel to the port has been designed to be 300m wide with a depth of 14.5m below chart datum. The development has been planned suitably considering the conditions stipulated in the EC and the extent of land transferred/ being transferred by Government of Maharashtra, within the framework of overall project area of 1328 ha on Rewas side and 80 ha on Aware side as approved by MoEF.

The rail connectivity to the proposed port has been planned as a 24 km double line DFC compliant rail link from Hamrapur station on Central Railway. The road connectivity will comprise of a 20 km long 4 lane road from Wadkhal on NH 17 upto the port. The road and rail line have been aligned alongside for a route length of 11 km from the port beyond which the rail line traverses eastward to Hamrapur and the road southward towards NH 17.

The Committee noted that there is a complaint from BEAG alleging that proposal considered and accorded EC by the Ministry and the one which was recommended by the MCZMA are different, MCZMA suggested to shift towards southwest to reduce mangroves, more ITL, - commercial / residential development in ITL, No EIA for reclamation, As per EIA – destruction of 170 ha mangroves whereas the actual is 3000 ha.

The proponent has clarified that the MCZMA has suggested to shift the facility to avoid mangrove areas. There will be no commercial or residential, golf course in the premises.

The details submitted and presented were examined by the committee in its meeting held on 5th -7th March, 2012, 16th -17th April, 2012 and 10th -11th May, 2012 and sought additional information. The details submitted and presented were examined by the Committee.

The Committee after deliberation decided to defer the project for complete appraisal of the project so as to consolidate the issues in view of the nature, size and location of the project.

3.5 CRZ clearance for proposed installation of the 220 KV M/C transmission tower line from the Captive Power Plant to Essar by M/s Essar Steel (Hazira) Ltd. [F.No. 11-1/2012-IA-III]

As presented by the project proponent, the proposal is for installation of the 220 KV M/C transmission tower line from the Captive Power Plant to Essar Integrated Steel Plant. The proposed Transmission Tower corridor passes partly through CRZ -Intertidal area and Forests area. The CESS demarcated the HTI/LTL. The Gujarat Coastal Zone Management Authority has recommended the project.

The EAC considered the project in its meeting held on 5th -7th March, 2012 and suggested to explore the possibility to route the corridor adjacent to the plot boundary and also give the land features along the corridor. The proponent clarified that the possibility of routing the corridor adjacent to the boundary was examined and found not feasible due to

presence of gas pipeline between by-pass road and boundary. Also submit the revised map incorporating the land features. The information submitted and presented by the proponent were discussed.

After the discussion, following points emerged:

- (i) *All the conditions stipulated by the SCZMA shall be complied with.*
- (ii) *Submit the copy of the Forests clearance.*

The Committee recommends the proposal for CRZ Clearance after submission of the information at (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

3.6 Extension of Environmental Clearance of Dindi Chemical & Pharma Park in around 682.00 Hactares of area in Dindi Panchayat, Nizampatnam Mandal , Guntur dist, Andhra Pradesh by M/s Sireen Drugs Pvt. Ltd. (F.No. 21-1083/2007-IA.III)

The proposal was considered in 60th Meeting of the Expert Appraisal Committee for New Construction and Industrial Estates Projects held from 1st to 3rd May, 2008. The committee recommended the proposal in the meeting.

The proposal involves the development of a Chemical & Pharma Park on a plot area of 682.16 hectares. It is proposed to develop 64 plots for Chemical Units and Pharma Units. The industrial estate will have units for synthetic organic chemicals (pharmaceuticals, intermediates and fine chemicals and formulations). The park will also have raw material and finished product storages, mechanical and solvent yard, truck parking, mini Golf course and a Air Strip. Provision has also been made for water reservoir, storm water tanks and ETP. The park employ approximately 7000 technical and non-technical people. The total water requirement indicated was 13.2 MLD. The project may generate coal ash from boilers - 640 Ton/day. Solid waste from process - 22.5 MT/day, waste oil - 10 Kl/year, used batteries, solvent residue - 16.5 MT/day, ETP sludge - 1.15 MT/day and Forced Evaporation Salts incinerated as 27 MT/day. Approximately 91 industrialists had shown interest in establishing their units in the park. The project also attracts CRZ provisions. The power requirement during construction phase was 1000 KVA. It was proposed to set up a 45 MW co-generation system to meet the power and steam requirements of the individual industries. Liquid effluents at peak production stage will generate 10 MLD. The effluents were proposed to be treated in a centralized ETP. The total cost of the project was Rs. 1200.00 crores.

The Committee recommended for the extension of the validity of EC dated 23.06.2008 for further period of five years. At least 15 – 30 mts green belt all along the boundary of the site shall be provided as assured before EAC.

3.7 Extension of NRL Township, Phase –III, Numaligarh distt. Golaghat, Assam by M/s Numaligarh Refinery Ltd. F. No. 21 –30/ 2012 - IA.III

Numaligarh Refinery, a subsidiary of Bharat Petroleum Corporation Limited, popularly known as “Accord Refinery” is a 3.0 MMTPA Refinery. Commercial Production commenced from 01.10.2000. The existing refinery Township is located at a distance of 5 KM from refinery covering an area of 250 Acres. NRL proposes for extension of existing

township to cater the need to accommodate all its employees and also to take care for new recruits likely to be recruited for Wax and NSU

The NOC for the existing refinery township has been received vide ministry's letter ref J-11014/2/91-IA.II dated 18.01.94

The proposed project shall be located adjacent to the existing refinery township spanning an area of 22 acres i.e. 90,000 sqm. The provisions as per the master plan has been conceptualized by consultant M/s SPA, New Delhi

The proposed built up area for different units are as follows: 64 D Type units-13440 sqm, 48 C Type units-5088 sqm, 48 B Type units-4320 sqm, Electrical S/S-250 sqm, Site Office building -224 sqm, Total- 23,322 sqm.

During the discussion, the following points emerged:

(i) *There are no details on topography, water usage, source, treatment, solid waste management, traffic circulation, parking, road connectivity etc.*

In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.

3.8 Environmental Clearance for multi product SEZ in Sinnar, District Nasik, Maharashtra by M/s India Bulls Industrial Infrastructure Limited [21-202/2008-IA-III]

The Committee noted that the Proponent has not conducted public hearing and claiming that the SEZ is proposed in the notified industrial area. However, it is observed from the EIA, Notification, 2006, that no exemption of public hearing is given to SEZ, only the projects proposed within the approved SEZ / Industrial Estate or Park are exempted.

Therefore, the committee uphold the earlier recommendation to conduct PH and further noted that the ToR four year validity period has expired, the proponent shall make fresh application for obtaining ToR.

4. Consideration of New Proposals:

4.1 CRZ Clearance for Mechanization of CQ-3 Berth at Paradeep Port and Conveyor Corridor from Essar Steel Plant to CQ-3 Berth at Paradeep, Distt. Jagatsonghpur, Odisha by M/s. Essar Bulk Terminal Paradeep Ltd. [F.No.11-61/2012-IA.III]

As presented by the project proponent, the proposal is for mechanization of CQ-3 Berth at Paradeep Port and Conveyor Corridor from Essar Steel Plant to CQ-3 Berth at Essar Bulk Terminal Paradeep Ltd. Essar Bulk Terminal Paradeep Limited (EBTPL) has signed an agreement on 15th April 2010 with Paradeep Port Trust (PPT) for operation and maintenance of the CQ3 berth which has been allotted to EBTPL on the basis of competitive bidding. To facilitate movement of dry bulk cargo EBTPL has proposed to establish a closed conveyor connecting stockyard at Essar Steel with the loader at CQ-III berth of Paradeep Port. The

total length of the closed conveyor is about 9.15 km and the corridor width is about 15 m, most of it will be above ground, only 120 m section will be an underground one to cross the IFFCO road. The land in which conveyor corridor is proposed to be established belongs to Paradeep Port and Irrigation Department for which Right of Way (RoW) has been obtained. Only 0.1 ha of private land is involved which has already been acquired. There is no R&R involved and the entire route proposed is devoid of any sensitive receptor such as mangroves, forest land etc. Classification of the 2.4 km CRZ area is CRZ I (B) – 60 m, CRZ III – 2233 m and CRZ IV 144 m, establishment of conveyor is a permissible activity under clause 4 (ii) d of the CRZ notification. Option of Pipe Conveyor has also been examined by the project proponent but it has not been found feasible due to technical limitations such as sharp bends in the corridor, large volumes and multiple cargo etc.

High pressure water mist dust suppression system is proposed to be installed through out the length of the conveyor to suppress any fugitive dust generated. This apart a tungsten carbide tip scraper mechanism is proposed in the design at the junction point where the belt turns to return back. The scraped dust will be collected in the chute and hopper provided below which will then be transferred to the adjacent conveyor for further movement. Water sprinkling arrangement is proposed in the pellet stack yard at the steel plant side for controlling any fugitive dust generation due to handling.

During the discussion, following points emerged:

- (i) *Conveyors shall be closed and dust control viz water sprinkler, along conveyor and transfer point shall be provided as presented.*
- (ii) *The conveyor route shall not pass through any habitation and mangroves as presented and assured before the committee.*
- (iii) *Explore to develop Green belt along the conveyor.*

The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

4.2 CRZ clearance for Improvement and conservation of cultural/ Archaeological assets-Ganjam fort. Ganjam (Polagarda) by State Archeology, Deptt. of Culture, Orissa (F.No. 11-32/2011-IA.III).

The Committee decided to defer the project, since the project proponent did not attend the meeting.

4.3 CRZ clearance for improvement and conservation of cultural/ Archaeological assets-of Bhabakundaleswar Temple Manik Patna in Puri District, Orissa by State Archeology, Deptt. of Culture. Orissa (F.No. 11-33/2011-IA.III).

The Committee decided to defer the project, since the project proponent did not attend the meeting.

4.4 CRZ clearance for laying of marine water discharge pipeline and Mobile RO by Rashtra ispat Nigam Ltd [F.No. 11-60/2011-IA-III]

As presented by the project proponent, this is a proposal for laying of pipeline for marine discharge of treated effluents & installation of mobile container seawater reverse osmosis units for the Visakhapatnam Steel Plant.

The total effluent proposed to be discharged into marine environment is for about 14,1400 cum/day. The industry proposed to lay a subterranean and submarine pipeline for the discharge of treated effluents into the sea near Gangavaram within the project premises. The National Institute of Oceanography (NIO), Visakhapatnam, an authorized agency carried out the demarcation of LTL, HTL and CRZ area including firming up of outfall point. The NIO carried out field studies to generate baseline and site-specific data and also suggested suitable disposal point to facilitate quick dispersal of treated effluents.

The width of the inter tidal zone varied between 130 and 175 meters at this stretch and covered with sand/beach and interspersed with low elevated sand dunes. The NIO, Visakhapatnam after considering the prevailing physico-chemical and bathymetry data of the study area, recommended the discharge point at 20 m water depth i.e. at 17^o 35' 39" N latitude and 83^o 13' 50" E longitude which is 1.12 km from the Land Fall Point (LFP). The assessed the filed dilution can be enhanced with a jet velocity of 2 m/s at a depth of 20 m. The dilution can be enhanced 198 times by using a 6 port diffuser of 0.11 m diameter with a jet velocity of 2.5 m/s at a depth of 20 m. it is recommended that the jet velocity of 2.0 m/s is essential to avoid bio fouling and accumulation of the particulate matter inside the pipeline.

The industry intends to establish Mobile Container Seawater Reverse Osmosis (MCSRO) Units to treat sea water in mobile RO units as make up water to plant for 3 months which will be extendable 6 month to tide over the water crisis. It is proposed to draw seawater by gravity through open channel of 2M x 1M size and stored in lagoon of size of 100 M x 200 M. The lagoon will be provided with 3 mm PVC sheets to avoid any seepage loss. The reject from the RO will be left in to the sea using open channel. The TDS of the RO reject will be 74,000 ppm approximately. The total quantum of drawl of seawater is 3750 cum/hour. The NIO carried out studies to firm up the intake and outfall locations and also impacts on account of the discharge of high-density plant rejects. The temperature of the seawater varies between 26.8^o C to 27.9^o C. Salinity range is 32.92 to 34.04 psu in the study area. Seawater density varies between 1021 – 1022 kg/cum in the water column. The temperature and salinity vary with the season, the density generally varies between 1015 – 1025 kg/cum on annual scale. No ecologically sensitive areas such as mangroves or national parks are present in the vicinity of the proposed landfall point or along the route of the pipeline. The estimated cost of the pipeline project is Rs. 6.0 crores.

The proposal was examined by the Andhra Pradesh State Coastal Zone Management Authority on 14.09.2010 and recommended.

The project was considered by EAC in its meeting held on 21st to 23rd September 2011 and sought additional information. The information submitted and presented by the proponent were discussed.

During the discussion, the following points emerged:

- i) *The outfall pipeline shall be buried 1 m depth below sea bed and discharged at 1.2 km at 20m depth.*

- ii) *Check and increase the port distance to avoid plume mixing, if required.*
- iii) *Periodical monitoring of the receiving body at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.*
- iv) *The Committee noted that the proposal involves construction of temporary lagoon type pond to store sea water for Desalination plant and the earlier EAC informed the proponent that the lagoon is not permissible in CRZ area. However, the proponent clarified that the available low lying area will be used providing bottom lining and there will not be any new construction of lagoon. Further, climes that it is associated facility for desalination which is permissible under CRZ Notification, 2011. Also proponent informed that the desalination is purely a temporary used for 3-5 months for 2-3 years. Since the notification permit's facilities for Desalination in CRZ area and it requires storage of sea water, the committee decided to consider the project.*
- v) *The Committee further noted that the rejects from Desalination is to be discharged on shore itself which is not acceptable. Proponent shall discharge into the sea through pipeline and submit the details.*

The Committee recommends the proposal for CRZ Clearance after submission of the information at (v) above, for the with the above condition in the Clearance letter for strict compliance by the project proponent.

4.5 CRZ clearance for construction of 2 MIGD (380-cu-meter/hour) desalination plant at Kalpakkam, Thirukalukundram Taluk, Kancheepuram District by M/s. Indira Gandhi Centre for Atomic Research. [F.No.11-60/2012-IA.III]

Indira Gandhi Centre for Atomic Research (IGCAR), is a premiere R&D establishment of the under Department of Atomic Energy (DAE). The primary mission of the Centre is to conduct a broad based multidisciplinary programme of robust Scientific Research and Advanced Engineering, directed towards the development of sodium cooled Fast Breeder Reactors (FBR) and associated closed fuel cycle technologies. To meet the growing demand of water requirements at DAE units, Kalpakkam, it has been planned to construct a Sea water Reverse Osmosis (SWRO) Desalination plant with an estimated capacity of 380m³/h (2MIGD) of potable quality water. Kalpakkam is a coastal hamlet, located 80 kms South of Chennai, surrounded by Bay of Bengal and the Buckingham Canal on the eastern & western sides respectively. In the north–south direction, it stretches a distance of 6.5 km and covers an area of about 830 ha. No habitation is permitted within the Kalpakkam site. Presently, Prototype Fast Breeder Reactor (PFBR) of 500 MW capacity is under advanced stage of construction under BHAVINI (Bharathiya Nabhikiya Vidyut Nigham Limited, A unit under Govt. of India undertaking). The condenser cooling water for PFBR is drawn from the sea and is existing.

The proposed 2 MIGD SWRO desalination plant will be constructed within the DAE complex closer to PFBR. It is planned to tap 1200 m³/hr intake water from the existing intake system of PFBR Sea Water Auxiliary system. Subsequently, the water will be treated through ultra filtration (UF) system to remove the suspended particles, followed by a two stage Reverse Osmosis (RO) process to remove dissolved salts. The RO permeate water will have TDS of about 50 ppm. The permeate is further treated through

lime stone columns and the product water of 380 m³/hr capacity will have TDS of about 250 ppm meeting the IS 10500 standards. The brine discharge from 2 MIGD SWRO desalination plant will be discharged to the existing PFBR condenser outfall canal leading to sea. The existing canal is an artificial canal, meant for sea water discharge from Madras Atomic Power Station (MAPS) and Prototype Fast Breeder Reactor (PFBR) plants. The canal was constructed using Random Rubble masonry along the coast from PFBR to MAPS and to sea during the construction period of MAPS. The length of the canal is about 1.5 km, width 24 m and depth 1.7 m. This canal facilitates to receive the seawater from condenser outlets and discharges into the sea.

The brine discharge of 820 m³/hr with TDS 69506 ppm from the 2 MIGD SWRO plant will be mixed with PFBR condenser outfall canal of capacity 1,00,000 m³/hr and 36500ppm through a dispersion system for thorough mixing and dilution. It is estimated that the resultant increase in TDS value (PFBR condenser outfall and SWRO plant discharge 100820 m³/hr) is less than 0.268 ppt at mouth of sea. It is insignificant considering the seasonal variations in TDS of sea water. It is further emphasized that for the proposed 2MIGD SWRO desalination plant, intake water is not directly drawn from the sea or discharged into the sea. Hence, there is no increase in the quantity of sea water drawn from sea for the SWRO plant / PFBR.

The 2 MIGD SWRO plant is designed with the state of art technology with low energy consumption and environment friendly. It is expected that the potable water produced by this plant will meet the growing demand of water requirements of DAE units at Kalpakkam and will considerably reduce the tapping of ground water and also increase the water table.

The TCZMA has recommended the project vide letter P1/2763/2011 dated 20th April, 2012.

During the discussion, the following points emerged:

- i) *All the conditions stipulated by the SCZMA shall be complied with.*
- ii) *Periodical monitoring of the receiving body at the discharge point shall be done and report be submitted along with the six monthly monitoring reports.*

The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

4.6 CRZ clearance for Desalination plant at Birchguhj, Minnie Bay and Haddo at Port Blair by Andaman & Nicobar Zone of Military Engineer Service

As presented by the project proponent the proposal involves construction of Desalination plant at Birchguhj, Minnie Bay and Haddo at Port Blair. At Port Blair, the entire requirement of treated water is distributed by Port Blair Municipal Council (PBMC), which is supplied by Andaman Public Works Department. There is a deficit of 15 MLD in the supply of drinking water under present demand. Moreover, Dhanikhari dam is the only major source of drinking water in Port Blair. During Tsunami, it was observed that a single source

dependency gave rise to water insecurity in the area. Rain water harvesting (even though there is continuous rain for around six months in a year) is not very effective in the region because of active geological faults existing in the region which make it very difficult to store rain water due to seepage of rainwater into the fault and ultimately to deep ocean and not stored in the aquifers for a very long period to sustain the increasing water demand.

There is thus an acute shortage of fresh drinking water supply especially in summer for the large defense population. Assured, regular and reasonable quantity of water supply is a must for enabling and augmenting defense activities throughout the year for the defense personnel and families stationed in these strategic Islands of A&N. Hence there is an urgent need to search for additional water resources and the Desalination project is very much suited for same as it has known to have very minimal effect on the environment even more so because of the small sized plants being proposed at three different locations in the defence area. Desalination Process : Reverse Osmosis Technology is being used for the last 30 years to provide safe potable drinking water world over. Reverse Osmosis is a process by which a solution of lower concentration moves to a solution of higher concentration and is used to produce potable water from sea water. Desalination by Reverse Osmosis is a user friendly, economical and proven system which is cost effective with minimal to no adverse effects on the environment.

The plants proposed are of very small sizes and dispersed at three locations to avoid any effect on marine life in the sea or the shore environment. only basic non synthetic natural chemical salts are used in the process of RO Desalination which will not be present in the reject water discharged back into the sea ,furthermore there is no change in temperature in the RO process, as such the water from the sea goes back at the same temperature as at source. The increased salinity of reject water is rapidly dispersed by the diffuser and water action. In this context it is brought out that the natural evaporation process which takes place from the sea by the sun's rays is far, far greater than all the desalination plants in the world put together. Studies conducted abroad have shown that the increased salinity due desalination process had no adverse effect on marine life even for much larger plants.

During the discussion, the following points emerged:

- i) *Submit the details of the intake, diffuser, dispersion / dilution, etc*
- i) *Submit authenticated CRZ map from an authenticated agency on 1:4000 scale superimposing HTL-LTL and layout plan on the map.*

- ii) *Periodical monitoring of water quality shall be carried out at the outfall location*

The Committee recommended the proposal for grant of CRZ Clearance after submission of the above information with the above condition in the Clearance letter for strict compliance by the project proponent.

4.7 CRZ Clearance for proposed project of laying additional pipeline (offshore segment) for disposal of treated effluent in to the Gulf of Khambhat, parallel to the existing pipeline at Dahej Taluk Vagra, District Bharuch, Gujarat by M/s Gujarat Alkalies and Chemicals Ltd [F. No. 11-50/2012-IA.III]

As presented by the project proponent, the proposal involves laying additional pipeline (offshore segment) for disposal of treated effluent in to the Gulf of Khambhat, parallel to the existing pipeline at Dahej Taluk Vagra, District Bharuch, Gujarat from the Gujarat Alkalies and Chemicals Ltd.

M/s GACL established in 1973 and manufacturing Chemicals Caustic soda including the by products viz chlorine, Hydrogen, HCL etc. The wastewater generation is 5566 KLD. Presently the wastewater is treated by individual plant and sent to the final effluent lagoon of 10,000 KL capacity. From lagoon, the treated waste water is pumped in to the Sea through under ground pipeline as per NIO recommendation. The pipeline is 12 km length and discharged at 10 m CD with multi-port diffuser The proposed pipeline is 6.2 km length and 280 mm OD and disposal point is in the down stream of the Kalpasar reservoir.

The pipeline is passing through CRZ-I (intertidal) – 4 km & CRZ –III-0.9 km. The Gujarat CZMA recommended the project.

During the discussion, the following points emerged:

- iii) Submit the status of compliance to the conditions of earlier clearances*
- iv) Submit the Valid consent orders*
- v) Submit authenticated CRZ map from an authenticated agency on 1:4000 scale superimposing HTL-LTL and layout plan on the map*

In view of the foregoing observations, the committee recommended to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.

4.8 Environmental Clearance for the development of land fill site for Aizawl City in State of Mizoram by M/s Project Director, SIPMIU (NERCCDIP) [F. No.10-73/2010-IA-III]

As presented by the project proponent, the proposal involves development of land fill site for Aizawl City in State of Mizoram. The existing system of waste collection is through a manual/multi-handling system, which is not in conformance to the rules. It is proposed to provide additional capacity to city's present SWM work, including additional Equipment. Storage bins for effective collection of Solid waste, additional vehicle to strengthen effectively and timely transportation of solid wastes to treatment and disposal site, Development of land fill site and capacity development for (i) effective public participation

in segregation of recyclable waste and storage of waste at source and (ii) primary collection of waste.

It is estimated that 103 metric tons per day (mtpd) of solid waste is generated within GAPPA. Presently, only 40% - 45% of wastes is collected and transported to the disposal site. The total cost of the project is Rs. 14 crores.

The project was examined by the EAC in its meeting held on 18th – 20th January, 2011 and finalized ToR including conduct of Public Hearing. The Public Hearing was conducted on **09.2011 at site**. Major issues are nuisance from existing activity. Proponent responded that the new facility will be based on scientific and hence the problem will be minimized.

The project is category 'B' and since there is no SEIAA, Mizoram, the project is considered by EAC.

During the discussion, the following points emerged:

- i. Existing land fill site shall be closed scientifically.*
- ii. The proponent shall ensure that the project fulfills all the provisions of Solid Wastes (Management and Handling) Rules, 2000 including collection and transportation design etc.*
- iii. The gas generated from the Landfill facility shall be collected and disposed/utilized as per rules*
- iv. The Leachate from the facility shall be collected and treated to meet the prescribed standards before disposal.*
- v. The depth of the land fill site shall be decided based on the ground water table at the site.*
- vi. An On Site Emergency Management Plan shall be prepared and implemented.*
- vii. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.*
- viii. Odour control measures shall be carried out.*
- ix. Green belt of at least 20 % of total area shall be provided all around the unit*

The Committee recommended the proposal for Environment Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

4.9 Environmental Clearance for 15 MLD CETP by M/s Bahadur Ke Textile & Knitwear Association, Ludhiana (10-119)/2011-IA.III

As presented by the project proponent the proposal involves establishment of common affluent treatment plant at Bahadur Road Industrial Area, Dyeing Complex,

Ludhiana, Punjab. Bahadurke Textile & Knitwear Association Ltd. (BTKAL) is promoting the project of establishment of CETP of 15 MLD alongwith biomass based captive co-generation power plant of 10 MW (2 * 5 MW) as well as 60 MT/hour steam generation capacity. The project location is within Bahadurke Road Dyeing Complex, Ludhiana, Punjab. BTKAL has proposed to set up CETP to collect, treat and dispose (to achieve zero discharge – through treat, recover and reuse options) process effluent from industrial units of Bahadurke Road Dyeing Complex engaged in textile dyeing, washing and printing processes. Approximately 25 units (existing and proposed) have been identified as member units of the CETP.

CETP Process: The collected raw effluent will be treated through a sequence of unit operations including pre-treatment (screening, degritting, equalization), primary treatment (precipitation/coagulation, flocculation, and resulting sludge separation and dewatering – a hazardous waste), secondary treatment (anaerobic stabilization of organic matter present in the effluent, and separation and handling of secondary sludge), followed by tertiary treatment (through pressure depth multi-grade filters and activated carbon adsorption). In order to achieve zero discharge, the effluent will be conditioned (through chlorination and dechlorination, followed by micron-filtration) and subjected to multi-stage membrane treatment (followed by three-stage reverse osmosis) wherein reject from each stage will be sequentially subjected to next stage of treatment. The permeate (purified accept) from each stage will be collected for reuse (to be supplied back to the participating industries through piped network).The concentrated reject from final RO stage will be subjected to destruction (through forced thermal evaporation) in multiple effect evaporator (MEE). Approximately, 15,000 sq.m. area has been taken on lease for establishment of the proposed project. Cost of project will be @ Rs. 148.86 Crores.

Domestic water requirement is @ 5 KLD, which will be met through ground water whereas the balance water requirement for cooling make up and boiler feed etc. will be met through recycled water obtained through membrane recovery plant. Reject from membrane plant will be evaporated in MEE. Evaporated water from the MEE – recovered as condensate will be primarily used for meeting boiler feed water requirement

Power Plant & Steam Generation : 2 x 5 MW (10 MW) turbines shall be installed and for the running of 10 MW turbines, steam generation capacity totaling 60 MT/hour (using two boilers each of 30 MT/hour steam generation capacity) shall be installed, which will generate 55 MT/hour of steam at MCR. Out of this, the MEE/evaporator will consume 30 MT/hour and remaining steam will be sold to member units. Maximum fuel requirement will be @ 15 MT/hour. The fuel handling system will be designed for a capacity of 20 TPH. ESP will be installed as air pollution control measure to the boiler.

Solid waste generated from the plant will be in form of boiler furnace ash (@ 60 MT/Day) which will be sold out to brick manufacturers, Biological treatment sludge (@ 9 MT/day)will be disposed through its use as soil conditioner for agricultural area in the vicinity. Hazardous wastes will be generated in form of Primary treatment sludge (@ 15MT/Day), Solids from MEE concentrate drying and Used oil will be handled and disposed as per HWM Rules, 2008.

The project was examined by the EAC in its meeting held on 10th -11th January, 2012 and finalized ToR. The Committee exempted the conduct of Public hearing since the site is located within the Industrial Estate.

The project is Category 'B' and since it is located in Ludhiana, a critically polluted area, it is treated as Category 'A' as per General Conditions of EIA, Notification, 2006.

During the discussion, the following points emerged:

- (i) *The proponent shall maintain Zero discharge.*
- (ii) *The permeate (purified accept) from each stage shall be collected for reuse (to be supplied back to the participating industries through piped network).The concentrated reject from final RO stage shall be subjected to destruction (through forced thermal evaporation) in multiple effect evaporator (MEE)*
- (iii) *The MoU between CETP and member units shall indicate the maximum quantity of effluent to be sent to the CETP along with the quality.*
- (iv) *The MoU between CETP and FETP shall indicate the maximum quantity of treated effluent and also the out let norms to be complied by CETP.*
- (v) *The effluent from member units shall be transported through CETP tankers only duly maintaining proper manifest system. The vehicles shall be fitted with proper GPS system*
- (vi) *Before accepting any effluent from member units, the same shall be as permitted by the SPCB in the consent order. No effluent from any unit shall be accepted without consent from SPCB under the Water Act, 1974 as amended*
- (vii) *Suitable meters shall be provided to measure the quantity of effluent received, quantity of effluent recycled / reused and discharged.*
- (viii) *ESP shall be installed as air pollution control measure with the boiler as proposed.*
- (ix) *Hazardous wastes will be generated in the form of Primary treatment sludge (@ 15MT/Day), Solids from MEE concentrate drying and Used oil will be handled and disposed as per HWM Rules, 2008.*
- (x) *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 Ro, MoEF along with half yearly compliance report.*

The Committee recommends the proposal for Environment Clearance with the

above condition in the Clearance letter for strict compliance by the project proponent.

4.10 Finalisation of ToR for solid waste management plant at Ranchi by M/s A 2 Z Waste Management (Ranchi) Ltd. (F. No. 10-56/2012-IA.III)

The Committee decided to defer the project since the project proponent did not attend the meeting.

4.11 Finalisation of ToR for Rehabilitation and up gradation of existing 2 lane to 2 with paved shoulders configuration of Narkanda to Wangtoo section (km 224.000 – km 335.550) of NH-22 in the State of Himachal Pradesh by M/s Superintending Engg. Cum Regional Officer. (F.No. 10-54/2012-IA.III)

The Committee noted that as per the project proponent the Length of the proposed road is 111 km, however, the existing RoW- 10-30 m and additional RoW is only 8-16 m. Therefore, the EIA, Notification, 2006 will not apply to this project.

2nd Day: 17th August, 2012:

4.12 Finalization of ToR for proposed Multi product special economic zone (SEZ) at Naidupeta, Nellore Distt, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd. [F.No. 21-61/2010-IA.III].

APIIC is planning to establish a Multiproduct SEZ in an area of 2550.78 Acres (1032.27 ha) covering five villages viz. Menakuru Konetirajupalem Dwarakapuram, Palepalem of Naidupeta Mandal and Palachuru of Pellakuru Mandal, Nellore District. The main reasons for establishing the SEZ near Naidupeta is to improve the Industrial Infrastructural facilities in Nellore district of A.P, availability of World class Business groups at the nearest city Chennai (around 125 km), good infrastructure availability at short distance less than 75 km (Nellore District Head Quarters), Availability of skilled manpower at short distance less than 75 km, Government's positive attitude towards the industrialization. The role of the APIIC for the proposed multiproduct SEZ will consists of developing common infrastructural facilities like roads, water, power, drainage, street lightening and green belt etc. Social Infrastructure – Banks, Post Office, canteens, primary health centre, etc. The SEZ will also have an Industrial Area Local Authority for maintenance of the SEZ, approval of building plans etc. The plotted area is 862.6 Ha which is 83.61 % of the total area, green belt at park level is 103.19 Ha which is 10%, road network is 37.68 Ha which is 3.65% and CFC area is 28.33 Ha which is 2.74 Ha.

During the discussions, the Committee finalized the following additional TOR for further study:

- (i) *Submit the details regarding Industries who started construction after obtaining individual ECs prior to getting EC for SEZ*
- (ii) *Project proponent shall provide green belt of minimum width of 15 meters along the periphery of the SEZ. The land will not be allotted for any unit holder and land will not be diverted to any other usage*

- (iii) *Submit a copy of MOU between the SEZ and proposed industries indicating 33% of the plot area to be left out as open area*
- (iv) *Submit details regarding waste water discharge calculations and reuse calculations including standards of effluent.*
- (v) *Submit details regarding impact on drainage system and nearby rivers*
- (vi) *Submit internal road circulation plan, road safety aspects and its impact on the NH, along with site photographs*
- (vii) *Submit details regarding Water and Energy conservation*
- (viii) *Provide details regarding issue of allotment of land to individual industry*
- (ix) *Specify the type of industry for green and orange category*
- (x) *Assess the residential requirement because of the proposed SEZ and shall submit the details.*
- (xi) *Submit EMP in tabular form as committed in the EIA report*
- (xii) **Submit the details of the site selection studies with justification with particular focus on environmental issues,**
 - (i) **Details of the layout plan.**
 - (ii) **Details of land breakup along with land use plan.**
 - (iii) **Water requirement, source, impact on competitive users.**
 - (iv) **Details on the wastewater treatment.**
 - (v) **Details of the shore line studies to study the erosion and accretion.**
 - (vi) **Submit the details of the eco-sensitive areas, if any.**
 - (vii) **Submit the details of the fishing activity and likely impact due to the activity.**
 - (viii) **Submit the details of anticipated impact due to the growth scenario/ induced developments because of the green field Port SEZ. Impact due to influx of people due to port and all other associated activities or otherwise may be carefully projected and estimated. Commitments for environmental and ecological protection shall be made quantitatively and chronologically.**
 - (ix) **A comprehensive EIA based on 3-season data and actual field measurements, appropriate modeling study etc shall be carried out.**

- (x) Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs.
- (xi) Submit details of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made disaster like floods, cyclone, tsunami and earth quakes etc.
- (xii) Submit the details of Oil Spill Contingent Management Plan.
- (xiii) Submit the details of dredging sludge quantity quality in terms of its toxic metals (atleast Cr+6, Arsenic, Mercury, and lead) and its disposal with quantity (reclamation/ dredging disposal site) If disposal is in sea, location, the justification for selecting such location, the dispersal of dumping material, its effect on marine environment, effect of fishes.
- (xiv) Submit the details of study on connectivity and its carrying capacity (both road and railway).
- (xv) Submit the details of impact on salt pan existing on the surrounding area.
- (xvi) Confirm that the proposed development does not involve court cases.
- (xvii) Quantitative and chronological CSR plan shall be delineated in detail.
- (xviii) Committee observed that a dedicated corridor for transport of fuel, water pipelines and transmission lines is envisaged for the SEZ. Submit details about the land acquired for the purpose and the route, which will have least social & environmental impacts.
- (xix) Master Plan should clearly demarcate wastewater conveyance lines, internal & approach roads, green cover, and a separate drainage map will be incorporated in the EIA report.
- (xx) Submit complete details regarding water supply, storm water drainage, effluent collection and disposal, solid/hazardous waste management etc.
- (xiii) Submit proposed base line studies plan, impact analysis, proposed coverage of mitigation measures and EIA reporting structure

General Guidelines

- (i) The EIA document shall be printed on both sides, as for as possible.
- (ii) The status of accreditation of the EIA consultant with NABET/QCI shall be specifically mentioned. The consultant shall certify that his accreditation is for the sector for which this EIA is prepared.

- (iii) On the front page of EIA/EMP reports, the name of the consultant/consultancy firm along with their complete details including their accreditation, if any shall be indicated. The consultant while submitting the EIA/EMP report shall give an undertaking to the effect that the prescribed TORs (TOR proposed by the project proponent and additional TOR given by the MoEF) have been complied with and the data submitted is factually correct (Refer MoEF office memorandum dated 4th August, 2009).
- (iv) While submitting the EIA/EMP reports, the name of the experts associated with/involved in the preparation of these reports and the laboratories through which the samples have been got analysed should be stated in the report. It shall clearly be indicated whether these laboratories are approved under the Environment (Protection) Act, 1986 and the rules made there under (Please refer MoEF office memorandum dated 4th August, 2009). The project leader of the EIA study shall also be mentioned.
- (v) All the TOR points as presented before the Expert Appraisal Committee (EAC) shall be covered.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual>".

4.13 Environmental Clearance for Construction of Group Housing for Inderlok Housing Scheme, Phase-II Roshanabad, Haridwar by M/s Haridwar Development Authority. F.No 21-38/2012-IA.III

The proposed project is for the construction Residential Project by Haridwar Development Authority. Plot area is 48500Sq.mt. Total built up area is 1,07,344.01 Sq.mt. Residing population is 4160, No. Of blocks is 16, No. of units is 832(including 288 for 2BHK for 3 BHK and 256 units for ISP & EWS). No of ECS is 1462 ECS(395 no. at Basement, 476 no. as stilt parking and 591 as open parking). Total water requirement is 610.53 KLD, waste water generation is 490.78 KLD, Water sources is ground water, STP is 600 KLD capacity , total power requirement is 3492 KW , power sources is uttrakhand state electricity board, DG sets is 2x200 KW, solid waste generated is 1.71 ton/day.

The land available is 48500 sq.mt, Nearest highway is Delhi-Haridwar National Highway , nearest railway station is Jwalapur railway station(-7.7 km, SE), nearest Air port is jolly grant air port, Dehradun (-26.9 Km, NNE), nearest Habitat is Roshnabad and Hetampur village, Nearest river is Ganga River Canal (-5 Km, SSE) Ganga Rive (-10.5 Km, ESE), Industrial Area is adjacent to site (SIDCUL) and the project area is Rajaji National Park (-1.0 Km, NE)

During the discussion, the following points emerged:

- (i) *Green belt of minimum width of 15 meters should be provided on the industrial area side and a width of 6 m should be provided along the periphery of the township.*
- (ii) *Clearance should be obtained from wild life board (NBWL) as the site is 1.0 km from Rajaji national park. Also check if the notification is issued from the chief warden, wild life regarding the distance of 1 km from Rajaji national park.*
- (iii) *Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed for the project.*
- (iv) *The project developer shall provide solar energy for street lighting and for water heaters and shall submit a detailed report to the Ministry.*
- (v) *Provide details for the rain water harvesting system for the project*
- (vi) *Submit EMP in tabular form as committed in the EIA report*

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (iv), (v) & (vi) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.14 Environmental Clearance of proposed Residential Project Paramount Grand Near Sarusajai Stadium, Lokhra, NH-37, Guwahati, Assam. M/s Paramount Grand. F. No 21-40/2012-IA.III

The proposed project "Paramount Grand" near Sarusajai Stadium, Mouza: Beltola, Tehsil: Guwahati, District: Kamrup, Assam will have the total plot area of 11214.8 m² and Built-up Area of 40,153.0 m². The total water requirement of the project will be 149 KLD among which the fresh water requirement will be 87 KLD and recycled water requirement will be 62 KLD. The Municipal Solid waste generation will be 489.25 KGD. 366 ECS Parking in total will be provided in the basement. For the purpose Mechanized parking will be installed. Dual Plumbing system is proposed for conservation of water.

During the discussion, the following points emerged:

- (i) *Resubmit the parking plan including stack parking*
- (ii) *Submit complete landscape plan on the layout map.*
- (iii) *Submit EMP in tabular form as committed in the EIA report*
- (iv) *Recycling water pipeline and outlet should be at ground level so that no one consumes the water for drinking.*

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i), (ii) & (iii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.15 Environmental Clearance for proposed Sahara City Homes – Kashipur Village Kharmasi and Bhagwantpur, distt Udham Singh Nagar.M/s Sahara India Commercial Corporation Ltd. F. No 21-41/2012-IA.III

The proposed project is located in Kashipur Town, district Udham Singh Nagar, in the state of Uttarakhand. The proposed project will provide private housing with facilities such as school, commercial and community center, club, hospital and other services. The proposed project stretches over an area of 32.2533 Acre with 9.085 Acre (28.17%) under landscape and 14.863 Acre area under parking.

The proposed project has total 101346.92 sq.m of buildup area (Residential & EWS – 89,548.0 m² and Commercial & Amenities – 11,798.92 m²). The proposed project has 1088 dwelling unit that is 282 unit of Group Housing – I, 604 unit of group housing – II, 42 Independent housing and 160 unit of EWS

Parking provision has been made on Surface and under stilt. The proposed project has total parking provision for 1237. That is 997 parking for residential area and 240 for Commercial area.

The total water requirement for the proposed project is 720 KLD. The source of water will be ground water. The fresh water requirement is 362.6 KLD. The waste water generated will be 446 KLD which will be treated in STP of 500 KLD capacity. About 357 KLD of treated water will be generated which will be used on site for Horticulture (110 KLD), Flushing (155 KLD), DG set cooling (20 KLD) and AC Makeup water (72 KLD). The project is designed on zero discharge of waste water.

The proposed project has total power requirement of 3.86 MVA and the backup power supply will be 2.71 MVA by 8 D.G set of 380 x 2 + 250 x 4 + 1 x 750 + 200 x 1. The main source of electricity will be State Electricity Board. About 3.05 TPD of solid waste will be generated. The organic waste or biodegradable waste will be processed on site by vermin composting. The Hazardous waste like D.G set oil will be sold to authorized recyclers.

During the discussion, the following points emerged:

- (i) The permissibility of construction of multiplex in the township area should be checked with town planning department and details should be submitted*
- (ii) The location of commercial area may cause difficulties for residential population; the layout plans should be rechecked.*
- (iii) Separate entry and exit for multiplex and residential population should be provided*
- (iv) Submit details for special water fixtures for water conservation and savings obtained.*
- (v) Submit details on additional safety precautions for use of treated sewage effluent for gardening, flushing etc*

- (vi) *Provide green belt of minimum width of 6 m along the periphery of the township and 3 rows of plantation on the highway side.*
- (vii) *All internal roads should be 9 m wide.*
- (viii) *Resubmit internal circulation plan and landscape plan on the layout map.*
- (ix) *Calculate and submit parking plans for residential and commercial areas as per the local, MoEF and NBC norms. Parking plan should be based on the value whichever is the higher among the above.*
- (x) *Submit relocation and dismantling plan for existing structures.*
- (xi) *Solar water heater system for the top 2 floors should be provided as committed in the EMP*

In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.

4.16 Finalisation of TOR for carrying out for proposed 18625.7 Ha (186.25 Sq Km) Delineated as Santalpur Special Investment Region at Santalpur & Radhanpura Taluka District – Patan, Gujarat. M/s Gujarat Industrial Development Corporation. F. No 21-43/2012-IA.III

The delineated Santalpur SIR is located in the eastern part of the Santalpur taluka in Patan district in North Gujarat and comprises 23 villages along the NH-15. It is spread over 14 complete and 7 partial villages of Santalpur Taluka and part areas of 2 villages of Radhanpur taluka along its eastern limits. The site is located 115 km and 125 km from Mehsana and Palanpur respectively, both being important towns on the Delhi-Mumbai Industrial Corridor (DMIC). 53 % Designated as processing zone which includes all industrial units and Eco Industrial park. The remaining 47% area is the non processing zone which includes residential, commercial, institutional, utilities and recreational land uses.

SIRs are primarily seen as large regions having potential for development, which could be promoted as investment destinations. The idea stated for development of SIR is “...to develop large regions having world class infrastructure and policy, which ensure smooth setting up and smooth running of business”, to promote a region having competitive business environment to promote investment destinations in Gujarat. The concept of SIR primarily centers on the principle that places that have potential for development could be evolved as investment destinations. Thus, using the strength of existing economic and infrastructure base is primary to the promotion of economic activities and world class infrastructure in SIR. The primary responsibility of promoting the SIR would lie with the State and Central Government, which is a deviation from the SEZ concept where the responsibility primarily lies with a private developer. Enactment of Gujarat Special Investment Region Act, 2009 is a way forward in this direction to develop these SIRs. The location identified for the SIRs have inherent strength with respect to existing economic and infrastructure base and which are primary reasons for prioritization of the identified locations

for development of SIRs. The objective of the SIR is to prepare a Draft Development Plan (DDP) for setting up a Special Investment Region (SIR) in Santalpur having world class infrastructure for promotion of agro-industrial activities and other support social infrastructure; to explore potential development opportunities of the delineated site and its influence area; and to prepare the Draft Development Plan as per the provisions of the Gujarat Town Planning and Urban Development Act, 1976.

The scope of the project includes examination of the principal physical, economic, social and environmental characteristics of the study area. The major parameters to be examined include demography, economic development, natural environment, landuse, utilities, connectivity, social infrastructure, etc. A base map on a scale of 1:8000 is required to be prepared based on information obtained from the District Inspector of Land Records (DILR), satellite imageries, census information, etc. A study of the potential development opportunities for the Santalpur SIR and its influence zone is to be undertaken. Similar case studies are to be examined to chalk out the product flow and co-siting issues. A SWOT analysis of the Santalpur SIR is to be undertaken to identify key interventions required for development of the SIR. Based on the planning norms from the Urban Development Department, projections are to be undertaken for demography, economic development, infrastructure demand, industrial growth trends, etc. A Draft Development Plan including landuse plan at the zonal level, sectoral plans for infrastructure and traffic and transportation plans are to be prepared with the application of norms specified in the Gujarat Town Planning and Urban Development Act, 1976.

During the discussion, the following points emerged:

- (i) Provide scope of the project for which EC is sought with concept plan*
- (ii) Provide Justification for area selected and alternatives for the site considered for SIR.*
- (iii) Provide details on studies conducted, data generated and methodology adopted for formulating SIR.*
- (iv) Provide details on requirement of spatial and temporal data including maps to meet the objective.*
- (v) Provide details regarding regulatory framework for environmental compliance i.e. whether GIDC is implementing the EMP for compliance.*
- (vi) Submit buffer zones for villages and also green buffer along the boundaries of planned industrial areas, with clear responsibility for implementation.*
- (vii) The plan should be break up into phases of 5 years until the projected year i.e. 2040.*
- (viii) The responsibility of preparing EMP for each industrial estate/township in the SIR.*
- (ix) Present landuse and proposed master plan under SIR.*

In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.

4.17 Environmental Clearance for the project Residential cum Commercial Complex at plot No. 441 Patrapada, Bhubaneswar, Orissa. M/s Amrapali Homes Projects (P) Ltd. F. No 21-44/2012-IA.III

The Residential cum Commercial Complex involves construction on a plot area of 26,664.37 Sq.m (or 6.59 acres). There will be hotel, commercial & residential blocks having total built up area 1,11,317.85 Sq.m. Parking of 1,023 ECS is proposed. The total water requirement is 578 KLD (Fresh water requirement = 301 KLD). The water supply will be provided through Municipal water supply during operation and private water tankers during construction phase. The sewage generation is about 370 KLD and capacity of STP is about 450 KLD. Treated water will be used for flushing, horticulture, DG cooling and HVAC cooling. The total power requirement is 4,500 KVA. 6 number of DG sets of 3,000 KVA capacity (2×500 KVA + 4×500 KVA) are proposed. Total solid waste generation will be 2,504 kg/day.

During the discussion, the following points emerged:

- (i) Provide separate entry and exit for residential and commercial area and resubmit the layout plan.*
- (ii) Submit EMP in tabular form as committed in the EIA report*
- (iii) Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed for the project.*

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.18 Environmental Clearance for development of Jaypee University at Ambari, Tehsil Vikas Nagar, District Dehradun, Uttarakhand. M/s Jaiprakash Sewa Sansthan. F. No 21-45/2012-IA.III

Jaiprakash Sewa Sansthan Sector 128 NOIDA is establishing Jaypee University , Dehradun Uttarakhand in Village Ambari Tehsil Vikas Nagar, District Dehradun Uttarakhand on 4.6769 Ha. of land. The total built up area is 70144 sqm which includes 20455 sqm of academic block, 1625 sqm of administrative block , 6940 sqm of Faculty accommodation, 7196 sqm of Guest House and 4 student hostel block of 33928 sqm.

The total fresh water requirement is 511.65 Kld, 652.377 Kld of waste water is likely to be generated which will be treated in Sewage Treatment Plant of capacity 800 kld. 587.118 kld of treated water will be available for re use which will be used to meet horticulture requirement of 16.02 kld, flushing requirement of 255.825 kld and 315.273 kld shall be discharged into the drain. 37.37 kld of water is required for construction. The water requirement during construction and operation shall be met by ground water extraction.

2090 kg / day of Municipal waste is expected to be generated during operation phase. Organic waste shall either be treated at site using organic waste convertor / Vermi composting or shall be Handled in accordance with Municipal Solid Wastes (Management and Handling) Rules 2000 . Recyclable waste shall be sold to recycler and inert waste shall be sent to landfill.

Solar water Heater shall be installed in Hostel blocks and LED's shall be used in common areas where ever feasible. The power requirement during construction phase is 1000 Kw and during operation phase is 1639.10 kw, 2 Nos of DG Sets of 500 kva each shall be installed. 76 Nos of Car Parking , 2 Numbers of Bus parking and 40 numbers of Two wheeler parking shall be provided.

Rain Water Harvesting shall be carried out and Annual recharge potential is 56816.20 cum.

During the discussion, the following points emerged:

- i. *Obtain and submit clearance from Irrigation department for the project mentioning that the site doesn't falls under floodplain of river Yamuna*
- ii. *Submit EMP in tabular form as committed in the EIA report*
- iii. *Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed for the project.*

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.19 Environmental Clearance for establishment of commercial Complex at plot No. 1/A, Bhagabanpur Industrial estate Bhubaneswar, Odisha. M/s Life Line Protein & Care Pvt. Ltd.F. No 21-46/2012-IA. III

The Commercial Complex involves construction on a plot area of 10,029.7 Sq.m (or 2.487 acres). There will be 2B+G+3 storied Commercial complex with total built up area of the project is 38,003 Sq.m. Parking of 372 ECS is proposed against the requirement of 313 ECS. The total water requirement is 133 KLD (Fresh water requirement = 67 KLD). The water supply will be through PHD (Public Health Department) during operation and private water tankers during construction phase. The sewage generation is about 83 KLD and capacity of STP is about 100 KLD. Treated water will be used for flushing/horticulture/DG cooling and HVAC Cooling. The total power requirement is 1,350 KW. 3 number of DG sets of 750 KVA capacity each are proposed. Total solid waste generation will be 547 kg/day. The total cost of project is about Rs. 42 Crores.

During the discussion, the following points emerged:

- (i) *Submit calculations for the energy conservation proposed for the project*

(ii) Submit EMP in tabular form as committed in the EIA report

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.20 Environmental Clearance for the Group Housing project ‘Royal Habitat’ at Govindpur, Jatni Road (Near KIIST Engineering College) Bhubaneswar, Dist. Khurda, Odisha. M/s S J Developers & Housing (P) Ltd. F. No 21--47/2012 IA.III

The Group Housing Project involves construction on a plot area of 28,186.470 Sq.m (or 6.23 acres). There will be 28 residential towers + commercial + community having total built up area 59,964.806 Sq.m. Parking of 522 ECS is proposed. The total water requirement is 228 KLD (Fresh water requirement = 132.081 KLD). The water supply will be provided through Public Health Department during operation and private water tankers during construction phase. The sewage generation is about 163 KLD and capacity of STP is about 250 KLD. Treated water will be used for flushing, horticulture and DG cooling. The total power requirement is 1487.61 KVA. 2 number of DG sets of 500 KVA capacity each are proposed. Total solid waste generation will be 1,156 kg/day.

During the discussion, the following points emerged:

- (i) Resubmit the traffic circulation plan showing the emergency road on the rare side of the building.*
- (ii) Submit EMP in tabular form as committed in the EIA report*
- (iii) Energy conservation to the extent of 20% shall be incorporated including water conservation (reuse/recycle, rain water harvesting and water efficient fixtures) and other green building practices for various buildings proposed for the project.*

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

4.21 Environmental Clearance for constitution of buildings for the Residential Complex at Garakana, Near Mancheswar Railway Station, Bhubaneswar. M/s Devavrat Homes Private Limited. F. No 21-49/2012-IA-III

The project proponent M/s Devavrat Homes Private Ltd. proposed for construction of Residential complex at-Godakana, near Mancheswar Rly stn. Bhubaneswar, Odisha, on a plot area of 17474.3m². The proponent and their consultant Global Experts, Bhubaneswar presented their case. The total built up area of the project is 50521.337 sqm.(29655.119sqm Residential+866.218sqm Commercial). The construction work will involve construction of five Blocks of B+G+4 Storey (Block-A, B, C, D, & E), one block of G+3 Story(Block-F) , one block of G+2 Story commercial for shops and one block of G+2 story society building. Entire Basement area of six Blocks will be converted to parking area. The total water requirement is 233KLD (Fresh water requirement is 140KLD). The source of water is

through ground water abstraction during construction phase and there after PHED supply during operation phase. The sewage generation is 205KLD and capacity of STP is 300KLD. The treated water from STP will be used for flushing, land scape, Green Belt development& its maintenance, DG Set and HVAC cooling. There will be generation of MSW 768kg/day and sewage sludge 34kg/day which will be disposed off by Bhubaneswar Municipality Corporation. The total power requirement will be 2MW, which will be supplied from state power grid through CESU. Two numbers of DG Sets 1000KVA each, silence type will be installed for backup power during emergency. Additional traffic load due to the project on nearby two lane main road will be negligible & will be well within its capacity.

During the discussion, the following points emerged:

- (i) All internal roads should be 9 m wide.*
- (ii) Recalculate and submit the water requirement including water balance for monsoon and non-monsoon season*
- (iii) Quantify and submit the fire requirement for the project*
- (iv) Submit calculations for the energy conservation proposed for the project*

In view of the foregoing observations, the committee recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.

4.22 Amendment in ToR for widening and upgradation of existing 4 lane to 6 lane of section of NH-2 (starts near Khokhraj about 2 km before the Allahabad Bypass and ends at Varanasi) from Km 628.753 to Km 785.859 by M/s NHAI [F. No. 10-98 /2011-IA-III]

The Committee decided to defer the project, since the project proponent requested for postponement.

4.23 Environmental Clearance for Rehabilitation and Upgradation of the existing 2-lane to 4/6-laning of Sultanpur-Varanasi section of NH-56 in the State of Uttar Pradesh by M/s NHAI. (F. No. 10-93/2011-IA-III)

As presented by the project proponent, the proposal involves rehabilitation and Upgradation of the existing 2-lane to 4/6-laning of Sultanpur-Varanasi section of NH-56 in the State of Uttar Pradesh. The project road starts from km 134+700 (Aamhat village in Sultanpur) and ends at km 279+700 (Kacheri Choiraha in Varanasi). Terrain of the project road is plain and passed through 190 villages and four districts namely Sultanpur, Pratapgarh, Jaunpur and Varanasi. Twelve bypasses have been proposed to avoid dense habitation areas. The existing ROW is 18m to 25m and proposed is 24.5m to 60 m. The total land requirement is 862.67 ha, 251.06 ha land is available and remaining 611.29 ha land will be acquired including 133.23 ha of notified protected forest land. There is no wild life sanctuary and national park in 10 km radius. There is one major 2-lane bridge and it will be constructed 4-lane. There are 13 minor bridges on existing road and 15 are purposed for 4-lane including existing structures. There is one Rail over bridge and additional 4 new ROB will be provided. There are no VUP, PUP, Bus bays and Truck lay byes. But in 4- lane road 4 VUPs, 20 PUPs,

50 Bus bays and 3 Truck lay byes shall be provided. There is one Toll Plaza and additional one Toll plaza has been proposed. 49.536km slip road and 1.484 km service road shall be provided in 4-lane road. 21242 nos trees are proposed to be filled for the proposed widening activity. The avenue plantation shall be carried out as per IRC: SP:21: 2009 apart from statutory requirement. There are 352 properties/structures shall be affected due to the widening of the existing road. Out of the total number of properties which are likely to be affected, there are 208 Hand Pumps, 36 Temples and 2 Mazars. 416 KLD water shall be required for 400 days (60 KLD for 65 days from Sai River, 87 KLD water for 95 days from Sardar canal and 294 KLD Water for 240 days from ground water). Feroze Gandhi Thermal Power Plant Unchachar is within the project influence. The fly ash is proposed to be utilized for construction of embankment if same is available. The total Environment budget is approx 11.74 crore ₹ .R&R cost of the project is 51.70 crore ₹ and Total project cost is 1435.93 crore ₹.

The proposal was considered by the EAC in its meeting held on 17th –18th October, 2011 and finalised additional ToR including conduct of Public Hearing. PH conducted in Collector Meeting Hall on 20.04.2012 at Jaunpur, 24.04.2012 at Varanasi, 28.04.2012 at Pratapgarh and 08.05.2012 at Sultanpur Districts.

During the discussion, the following points emerged:

- (i) *The proposal indicates the acquisition of 133.23 ha protected forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (ii) *It is indicated that 21242 nos. trees are to be cut against the 15,000 numbers estimated initially. Compensatory plantation shall be carried as per the norms.*
- (iii) *Feroze Gandhi Thermal Power Plant Unchachar Fly ash shall be used in the project.*
- (iv) *Regarding the query to providing the cattle passes and under pass during Public Hearing, it was reply that those will be provided at places convenient to Public. The proponent shall finalise those places in consultation with local authorities.*
- (v) *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.*
- (vi) *R&R shall be as per the guidelines of State/Central Government.*
- (vii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (viii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (ix) *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 along with half yearly compliance report to MoEF-RO.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

4.24 Environmental Clearance for widening and improvement of existing 2-lane to 4-lane in the section of Obedullahaganj – Hoshangabad – Itarsi – Betul of NH-69 in the State of Madhya Pradesh by M/s NHAI [F.No. 10-69/2010 – IA-III]

As presented by the project proponent, the proposal involves widening and improvement of existing 2-lane to 4-lane in the section of Obedullahaganj – Hoshangabad – Itarsi – Betul of NH-69 in the State of Madhya Pradesh. The project road passes through 4 districts namely – Raisen (Goharganj taluka), Sheore (Budni taluka), Hoshangabad (Hoshangabad and Itarsi taluka) and Betul (Shahpur, Ghora Dongari and Betul taluka). Project road passes through 55 villages. Out of total, 4 villages falls in Raisen district, 3 villages in Sehore district, 25 villages in Hoshangabad district and 23 villages in Betul district. Settlements present along the existing road includes Obedullaganj (bypassed), Budni (bypassed), Hoshangabad (Bypassed), Itarsi (bypassed), Keshla, Bhaura (realigned), Shahpur (bypassed), Padhar (bypassed) and Betul (bypassed). The project involves widening of existing 2 lane road to 4-lane divided carriageway from km 2.8 to km 8.3, km 20.740 to km 28.0 & km 61.5 to km 137.0 and two land with paved shoulder between km 28.0 to km 61.5. Average existing right of way is 10 m to 30 m. Proposed right of way is 60 m. However, RoW is restricted to 45 m in forest area. RoW is more than 60 m at the locations where toll plaza, rest area etc. are provided. The proposed project road stretch passes through plain terrain (89.51%), 6.16% hilly terrain and 4.33% rolling terrain. 60.75% km passes through rural and agriculture land, 26.77% of project road passes through forests and 7.32% of the project road passes through settlements and commercial area, 5.16 % of project road passes through barren land. The project road passes through Sehore, Hoshangabad and North Betul Forest Division. 29.3 km project road passes through forest area on both side and 5.7 km project road passes through forest area only on one side.

Proposal for diversion of 153.5 ha (76.0937 ha RF, 36.8995 ha PF and 40.6 ha Revenue Forests) forest land with the Office of PCCF, Satpur Bhawan, Bhopal. The existing road passes through Ratapani Sanctuary from km 8.3 to km 20.740. However, the stretch passes through Ratapani Sanctuary is excluded from present proposal. Bori Sanctuary exists 6 km away from project road.

Total 39,000 trees likely to be affected. Out of total, 21,670 trees exist within proposed RoW in forest area and 17,330 trees on non-forest areas. Species mainly include Teak, Neem, Mahua, Haldu, Kusum, Arjun etc. The project road is crossed by Narmada River, Machna River, Sukhi river, Sukh Tava river, Bhaura river and few other Nalas. Among these, only Machna and Narmada are perennial river. Proposed project includes 4 bypasses (Budni-Hoshangabad-Itarsi bypass, length 33.500 km), Bhaura Bypass (length 3.500 km) Shahpur Bypass (length 4.000 km) and Padhar bypass (length 4.400 km). Existing project road has 2 major bridges which are bypassed and 6 new major bridges are to be constructed. There are existing 24 minor bridges and 52 minor bridges proposed for the project. There are 226 culverts in the existing road and 171 culverts proposed for the project. 3 ROB (1 new), 1 RUB (existing), 3 flyover, 12 VUP, 7 PUP and 5 cattle underpasses are proposed for the project. 4 truck laybys, 2 toll plaza and 2 rest areas are

proposed for the project. Total revenue land required for the project is 453 ha including 86 ha government land. 2673 KLD water shall be required for construction of the project. 3.75 lac cum fly ash is proposed to be used for the project road. Total 829 structures affected. These includes residential 336, commercial 330, mixed 74 and rest others. Environmental cost is estimated as Rs 35.21 crore & the social cost (including land acquisition) is estimated as Rs 238.01 crore. Total project cost for the project is estimated as Rs 1035.23 crore.

The proposal was considered by the EAC in its meeting held on 20th – 22nd October, 2010 and finalised additional ToR including conduct of Public Hearing. Public Hearing conducted on 6th May, 2011 at Sehore District, on 7th May, 2011 at Raisen District, on 9th May, 2011 at Hoshangabad District and 19th may, 2011 at Betul Districts.

During the discussion, the following points emerged:

- (i) *The projects is located within 10km. of the Ratapani sanctuary. Necessary Clearance from NBWL shall be obtained.*
- (ii) *The proposal indicates the acquisition of 36.8995 ha protected forest and Reserve Forests of 76.0937 ha land and revenue Forests 40.548 ha. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (iii) *It is indicated that 39000 nos. trees are lying in RoW, however bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iv) *The project road of 7.4 Km is in hilly area, only controlled blasting shall be carried out. Submit the details of location of the blasting, the likely impacts to the nearby environment/ habitatints.*
- (v) *There shall be slope protection shall be carried out as per IRC: 56-2011.*
- (vi) *Fly ash shall be used in the project.*
- (vii) *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.*
- (viii) *R&R shall be as per the guidelines of State/Central Government.*
- (ix) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (x) *The responses/commitments made during public hearing shall be complied with letter and spirit.*

- (xi) *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 along with half yearly compliance report to MoEF-RO.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

4.25 Environmental Clearance for rehabilitation and upgradation to 2 lane with paved shoulder at Partapgarh - Padi section of NH-113 (km 80.000 to km 180.000) in the State of Rajasthan by M/s NHAI [F.No. 10-117/2011-IA-III]

As presented by the project proponent, the proposal involves rehabilitation and upgradation to 2 lane with paved shoulder at Partapgarh - Padi section of NH-113 (km 80.000 to km 180.000) in the State of Rajasthan. The project road starts from km 80.000 (the end of Pratapgarh city) and ends at Padi km 180.000 of NH-113. Total length of existing project road is 100km and proposed length is 97.176 km. The road predominantly passes through rolling terrain (69%). Plain terrain (25 %) and balance about 6 % in mountainous terrain. The land use pattern of the project area is mostly agricultural.

The project road passes through 59 villages, 4 tehsils and 2 districts namely Pratapgarh and Banswara. The existing ROW varies in between 10 - 50 m. The proposed ROW is 30 m for realignment and bypasses. Total land proposed to be acquired is 131.737 ha including 42.352 ha forest land. The proposal for diversion of 42.532 ha forest is likely to be considered in the next FAC meeting. Two bypasses at Banswara from km 157.466 to 173.106 (12.660 km) and Ghatol bypass from km 133+736 to 137+814 (4.704 km) are proposed. Realignment for geometry improvement is in 7.994 km length. There is no Wildlife Sanctuary/National park within 10 km radius. There are 4 existing major bridges. Total proposed major bridges are 8 (1 retained, 6 to be newly constructed and 1 major bridge on bypass). There are 39 existing minor bridges. The proposed minor bridges are 34 (6 to be retained, 6 to be newly constructed, and 15 to be reconstructed and 7 minor bridges on bypasses). There are 257 of existing culverts. 270 numbers of culverts have been proposed.

There are 69 existing minor junctions. 73 junctions have been proposed in which 6 are major junctions and 66 are minor junctions. There are 10 bus bays, 3 cattle under pass, 1 Truck lay bye and 2 Toll plazas have been proposed.

9900 nos trees are proposed to be felled for the proposed widening activity. The avenue plantation shall be carried out as per IRC-SP-21:2009 apart from statutory requirement. Nearly 450 KLD water for 400 days shall be required for construction purpose. About 400 KLD water shall be drawn from Mahi and Erau River. Nearly 50 KLD water for domestic use/drinking purpose shall be obtained from ground water sources spread over whole stretch. Rain water harvesting drains/ structures have been provided as per ISD code 14961 (2001) and BS code 8515 (2009). There is no thermal power plant within 100 km radius of proposed project. There are 82 partially affected structures and 32 community properties including 04 Temple, 02 Government buildings, 01 Schools and 01 water tank and 24 hand pumps will be partially affected. The entitled and compensation to PAPs will be done as per NRRP 2007. Total cost of project is 285.68 crores. Estimated Environmental Cost is 3.92 Crores and R&R cost is about 5.95 Crores.

The proposal was considered by the EAC in its meeting held on 9th -10th February, 2012 and finalised additional ToR including conduct of Public Hearing. PH conducted on on 11.05.2012 at District collector Office, Banswara 11.06.2012 at Circuit house, Pratapgarh,

During the discussion, the following points emerged:

- (i) *The proposal indicates the acquisition of 42.352 ha protected forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (ii) *It is indicated that 9900 nos. trees are lying in RoW, however bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iii) *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.*
- (iv) *R&R shall be as per the guidelines of State/Central Government.*
- (v) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (vi) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (vii) *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 along with half yearly compliance report to MoEF-RO.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

4.26 Environmental Clearance for widening and improvement of existing carriageway to 4/6 laning of Rampur to Kathgodam Section of NH – 87 from Km 0.000 to Km 88.000 in the States of Uttar Pradesh and Uttarakhand by NHAI [F.No 10-77/2010-IA-III

As presented by the project proponent, the proposal is for widening and improvement of existing 2-lane to 4 laning of Rampur-Kathgodam section of NH-87 from Km 0.000 to Km 88.000 in the state of Uttar Pradesh and Uttarakhand. NH 87 starts from Km 184.000 of NH 24 at Rampur turns left and traverses northwards to Nainital. The Stretch of the Project Road Section of NH 87 from start to Km 43.300 falls in district Rampur of Uttar Pradesh state, from Km 43.300 to Km 65.000 in District Udham Singh Nagar and from Km 65.000 to Km 88.800 in district Nainital of Uttarakhand state, about 36.000 Km before Nainital. The Proposed road has two arms at the start upto Km 8.388. One arm starts from Km 0.000 and follows the existing alignment of NH – 87 upto Km 8.388, the other arm is a new alignment of length 8.6000 Km starts from Km 190.000 of NH 24 at Rampur and meets existing NH 87 at Km 8.388. After Km 8.388 the project road follows NH 87 except Realignment and Bypasses. At the end the project road follows 13.000 Km long SH 12 to bypass congested

Haldwani and Kathgodam Towns meet once again NH 87 at Km 88.000 near Kathgodam. Thus design length of the project road has come about 93.000 Km.

The major settlements on the project road are Rampur, Bhotbazar, Bilaspur, Rudrapur, Pantnagar, Lalkuan, Haldwani, and Kathgodam. Apart from these, the road also passes through number of smaller settlements. Existing road length is 88 km with ROW varies from 33-60 m and proposed road length is 93 Km with proposed ROW 45m to 60 m. The topography of the region is plain. The land use pattern is predominantly agricultural followed by settlement and built up section. The project road traverses through seismic zone III.

The project road passes through reserved forest in the stretches from Km 62.000 to Km 72.000, from Km 81.000 to Km 86.000 and from Km 90.000 to Km 93.000. There is no wildlife sanctuary or national park along the project road.

The proposed development work involves 4 lane standard with 4.5 m median, provision of longitudinal drains, rehabilitation/ reconstruction of existing culverts and bridges, service road, VUP, ROB etc. Two bypasses have been proposed at congested settlements/location of Rampur (km 0.000 to 8.6000), Bilaspur (km 26.300 to 32.825). The existing road has 102 culverts, 4 major bridges, 15 minor bridges. It is proposed to have 115 culverts, 5 major bridges, 15 minor bridges considering abandoned structures due to bypasses and including existing and new culverts and bridges. 5 VUPs, 4 PUPs, 4 ROB, 1 RUB, 2 flyovers. 39 bus bays, 3 truck Laybys, 1 wayside amenities, 2 toll plaza and service load (10.75 km) are also proposed.

The roadside plantation has been declared as protected forest. Proposal for diversion of 110 ha forest comprising 74 ha protected and 36 ha reserve forest is under process with State Government. About 28,000 trees are present within proposed ROW however 18,000 Nos. of trees proposed to be felled.

About 320.00 ha. of Land proposed to be acquired which includes 164 ha Agricultural Land, 28.60 ha built up and other land, 17.40 ha Govt. Land and acquisition of 78.496 ha protected forest and 35.507 ha of Reserve Forests land. About 649 houses hold Structures likely to be affected due to the widening activity.

An environmental budget for Rs. 7.424 Crores has been drawn up including compensatory plantation, enhancement of sites, and cost of monitoring. The cost of construction of the project road is Rs.802.61 Crores. The estimated cost for Resettlement & Rehabilitation is approximately Rs.28 Crores.

The proposal was considered by the EAC in its meeting held on 14th -15th February, 2011 and finalised additional ToR including conduct of Public Hearing. PH conducted on 21.04.2012 at District magistrate Camp Office, Haldwani, Nital District, 30.04.2012 at District magistrate Office at udham Singh nagar and 22.05.2012 at District magistrate office, Rampur.

During the discussion, the following points emerged:

- (i) *The proposal indicates the acquisition of 78.496 ha protected forest and 35.507 ha of Reserve Forests land. Necessary stage –I forestry clearance shall be obtained as per*

OM dated 31.03.2011 and submitted along with final EIA report.

- (ii) It is indicated that 17763 nos. trees are lying in RoW, however bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iii) Fly ash shall be used in the project.*
- (iv) 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.*
- (v) R&R shall be as per the guidelines of State/Central Government.*
- (vi) IRC guidelines shall be followed for widening & up-gradation of road.*
- (vii) The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (viii) 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 along with half yearly compliance report to MoEF-RO.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

4.27 Finalisation of ToR for rehabilitation and upgradation of existing carriageway to 4 lane from Hisar to Dabwali sectin of NH-10 in the State of Haryana by M/s NHA I [F.No.10-52/2012-IA-III]

As presented by the project proponent, the proposal is for rehabilitation and upgradation of existing carriageway to 4 lane from Hisar to Dabwali sectin of NH-10 in the State of Haryana. The proposed project road starts from km 170/000 at Hisar in District Hisar and ends at km 315/550 at Dabwali in Sirsa District in the State of Haryana. The existing length of the road is 145/550 km and proposed length is 145/785 km. The project road traverses through three district viz. Hisar, Fatehabad and Sirsa in the state of Haryana. The alignment passes through the 18 no's of City/villages/towns like: - Hisar, Chikan wass, Agroha, Khara Khedi Village, Badopal Village, Dhangar village, Fatehabad Town, Dariyapur, Dhani Nanakram, Daba ki Dhani, Ding Mor, Moriwala, Sirsa City, Odhan, Chorma, Mithadi, Malik pura, Samat Khera, Dabwali etc. The existing landuse along the project corridor is predominantly Agriculture. Agriculture area is 63.89 %, Built up area 24.05 %, Barren & uncultivable Land 1.75 %, Notified Protected forest land 9.62 % and rest is others. There are No environmental sensitive areas within 15 km. Project does not pass through National park/Sanctuary/ Wildlife corridor/ Reserved Forest/ eco sensitive zone. The Proposed alignment traverses through the Notified protected forest area along the NH-10.the proposal for diversion of protected forest land is submitted with forest division. The total land

required for the proposed project is 485.80 ha; out of which 332.00 ha for widening to four lane, 87.00 ha. for Fatehabad Bypass , 61.80 ha. for Sirsa Bypass and 5 .00 ha. For Facilities like toll plaza, Truck Layby, Bus Bays etc. The existing carriageway varies from 2 lane with paved shoulder (121 km) to 4 lane divided carriageway with 1.20m median (24/050 km). It is proposed to widen 4 lane with paved shoulder from Km 170 to km 315.550. The existing ROW varies from 20 m to 50 m, whereas the proposed ROW is 45-60 m. There are 2 nos. of proposed bypasses, Fatehabd bypass has been proposed from existing km 208.840 to Km 221.590 (Proposed length 14.500 km) and Sirsa bypass from existing km 250/330 to 262/200 (Proposed length 10.300 km) . There are 1 no Major Bridge, 15 Minor Bridges, 43 Pipe Culverts , 52 nos of slab culvert existing. Proposed improvement involves widening of 1 major bridge, 9 minor bridge, 32 slab culvert, 33 pipe culvert while new construction involves 2 minor bridges, 13 box culvert, 85 pipe culverts, in reconstruction involves 3 minor bridge, 2 slab culvert and 1 pipe culvert and 13 slab culvert proposed for rehabilitation. 2 ROB, 9 flyovers, 1 VUP, 2 CUP, 2 PUP, 127 Junctions, 56.610 km Service/slip Road, 03 Truck laybye, and 03 toll plaza have also been proposed in the section.

About Approx 50000 numbers of trees are likely to be felled (70% Eucalyptus). About 68 no of structures likely to be affected and 251 families/persons affected. Total water requirement are 733 KLD. Fly ash proposed to be used from Rajiv Gandhi Thermal Power Plant which is 23 Km away from ch. Km 188/500. Total Project Cost is Rs. 1609.13 crores (Including Civil cost Rs. 1059.79 crores, R&R Cost& Land Acquisition cost 257.13 Crore, and EMP cost Rs. 12.26 crores).

During the discussions, the Committee finalized the following TOR for further study:

- (i) The proposal indicates the acquisition of about 100 ha protected forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (i) It is indicated that approximately(274/km)nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (ii) Design is to be updated as per the latest IRC guidelines/practices*
- (iii) Examine and submit the details of utilizing the Fly ash.*
- (iv) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (v) The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of*

EIA/EMP.

- (vi) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

4.28 Finalisation of ToR for rehabilitation and up gradation of existing 2 lane to 4 lane of Yedshi to Aurangabad section of NH-211 from 85.000 to 290.00 in the State of Maharashtra by M/s NHAI, (F.No. 10-53/2012-IA.III)

As presented by the project proponent, the proposal is for rehabilitation and up gradation of existing 2 lane to 4 lane of Yedshi to Aurangabad section of NH-211 from 85.000 to 290.00 in the State of Maharashtra. The project road section of National Highway-211 starts from existing Km 85.000 at Yedshi and ends at existing Km 290.200 at Aurangabad and passes through Osmanabad, Beed, Jalna and Aurangabad Districts of the state of Maharashtra. The major settlement enroute are Chausala, Beed, Gevrai, Shahgard, Adul, Pachod, etc.

The land use pattern on either side of 10 Km of the project road is predominantly agriculture followed by habitation area.

The project road does not pass through any ecological sensitive area / National Park / Sanctuaries but pockets of reserved forest are located along the existing RoW between Km 105.040 to Km 105.750 (RHS), Km 113.400 to Km 113.460 (LHS), Km 113.415 to Km 113.700 (RHS), Km 120.275 to Km 120.350 (RHS), Km 127.800 to Km 127.811 (LHS), Km 160.750 to Km 161.200 (RHS), Km 162.100 to Km 162.350 (RHS), Km 162.175 to Km 162.225 (LHS) and at Km 162.450 to Km 162.500 (LHS) of NH-211. This project involve 3.384 ha diversion of reserved forest land. Yedshi Ramling Wildlife Sanctuary is 1185 m from Km 85.000 (Starting point of the project road). The proposed land acquisition is 811.0 ha. This includes 144.201 ha of Government land, 3.384 ha. of Forest land, 614.755 ha. of Private land and rest 48.66 ha. of other land. The existing Right of way is generally 30 m. The proposed right of way is 60 m except at interchanges, toll plaza and other project facilities.

The existing road has 5 nos. of Major bridges, 49 nos. of Minor bridges and 160 nos. of Culverts. It is proposed to retain the 3 nos. of existing major bridges, 28 nos. of existing

minor bridges, 139 nos. of culverts with repair and widening. Apart from these there will be provision of proposed 2 nos. of major bridges, 30 nos. of minor bridges and 63 nos. of culverts. There are proposal of 17 nos. Pedestrian/Cattle underpasses, 14 nos. of Vehicular Underpass, 6 nos. of Flyovers, 1 no. ROBs along the Project Road. The project road will have provision of 31 nos. of Bus bays, 4 nos. Truck laybys, 2 nos. Rest areas, 2 nos. Wayside Amenities and Service roads of 71.800 Km. The proposed safety measures will be provided as per IRC: 67 and 4-laning Manuals. Approximately 28600 roadside trees are within proposed ROW, however bare minimum will proposed to be felled for widening of 4 lanes. Approximately 647.600 KL/Day water will be required for construction purposes. To meet this requirement about 20 percent will be abstracted from Surface water source and rest from Ground water source with proper requisite permission from concerned department. About 1064 nos. of structures will be partially affected. The NHAI shall compensate to the authorized owner as per NHAI Act, 1956. Approximately 9,89,087 cum of fly ash proposed to be used from Parli Thermal Power Plant depending upon their availability. The avenue plantation shall be carried out as per IRC SP: 21:2009 apart from statutory requirements. The total estimated Project Civil Cost is approximately Rs. 1407.34 Crores, EMP cost is Rs. 10.62 crores and R & R Cost is Rs. 185.37 crores.

During the discussions, the Committee finalized the following TOR for further study:

- i) Yesdshi Ramling Wildlife Sancturay is 1185 from the project. Application submitted for Wild life clearance.
- ii) *The proposal indicates the acquisition of 614.755 ha Protected Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- iii) *It is indicated that approximately 28600 nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- iv) *Design is to be updated as per the latest IRC guidelines/practices*
- v) *Examine and submit the details of utilizing the Fly ash.*
- vi) *Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- vii) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*

- viii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

4.29 Finalisation of ToR for widening of 4 lane to 6 lane of Indore- Dewas section from 577.550 to km 610.00 of NH-3 Indore-Kalghat Section from 0.000 to (existing km 610.00) to km 12.600 of NH-3 in the State of MP by M/s NHAI, (F.No. 10-55/2012-IA.III)

As presented by the project proponent, the proposal is for widening of 4 lane to 6 lane of Indore- Dewas section from 577.550 to km 610.00 of NH-3 Indore-Kalghat Section from 0.000 to (existing km 610.00) to km 12.600 of NH-3 in the State of MP. The project road starts from Km 577.550 (Dewas) and ends at Km 12.600 (Indore Bypass); Total length of the existing project road is 45.05 Km. and proposed length is also same.

Terrain of the project road is plain and it passes through 27 villages, 3 tehsils and 2 districts namely Indore and Dewas. No new bypasses and realignment is proposed. The existing ROW is 60.0 to 66.70 m and proposed is 60.0 m to 66.70 m. The ROW at the toll locations is 115 m. The total land requirement is 295.15 ha, 275.15 ha is available and remaining 20.0 ha as agricultural land will be acquired. There is no wild life sanctuary and national park in 10 Km radius. There is one existing major bridge and it will be widened and rehabilitated with addition of new parallel 3 lane bridges with footpath to meet the 6 lane requirement. There are 99 existing culverts and the same number are proposed for the 6- lane up gradation. Out of which 90 will be retained 6 will be reconstructed and 3 new culverts have been constructed. There are 4 Flyovers, 4 vehicular underpasses (VUPs), 11 pedestrian underpasses (PUPs), 24 bus bays and 1 truck lay bye have been proposed for 6-lane road. There is 1 toll plaza on the existing road at Km. 591.00 and the same will be retained during the widening to 6 lanes. Length of service/slip road proposed is 37.70 Km.

828 nos. of trees are proposed to be felled for the proposed widening activity. The avenue plantation shall be carried out as per IRC SP:21,2009 apart from the statutory requirement. About 50 properties/ structures shall be affected due to the widening of the existing road. Approx 263 KLD water (mostly surface water) shall be required for 400 days. The total Environment budget is approx 1.6 crore ₹ ; R&R cost of the project is 3.84 crore ₹ and Total project cost is 248.300 crores ₹ .

During the discussions, the Committee finalized the following TOR for further study:

- (ii) It is indicated that approximately 828 nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iii) Design is to be updated as per the latest IRC guidelines/practices*
- (iv) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (v) The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*
- (vi) Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

4.30 Finalisation of ToR for widening of existing 2-lane to 4/6-lane of Solapur to Bijapur section of NH-13 in the State of Maharashtra and Karnataka M/s NHA. (F.No. 10-58/2012-IA.III)

As presented by the project proponent, the proposal is for widening of existing 2-lane to 4/6-lane of Solapur to Bijapur section of NH-13 in the State of Maharashtra and Karnataka. The project road starts from Km 236.560 of NH9 near Solapur and ends at Km 102.000 on NH-13 near Bijapur. Total existing length of the project road is 102.000 Km. The proposed starting point is Km 0.000 at Solapur Bypass at NH9 and end point is Proposed Km 110.542 on existing NH-13. The total proposed length of the project road is 110.542 Km. Predominantly the road is passing through plain terrain for 101.00 Km & rolling terrain for 1.00 Km. The

land use pattern of the project area is agriculture, built-up, govt., barren and Forest. Project Road passes through 40 nos. settlements in Maharashtra and Karnataka. The Project Road does not pass through any National Park / Sanctuary / Wild Life Area. However the project road passes within 10 Km radius of Great Indian Bustard Wild Life Sanctuary & the proposal for NOC have been submitted to the Wild Life Authorities. The existing right of way is varies from 13.20 to 45.0 m. The proposed right of way is 60.0 all throughout except in toll plaza, which is 130m and 180m in truck lay bye areas. Total 345.250 Ha (for 110.542 km) of land is proposed to be acquired in Maharashtra & Karnataka for the improvement of the project, out of which bypasses are 145.68 Ha., major realignment is 6.36 Ha, curve improvement is 28.95 Ha., Service Road is 39.403 Ha., Road improvements & minor realignments is 104.906 Ha., bus bays is 2.301 Ha., 6.62 Ha. for Truck Lay byes & rest areas and 11.03 ha. for Toll plazas. 2.665 ha of Forest land within the proposed RoW are required for diversion for widening of the project road. The forest proposal is considered by Solapur Forest Division, Maharashtra. 3 nos. major bridges, 25 Minor bridges, 120 nos. of culverts are present in the existing road. 3 major bridge, 34 minor bridges, 182 culverts, 10 vehicular underpass, 11 pedestrian & 1 cattle underpass, 5 Grade Separator, 24 Bus shelters/bays, 2 ROB and 2 Truck Lay byes & Rest Areas and 2 Toll Plaza has been proposed. Service roads for a length of 6.538 Km has been proposed on both sides at 5 locations besides 31.484 Km of slip roads at 25 locations. 2 Bypasses for Solapur in Maharashtra (20.980 Km) & Horti in Karnataka (2.000 Km), and 1 major realignment at Nandini village in Maharashtra (1.060 Km) are proposed. Total 189 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. No major water-bodies are found along the road stretch except Seena and Bheema rivers where 2 bridges are proposed.

Approx 7855 trees are affected due to proposed road, against which avenue plantation along the road side is proposed apart from the statutory requirement. There would be about 528 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956. The total project cost of the project is ` 1056.63 crores. The total civil construction cost is ` 882.60 Crores

During the discussions, the Committee finalized the following TOR for further study:

The Project road is within 10 km of Great Indian Bustard Wildlife Sanctuary-
Clearance NBWL

(vii) *The proposal indicates the acquisition of 2.665. ha Protected Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

(viii) *It is indicated that approximately 7855 nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*

- (ix) *Design is to be updated as per the latest IRC guidelines/practices*
- (x) *Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (xi) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*
- (xii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

4.31 Finalisation of ToR for widening of existing Single to 2-lane with paved shoulder of Gulabpura (NH-79)-Shahpura-Jahazpur-Hindole (NH-12)-Nainwa-Uniara (NH-116) (Newly Declared National Highway NH-148D) in the State of Rajasthan M/s NHAI . (F.No. 10-57/2012-IA.III)

As presented by the project proponent, the proposal is for widening of existing Single to 2-lane with paved shoulder of Gulabpura (NH-79)-Shahpura-Jahazpur-Hindole (NH-12)-Nainwa-Uniara (NH-116) (Newly Declared National Highway NH-148D) in the State of Rajasthan. The project road starts at Km 67.150 near Gulabpura town on NH-79 and end point is Km 34.800 of NH-116 at Uniara. Total length of existing project road is 215.150 Km (including overlapping on NH-12) and proposed length is 213.733 Km (including overlapping on NH-12). The project road is upgradation is of existing Single/Intermediate lane to 2 lane with granular shoulder. Terrain of the project road is 90% plain and 10% rolling terrain its passes through about 148 villages, 6 talukas & 3 districts namely Bhilwara, Bundi & Tonk.

4 bypasses and 9 major realignments are proposed. The existing ROW varies from 6 m to 30 m and proposed ROW is 15 m to 45 m. Total Land Requirement is 661.523 Ha; Available Land is 245.17 Ha & Land to be acquired is 416.353 Ha. (Built up Area: 0.692 Ha, Protected Forest: 24 Ha, Reserve Forest: 18 Ha, Agriculture Land: 369.111 Ha, Govt. Land: 1.85 Ha, Hill area: 2.7 Ha). There is no wild life sanctuary or national park within 10 Km radius. There are 3 Nos. of existing major bridges & 7 nos. as proposed major bridges (01 retained, 04 new construction & 02 reconstructions). There are 28 Nos. of existing minor bridges & 35 nos. of proposed minor bridges (05 widening, 14 reconstructions & 16 new constructions). There are

284 Nos. of existing culverts and 317 nos. are proposed culverts (44 widening, 155 reconstruction & 118 new construction). 1 No. of ROB (01 new construction) & 1 No. of flyover (01 new construction) have been proposed. 3 Nos. of Toll Plaza are proposed. 1.6 Km service road is proposed. 2,500 No. of trees proposed to be felled for the proposed widening activity.

During the discussions, the Committee finalized the following TOR for further study:

- (i) The proposal indicates the acquisition of 24 ha Protected Forest and 18 ha Reserve Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (ii) It is indicated that approximately 2500 nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iii) Design is to be updated as per the latest IRC guidelines/practices*
- (iv) Examine and submit the details of utilizing the Fly ash.*
- (v) Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (vi) Examine and submit the water requirement and source during construction.*
- (vii) The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*
- (viii) Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

4.32 Finalisation of ToR for widening and up-gradation of Existing two lane to Four Lane/two lane with paved shoulder of Rajganj –Maheshpur -Bhurungia-Chas-WB Border Section (Km 0.000 - Km 57.850) of NH-32 with Maheshpur Bypass (5.25 km) in Jharkhand State M/s NHAI

As presented by the project proponent, the proposal is for widening and up-gradation of Existing two lane to Four Lane/two lane with paved shoulder of Rajganj –Maheshpur - Bhurungia-Chas-WB Border Section (Km 0.000 - Km 57.850) of NH-32 with Maheshpur Bypass (5.25 km) in Jharkhand State. The project road is two/four lane up-gradation of Rajganj-Maheshpur – Bhurungia – Chas - WB Border Section of NH-32 with Maheshpur bypass (4.950 km) in Jharkhand State. Total length of project road is 57.020 km. The project road ends at Jharkhand/West Bangal State Border. The project road passes through mostly plain and partly through rolling terrain. Existing ROW width is 24 m. The proposed ROW width is 45 m to 60 m for realignment/bypass.

The project road does not pass through any protected area like wildlife sanctuary, national park, bio reserve, etc. There is no sensitive location within 15 km distance from the project road. Approx. 0.72 ha protected forest land diversion will be required for two/four lane up-gradation of the project road. Within the RoW 3654 trees exist, however, only 2941 trees are likely to be felled for two/four laning of the project road. The project road is crossing Katri Nadi (Km 2.095), Damodar River (Km 25.220), Ijri Nadi (Km 42.103) and Gobai Nadi (Km 51.341). No water body is likely to be affected due to two lane up-gradation of the project road. In the two/four lane up-gradation of the project road, 4 existing major bridge, 4 existing minor bridges, 62 existing culverts will be retained and widened/reconstructed, while 4 new culverts will be constructed on the bypass. Bus Bays have been provided at 7 locations and truck lay byes at 1 location. In the two lane up-gradation of the project road, 9 major and 45 minor junctions will be improved in existing alignment. Approximate quantity of flyash proposed to be utilized for embankment on the project road as per IRC-SP-58 is approx. 25000 cum. For construction of the project road, estimated average water requirement is about 200 kl per day, which will be met mostly from surface water resources. Approximately 67.97 ha land will be acquired for two/four lane up-gradation of the project road. Total 156 structures (residential and commercial structures) are likely to be affected due to two lane up-gradation of the project road. Affected families will be compensated as per National Highways Act. The budget for environment management and monitoring has been earmarked as approximately Rs. 2.3 Crores. The estimated cost for Resettlement & Rehabilitation is approximately Rs. 11.4 Crores. The capital cost of the project is approx Rs. 256.630 Crores.

During the discussions, the Committee finalized the following TOR for further study:

- (i) *The proposal indicates the acquisition of about 0.72 ha Protected Forest and ha Reserve Forest land. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*

- (ii) *It is indicated that approximately 300 nos. trees falls within ROW, however, bare minimum trees shall be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (iii) *Design is to be updated as per the latest IRC guidelines/practices*
- (iv) *Examine and submit the details of utilizing the Fly ash.*
- (v) *Examine and submit the water bodies including the seasonal ones within the corridor of impacts along with their status, volumetric capacity, quality likely impacts on them due to the project.*
- (vi) *Examine and submit the water requirement and source during construction.*
- (vii) *The additional ToR and General Guidelines as per the annexure-I and Annexure-II respectively to this Minutes shall also be considered for preparation of EIA/EMP.*
- (viii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.

Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.

A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.

5. Extra item

5.1 Amendment to Environmental Clearance granted to M/s Guarat Eco-Textiles Park Ltd (GETPL)

EC was accorded on 04/07/2008 for establishing 100 MLD, CETP, 10 million KCal./hour Common Hazardous Waste Incineration Plant and 22.6 MW gas based Power Plant. The proponent requested for amendment in the Environmental Clearance w.r.t. one component i.e. CETP. The CETP was proposed to treat wastewater generated by units situated in the park. Project Proponent requested to amend EC to treat wastewater generated by units situated within the park as well as in adjoining areas outside park. As per the proponent, after getting EC from MoEF, Consent to Establish (NOC) and CTO from GPCB;

Project Proponent commissioned operation of the first module of CETP of capacity 60 MLD, on 28.02.2010. The CETP is presently treating 12 MLD of waste water generated by industries situated within the park and is discharging effluent complying with discharge norms of GPCB.

The issue of amendment was discussed by the EAC in its meeting held on 3rd -4th March, 2011 and recommended for the issue of amendment subject to submission of certain additional information viz MoU with member units, details of the compliance status etc. The proponent has submitted the same.

Meantime, MoEF has received a representation from New Palsana Industrial Co-operative Society Limited (NPICSL) which objected the proposal of taking wastewater from the industrial units located outside the park.

The representation was sent to Gujarat pollution control board for the comments. GPCB vide letter dated 14.02.2012 has conveyed that 'the NPICSL has already been released NOC by the Board for establishing CETP for the units located outside the park. As per the latest updates, construction of the CETP is under progress and the NPICSL has also submitted an undertaking and Bank Guarantee for commissioning of CETP. The matter was discussed in details in Technical Committee of the Board. After detailed discussion and taking of holistic view of the issue, the Board is of the opinion that if permission is granted to the units located outside the Park to become members of GEPTL then the CETP of NPICSL will not remain viable, hence such permission may not be granted. However, in case if it is felt deemed fit to grant permission to GETPL for receiving effluent from the unit located outside the Park, the provision of EIA Notification, 2006 regarding EC and Public Hearing may be examined'.

Gujarat Eco Textile Park has stated that NPICSL has not even started any work on site and many industrial units who have made membership with them cancelled the membership and approached GETP to receive and treat their effluents. This claimed that the GETPs CETP is completely operational and complying with all wastewater discharge norms since February 2010 and sufficient balance capacity is permanently available and CETP can accept and treat these wastewater from industries outside the Park as explained and justified in 98th EAC meeting.

The Committee noted since the industrial units located outside the Park are already members of the other CETP under construction decided to change its earlier recommendation and in view of the above and opinion of the GPCB, the committee recommended not to amend the EC of CETP to take effluent outside the Industrial Park.

5.2 Environmental clearance for the development of Solid Waste Management Facility at Jhuriwala, Panchkula, Haryana by M/s. Executive Engineer, Huda Division (F.No.10-7/2009-IA-III)

The project was earlier recommended by the EAC for the grant of EC. However, in a WP filed by the Joint Action Committee Panchkula against the project. The Hon'ble High Court of Punjab directed the EAC to hear the petitioners. Accordingly, hearing was given to the petitioner by the EAC in its meeting held on 9th -10th July, 2012. Major points highlighted by the petitioner includes no alternate site was considered, HUDA has not brought all facts before EAC, Sectors came up in 1990---Sec -23, 30, Habitation within 200m, but as per EIA

it is 1 km, Site is part of Kholi Hi raitan Wildlife Sanctuary, site is about 8 km from airport, no mention of Airport in EIA, No permission from Civil aviation has been obtained, PH conducted about 7-8 km away in Sec -21. No summary of EIA Executive was made available, baseline data not collected in 10 km radius. The Consultant engaged was not accredited.

Executive Engineer, Panchkula attended the meeting of EAC on 16th and 17th August 2012 and provided the reply/ comments and information on each point raised by the petitioner. It has been mentioned by Executive Engineer, Panchkula that 5 alternative sites were analyzed as detailed in EIA report. He also informed that EIA report mentions that the nearest Sector is 25 and it is 450 m from the outer boundary of the site. Regarding Wildlife Sanctuary, it has been mentioned that permission from Haryana Wildlife Conservator was obtained on 22.01.2010. Diversion of 5.35 ha of forest land was obtained from MoEF on 25.08.2008. Regarding presence of airport within 20 km from site, NOC was obtained from Air Head Quarters, Ministry of Defence vide letter dated 25.10.2010. The Public Hearing was initially conducted at Sector -25 on 30.06.2008. As per the suggestion of Expert Appraisal Committee, fresh public Hearing was conducted on 25.03.2010 in Sector-21 as per the guidelines of EIA Notification, 2006. It was also mentioned that the data is collected within 10 km radius. EE has also produced copies of above referred NOCs.

Regarding accreditation of consultants it is noted that the accreditation was not mandatory while the project was appraised in 2010 by EAC. Hence, the issue is not relevant.

The EAC examined in detail the reply/document submitted by the EE, Panchkula with respect to points raised by the petitioner. During the discussions the following points emerged:

- (i) Proponent shall revise and submit the certified layout plan such that the distance between the MSW site and the outer boundary of sector 25 is atleast 500 m.
- (ii) The proposed plan should be realigned such a way that the waste tipping area and processing area and other project components which produces maximum air and noise pollution is farthest from the habitation. Submit the drawings for the same.
- (iii) State of the art measures should be adopted for odor control from the plant.
- (iv) 30 meters wide green belt with dense vegetation in canopy formation should be provided on the Highway side of the site and 20 meters wide green belt should be provided on the balance portion of the boundary of the site.
- (v) The size of the project should be scaled down in case the above recommendations are not fulfilling.

The Committee recommends the above proposal for Environmental Clearance after submission of the information at (i) & (ii) above, with the above condition in the Clearance letter for strict compliance by the project proponent.

5.3. EC for 4-Lane with paved shoulder of the section Km 155 to Km 198.60 of NH-75 (Satna to Bela) in the State of Madhya Pradesh by M/s. Madhya Pradesh Road Development Corporation Limited (F.No. 10-47/2011-IA-III).

As presented by project proponent, the proposal is for the development of Satna to Bela (NH-75) 4-Lane with paved shoulder (48.40 Km) road. The above road provides connectivity to NH-7 the present average traffic is 15048 PCU and projected traffic will be 56234 PCU in year 2038. The start point is Km 155 at Satna end point is Km 198.6. The present width of the carriageway is 7m and the available ROW is 22.0m – 35.0m. It is propose to have three by passes, Satna 22.60, Rampur Bahelan 6Km, and Sajan pur 3.9 Km there will be four major junction project and 23 minor junction improvements. The total land acquired is 89.99 hect. In villages Rampur Baghelan, Raghuraj Nagar and Amaarpatan there is no forest land in the project area. 1160 trees are affected in the widening there will be 11 bus-bay shelters and two truck lay-bye. The total cost of project Rs 366.90 crores.

The proposal was considered by the EAC in its meeting held on 13th -15th July, 2011 and finalised additional ToR including conduct of Public Hearing. Public Hearing conducted on 02.02.2012 at Govt primary School Mahurach, Satna District.

During the discussion, the following points emerged:

- (i) It is indicated that 1160 nos. trees are lying in RoW, however bare minimum trees to be cut, the information should be provided about their species and whether it also involved any protected or endangered species. 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.*
- (ii) 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.*
- (iii) R&R shall be as per the guidelines of State/Central Government.*
- (iv) IRC guidelines shall be followed for widening & up-gradation of road.*
- (v) The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (vi) 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 along with half yearly compliance report to MoEF-RO.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

5.4 Environmental Clearance for proposed Airport at Mallappuzhasserry, Aranmula and Kidangannur villages, Kozhencherry Taluk, Patthanamthitta District, Kerala by M/s KGS Aranmula Airport Ltd. -Reg.

The proposal involves development of Airport at Mallappuzhasserry, Aranmula and Kidangannur villages, Kozhencherry Taluk, Patthanamthitta District, Kerala on a plot area of 500 Acres to cater airbus A – 300. Approx. 347.556 Acres of land proposed to be acquired. The length of the runway in the first phase will be 2800 mtr. x 45 mtr. Construction will have G+1 floor of terminal building of 1250 sq.m. in phase I and 15000 sq.m. in phase II. The total water requirement is 7.55 KLD in the first phase and 31 KLD in the second phase. The capacity of STP proposed is 3.6 KLD in the first phase and 21.6 KLD in the second phase. The total power requirement will be 2 MVA. Isolation parking bay of size 80 x 80 mtr of flexible pavement is proposed for 40 cars, 50 taxis and 10 buses in phase I and 205 cars, 250 taxis, and 30 buses in phase II. The cost of the project is Rs.81.1836 Crores for phase I and 125.4383 Crores for phase II.

The project was considered by the EAC in its meeting held on 21st – 23rd September, 2010 and finalized ToR including the Public Hearing. ToR for the project was accorded on 13.10.2010. Public Hearing was conducted on 10.05.2011 at Pathanamthitta District Collectorate.

There was news items regarding commencement of the land filling work at the site prior to EC. Proponent replied vide letter dated 20.6.2011 that there are no developmental works at this site by them, however, the original owner of the site had carried out minor developmental works.

The project was again considered by the EAC in its meeting held on 21st-23rd September, 2011 and sought additional information. The details submitted and presented were examined by the committee on 15th – 16th December, 2011. The EAC, after due consideration of the relevant documents submitted by the project proponent and additional clarifications furnished in response to its observations, have recommended for the grant of Environment Clearance.

While processing the proposal for EC, a news items (F/C) has come to the notice with respect to the project under consideration. Inclusion of wetlands and conversion of paddy fields has been alleged in the project. Report in this regard from the State Government and the comments from the Proponent were sought. The proponent submitted reply vide his letter dated 01.03.2012 and as per the proponent, the Government has notified 500 acres of land for development of Airport, there is no paddy cultivation for past ten years.

The Principal Secretary, Env. Department, Government of Kerala vide letter dated 26.6.2012 (F/E) stated that an enquiry was conducted based on the averments contained in the news item and enclosed the report. It was stated that the Government vide notification SRO.No. 185/2011 dated 24.02.2011 had declared approximately 500 acres of land as an industrial area.

It is noted that from the report of the State Government and reply from proponent during public Hearing that filling is required for development of runway, taxiway etc. the

details of the area required to be filled, source of material, likely impacts were not addressed in the EIA.

Accordingly the proponent was asked to submit the additional information filling requirement, source of filling material, details of wet lands and their management if any, etc.

The details submitted by the proponent were examined by the Committee.

During the discussion, the following points emerged:

- (i) *Proponent informed that there is no wet land however, due to blockage of riverlet water logging occurs and forms few shallow water bodies. The Minor Irrigation Department of Kerala was entrusted to study and stream line the flow of riverlet and the Department has studied and has suggested measures to maintain the riverlet.*
- (ii) *The measures recommended by the Minor Irrigation Department to maintain the riverlet shall be carried out with letter and spirit as committed.*
- (iii) *Submit the details of contour map superimposing on the elevated area so as to prove the proponents statement that enough soil is available at the site and no soil is required to be brought from outside the site for filling.*
- (iv) *Proponent shall fill only minimum area required for runway, apron, taxiway etc and the remaining area will be preserved in its natural form as committed so as not to obstruct the rainwater recharge.*
- (v) *The committee noted that there is a WP against the project in the High Court of Kerala however, PP informed that there is no stay.*

The Committee recommended the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent

5.5 . Finalisation of ToR for upgrading to 2-lane/2 lane with paved shoulders configuration of Bhojpur-Chhatabar Section (Km 131.000 to km 192.000) of NH-200 in Orissa M/s National Highways, Orissa (F.No. 10-55/2011-IA-III).

The proposal was discussed by the EAC in its meeting held on 13th –15th July, 2011 and proponent informed that for up-gradation of the project road, 13 m to 30 m ROW is proposed for existing alignment (additional ROW is less than 20m). Two minor realignments are proposed where the ROW requirement is less than 20m. Therefore the Committee noted that the project does not attract EIA Notification, 2006. The Committee suggested that an EIA should be prepared as per standard ToR. Any clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/highways>” However, the project was deferred. Proponent requested to delete the line ‘deferred’

The committee agreed and suggested the proponent to carryout EIA as suggested.

5.6 Environmental Clearance for an integrated Municipal Solid Waste Facility at Survey nos. 198, 202, 203, 204, 205, 206, 208, 209, 210 and 214 Anupinakatte villlage, Shimoga, Village Anupinakatte by M/s. Ramky Enviro Engineers Ltd. [F.No.10-54/2009-IA-III]

In the project details , ‘the project site is 15 km away from critically polluted area’. to be replaced by 7.41 km.

6. Recommended Projects

6.1 CRZ clearance for enhancement of Sea water drawal from 2200 KLD to 6700 KLD for desalination plant and reject discharge at Village Vayor Kutchch, Gujarat by M/s Jay Pee Gujarat Cement Plant.[F. No.11-48/2012-IA-III]

The CRZ clearance was granted for jetty, conveyor, sea water intake and desalination reject outfall vide letter No. 10-116/2007-IA-III dated 24.12.2007 and corrigendum on 22.01.2008. The Capacity of the cement plant is now being increased from 1.2 to 7.2 MTPA after the EC from MOEF vide letter No. J-11011/398/2007-IA-II (I) dated 04.08.2008. In order to meet the water requirement for cement expansion ,it is proposed to increase the capacity of desalination plant from 2200 KLD to 6700 KLD. The proposed sea water drawal will be 18,000 KLD as against 5800 KLD. Intake location shall remain same whereas the outfall is proposed to be relocated to 23 19’21.48” N and 68 36’07.00”E to attain required dispersion. The reject discharge will be 11,300 KLD as against 3600 KLD. The proposed discharge location is at 2 km down stream of the present location, the expected salinity rise within 50 m distance would be 0.7 to 1 ppt.

The project was examined by the EAC in its meeting held on 4th -5th June, 2012 and the Committee sought additional information viz. the details of the mangrove area. The details submitted by the project proponent were examined by the Committee.

The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

6.2 CRZ clearance for construction of Resort at Survey No. 186, Kadikkattu Village, Chavakkad Taluk, Thrissur, Kerala by M/s Pavis Resorts P. Ltd [F.No. 11-56/2012-IA-III]

The proposal involves construction of a Ayurvedic Resort Project at Survey No. 186, Kadikkattu Village, Chavakkad Taluk, Thrissur, Kerala. The proposed project site is measuring an area of 1.4736 ha. (14,730.65 sq.m.) at Survey No. 186, Kadikkattu Village, Chavakkad, Thrissur District, Kerala. Total built-up area is 2655 sq.m. The proposed project is located within the Panchayat limits of Punnayurkulam Gramapanchayat. The project proposed to construct 29 guest rooms, 5 villas, restaurant with a capacity of 85 seats and a banquet hall with a capacity of 100 seats. F.A.R. proposed is ... and maximum height of the building is 9.0 m. The total fresh water requirement shall be 12.06 kl/day. STP is proposed with a capacity of 17 kl/day.

CESS, Trivandrum has demarcated the HTI/LTI for the site. The Kerala Coastal Zone Management Authority (KCZMA) has recommended the project for CRZ Clearance vide letter no. 304/A2/12/KCZMA/S&TD dt. 31-05-2012. As per Coastal Regulation Zone categorization, the proposed activity is within CRZ – III.

The project was examined by the EAC in its meeting held on 9th-10th July, 2012 and the Committee sought additional information viz. the details of the location and survey number of the site where the ground water is to be extracted along with permission. The details submitted by the project proponent were examined by the Committee.

During the discussion, the following points emerged:

- (i) *There shall be no discharge of waste in coastal area.*
- (ii) *Ground water shall not be tapped within 200 metre of the High Tide Line; within the 200metre 500metre zone, it can be tapped only with the concurrence of the Central or State Ground Water Board.*

The Committee recommended the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

6.3 Environmental Clearance for establishment of Industrial estate at Sompura, Karnataka by M/s. Karnataka Industrial Area development Board [F. No. 21-26/2009 - IA.III]

The proposal involves development of Industrial Park on a plot area of 550 ha. Out of which 137.65 ha is for residential and social infrastructure purpose. The total water requirement is 5 MLD (domestic requirement–3520 KLD + industrial requirement–800 KLD). The solid waste generation will be 15.5 T/day. Power requirement is 15.3 MVA. The total truck terminal handling is about 300-400 vehicles and a total land of 2,05,494 Sq.m is provided for traffic. Total cost of the project is about Rs. 106.84 Crores. TOR for the project was issued on 9.9.2009. The Public Hearing was conducted on 9.1.2012

The project was examined by the EAC in its meeting held on 9th-10th July, 2012 and the Committee sought additional information viz. revised Layout map after incorporating 15 meter buffer all around the boundary. The details submitted by the project proponent were examined by the Committee.

During the discussion, the following points emerged:

- i) *Consents shall be obtained from the state pollution control board*
- ii) *An Environmental Management Cell with appropriate lab facility shall be created as the project starts. It shall monitor all necessary parameters and activities during construction and operational phases from day one.*
- iii) *Sewage shall be treated and the treated sewage shall be used in dual plumbing system / cooling makeup / green belt etc The disposal of treated water shall*

confirm the regulation of State Pollution Control Board.

- iv) There shall be no disposal of solid or liquid wastes on coastal area. Solid waste Management shall be as per Municipal Solid (Management and Handling) Rules, 2000.*

The Committee recommends the proposal for Environmental Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

6.4 CRZ clearance for construction of beach resort in S.No. 39/1A and 39/2A, Harumaskeri Village, Gokarna, Uttara Kannada District, Karnataka by M/s Jatoyah Investments and Holdings Ltd [F.No. 11-92/2011-IA-III]

The proposal is for construction of beach resort in S.No. 39/1A and 39/2A, Harumaskeri Village, Gokarna, Uttara Kannada District, Karnataka. The Proposed project is located in the Panchayat limits of Nadumaskeri Panchayat and falls within the limits of CRZ III area. The Plot area of the site is 21963 m², which is in CRZ III area wherein the F.A.R. permitted is 0.33. The Proposed built up area is 6062.27 m² and RG area provided is 13582 m². The Proposed Beach Resort Comprises of 14 cottages of (G+1), 32 Guest rooms, Conference Hall and other facilities such as swimming pool, Health Club and Restaurants. The project cost is Rs. 4.70 Crore. The Trinis Beach Resort has made the parking provision for about 58 four wheelers and 56 two wheelers as per the prevailing MOEF norms within the complex. Total Fresh water requirement is 53 m³/day. Waste water generated will be subjected through Phytoid Treatment and the same is recycled for gardening and flushing purpose. SCZMA has recommended the project

The project was examined by the EAC in its meeting held on 10th-11th May, 2012 and the Committee sought additional information viz. road connectivity to the site. The details submitted by the project proponent were examined by the Committee.

During the discussion, the following points emerged:

- (i) There shall be no disposal of wastes in CRZ area.*
- (ii) There shall be no construction in No Development Zone .*
- (iii) Ground water shall not be tapped within 200 metre of the High Tide Line; within the 200metre 500metre zone, it can be tapped only with the concurrence of the Central or State Ground Water Board.*

The Committee recommends the proposal for CRZ Clearance with the above condition in the Clearance letter for strict compliance by the project proponent.

115th Meeting of the Expert Appraisal Committee for Infrastructure Development, Coastal Regulation Zone and Miscellaneous projects held on 16th – 17th August, 2012 at Scope Complex. Lodhi Road, New Delhi.

List of Participants

Expert Committee

1.	Dr. M.L. Sharma	Vice Chairman
2.	Dr. Apurba Gupta	Member
3.	Shri V.G.Koshy	Member
4.	Dr. S.P. Bansal	Member
5.	Dr. H.S. Ramesh	Member
6.	Dr. Y. Basavaraju	Member
7.	Dr. Niraj Sharma (Rep. of CRRI)	Member
8.	Shri Bala Subramaniam	Member
9.	Shri Lalit Kapur	Member Secretary

MoEF officials

10.	Shri E. Thirunavukkarasu	Scientist 'C', MoEF
11.	Shri Amardeep Raju	Scientist 'C', MoEF

Project Authorities:

Representatives from

M/s Coastal Tamil Nadu Power Ltd
M/s. Airport Authority of India
Lakshadweep Administration.
M/s Rewas Port Ltd [F.No. 10-1/2007-IA.III]
M/s Essar Steel (Hazira) Ltd.
M/s Sireen Drugs Pvt. Ltd.
M/s Numaligarh Refinery Ltd.
M/s India Bulls Industrial Infrastructure Limited
M/s. Essar Bulk Terminal Paradeep Ltd.
Rashtra ispat Nigam Ltd
M/s. Indira Gandhi Centre for Atomic Research.
Andaman & Nicobar Zone of Military Engineer Service
M/s Gujarat Alkalies and Chemicals Ltd
M/s Project Director, SIPMIU (NERCCDIP)
M/s Bahadur Ke Textile & Knitwear Association, Ludhiana
M/s A 2 Z Waste Management (Ranchi) Ltd.
M/s Superintending Engg. Cum Regional Officer
M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd.
M/s Haridwar Development Authority.
M/s Paramount Grand
M/s Sahara India Commercial Corporation Ltd.
M/s Gujarat Industrial Development Corporation.
M/s Amrapali Homes Projects (P) Ltd.

M/s Jaiprakash Sewa Sansthan
M/s Life Line Protein & Care Pvt. Ltd.
M/s S J Developers & Housing (P) Ltd
M/s Devavrat Homes Private Limited.
M/s NHAI