

Minutes of the 127th meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 28th -30th October, 2013 at Fazal Hall, Scope.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 127th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 126th Meeting of the EAC held on 19th - 21st September, 2013 at New Delhi.

Minutes of the Minutes of the 126th Meeting of the EAC held on 19th –21st September, 2013 at New Delhi were confirmed.

In item No.4.16 “Finalisation of ToR for establishment of Greenfield Landfill in Vapi, GIDC, Distt. Valsad, Gujarat. M/s Vapi Waste and Effluent Management Co.Ltd. F.No.10-16/2013-IA-III, the capacity of incineration facility including co-generation of 14 ton/hr steam output shall be read as 17 ton/hr.

In item ‘4.14-Environment Clearance for the establishment of Industrial Growth Centre at SIDCO Industrial Complex, Ghati Kathua, Jammu & Kashmir by M/s State Industrial Development Corporation Pvt. Ltd (F. No. 21-22/2010-IA.III)’ the following shall replace condition No.vi.

“Guidelines of State Groundwater Authority shall be followed for withdrawal of groundwater”

3. Consideration of old Proposals

3.1	<p>Review of Environmental and CRZ Clearance for proposed expansion and moderation of Pipavav Port, Taluka Rajula, district- Amreli, Gujarat by M/s Gujarat Pipavav Port Ltd. [F.No.11-91/2009-IA-III]</p> <p>The proposal for expansion and modernization plan of Pipavav Port, was examined by the EAC in its meeting held on 23rd- 24th November, 2009 which finalized the ToRs including conduct of Public Hearing. The Public Hearing was conducted on 12.05.2011 within the Port. Gujarat Coastal Zone Management Authority has recommended the project vide letter No. ENV-10-2011-997-E dated 18.01.2012. EAC examined the proposal in its meeting held in March, 2012 and recommended for grant of clearance. Accordingly, the EC was granted on 05.06.2012.</p> <p>The EC was challenged before the NGT stating that proposed expansion will adversely affect mangrove forests, migrating birds etc. NGT allowed the appeal and ordered to keep the clearance in abeyance for six months and the matter was remitted to the EAC for the purpose of reconsideration of appraisal.</p> <p>The proposal was examined by the EAC in its 126th meeting held on 19th – 21st September, 2013 based on the order of NGT. The Project Proponent</p>
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presented the response to the issues raised before the NGT. The EAC examined the responses especially with respect to coal dust and its control, amenities for Shiyalbet, road access etc. After examining the details submitted and presented by the Project Proponent, EAC decided to call for the information viz. issues raised, NGT observations, empirical evidence for or against the issue, problem of inhabitants of Shiyalbet and measures proposed, report from Regional Office on the compliance of earlier conditions, Report of the PCB on the compliance of consent orders and satellite imagery to prove mangroves have not been destroyed.

Project Proponent presented detailed information to the Committee at its 127th meeting. After deliberation, the Committee noted the following:

- (i) *The coal shall be stored only in designated stock yard with the dust control measures viz. wind screen of minimum 2 ft above the height of coal stock, made of fabric/HDPE, water sprinkler, green belt of at least three layers of suitable trees and scrubs. Use of creepers should also be explored in consultation with the Forest Department*
- (ii) *It was noted that the coal is lifted from the ships by crane, dropped into the hoppers, and conveyed through closed conveyor to the coal stock yard. The conveyor is seamless without joints/transfer points.*
- (iii) *It is noted from the photographs presented by the Project Proponent that though three layers of plantation have been provided at the stock yard, there are some gaps between the trees. Project Proponent shall provide additional plantation at the gaps to enhance proper filter screen.*
- (iv) *Project Proponent has provided free bus transport to/from the port's main gate to the Shiyalbet jetty for transporting the residents from the jetty. They stated that they are bound by security instruction DG Shipping for safety which vary according to threat perception. The landing jetty for the mooring of ferry crafts which facilitates transport of Shiyalbet islanders to/ from the Shiyalbet island is being upgraded. However, the Shiyalpet residents are not willing to use the port bus service and insist on usage motorised tri vehicles on hire and are not co-operating for security check which is required as per guidelines of DG Shipping issued pursuant to International Ship and Port facility Security Code and other security instructions for compliance by all ports in India in order to ensure security.*
- (v) *The Committee suggested that the PP should carry out a survey of the traffic movement of Shiyalbet island residents and consider enhancement of bus services during peak hours of traffic. It noted the desirability of using authorised or licensed vehicles within the port area.*
- (vi) *The Committee suggested submission of a map showing the existing and any alternative for Shiyalbet movement in consultation with the*

	<p><i>other projects and establishments in the area..</i></p> <p>(vii) <i>The Project Proponent shall submit the details of the mangroves existing at the time of grant of last EC with stipulation on measures in respect of this port along with the satellite imagery and their conservation status.</i></p> <p>(viii) <i>Regarding impact on migratory birds and endangered species of wildlife especially lions, Project Proponent informed that the proposed expansion will not have any adverse affect on the migratory birds or wild fauna as the project region does not cover any reserved or protected forest. The Gir Forest is about 90-100 kms away. Further, the proposed expansion falls within the existing Port Boundary. The Committee asked the PP to get a certificate on the above from the concerned Wildlife Warden.</i></p> <p>(ix) <i>In respect of the allegation of Village common land encroachment, The Project Proponent informed that on record it is shown as Gaucher land. The Government of Gujarat has handed over the land to the PP. The issue of encroachment has been decided in favour of the Project Proponent by Hon'ble Supreme Court and Hon'ble Gujarat High Court whereby, permission has been given to continue using the land. The land was handed over to GPPL under a lease agreement dated 30.09.1998. The project proponent has subsequently reached an amicable settlement with the petitioners on 18.04.2012 as per the directive of the Hon'ble Gujarat High Court.</i></p> <p><i>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.</i></p>
3.2	<p>Environmental and CRZ Clearance for setting up of LNG terminal at Ennore, Tamil Nadu by M/s Indian Oil Corporation [F.No. 11-30/2011-IA.III]</p> <p>The Chairman recused himself and Shri. M.L. Sharma took the Chair for this item.</p> <p>As presented by the Project Proponent, the proposal involves setting up of LNG terminal at Ennore. As a part of diversification strategy to provide complete fuel solutions to it's customers, IOCL started RLNG marketing in the year 2004, as one of the major off takers of RLNG from Dahej LNG import terminal of Petronet LNG Limited (PLL- a Joint Venture Company of IOCL, BPCL, GAIL and ONGC). IOCL also has a marketing share of 30% of RLNG in the upcoming PLL's Kochi LNG terminal. Ennore Port is an all weather port with all the infrastructure facilities already in place. Ennore Port has already earmarked water front for LNG Jetty and land for LNG storage and re-gasification terminal with in the port premises in their master plan. On completion of the project RLNG would reach the gas starved Southern states of India particularly Tamil Nadu and some parts of Karnataka and Andhra Pradesh.</p>

RLNG from the terminal is proposed to be supplied to customers through extensive pipeline network to the existing and new power plants, Fertilizer plants, existing and new industries, CNG/LCNG, etc. LNG would also be supplied by road through cryogenic LNG road tankers to customers who are far away and not connected with gas pipeline networks. Capital cost is Rs. 4,320 Crore .

The proposal was examined by the EAC in its meeting held in August, 2011 which finalized ToRs including conduct of Public Hearing. IOCL has already completed Environment Impact Assessment (EIA) studies through M/s NEERI, Nagpur.

The IRS, Anna University, an authorised agency has demarcated the HTL/LTL for the area. TCZMA has recommended the project vide letter No. 5132/EC.3/2013-1 dated 20.09.2013. As per the TCZMA, the site is in CRZ-I-B (intertidal area), CRZ-III, CRZ-IV.

Public Hearing was conducted on 13.09.2012 inside the Ennore Port by the Tamil Nadu Pollution Control Board. Though the venue is inside the Port, the ease of access was made to public. Around 500 people attended the hearing. Major issues raised during the Public Hearing are that emergency precautionary measures, employment etc. Project Proponent presented the compliance to ToRs including the studies carried out and the response/ action plan on each issue raised during public hearing. After deliberation, the Committee made the following observation:

- (i) *The EIA report has not addressed the construction of LNG berth and its likely impacts. Project Proponent shall revise the EIA incorporating the impacts due to construction of berth.*
- (ii) *Precautionary measures shall be put in place to prevent leakage of LNG due to any disasters including wave, seismic and other natural calamities. Disaster Management Plan shall put in place to manage emergencies,.*
- (iii) *Oil Contingency Management Plan shall be put in place.*
- (iv) *Mooring hooks shall be provided with online sensor for load monitoring as committed.*
- (v) *No R& R involved and no livelihood is affected since the facilities are within the existing Port.*
- (vi) *Project proponent shall explore to train the local public with the help institutes like ITI etc, of to make them suitable to accommodate in the facility.*
- (vii) *All the recommendations made by the TCZMA shall be complied with.*

In view of the foregoing observation at (i) above, the committee

	<i>recommend to defer the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.</i>
3.3	<p>CRZ Clearance for proposed CNG filling station at plot No. 153-A, BBR Scheme Block III, Fort Division on Free Press Journal road Mumbai by M/s Mahanagar Gas Ltd. [F. No. 19-104/2012-IA.III]</p> <p>As presented by the Project Proponent the proposal is for establishing CNG filling station at Plot No. 153- A, Back Bay Reclamation (BBR) Scheme, Free Press Journal Marg, Mumbai by M/s Mahanagar Gas Ltd. The co-ordinates of the project are 18°55'24.69"N 72°49'27.25"E. 2 KLD of water shall be utilized during the construction phase. During operation phase water 0.5 KLD will be resourced from MCGM. 10-15 people will be deployed as manpower during construction phase from the nearby areas. A total of 50 KVA of electricity shall be required for the construction phase and in Operation phase 7.0 MVA is required. Norms of OISD shall be followed. The cost of the project is Rs 231 lakhs.</p> <p>MCZMA has recommended the project vide letter No. CRZ-II-2010/CR-131/TC-3 dated 01.10.2012. As per the MCZMA, the proposed area falls within CRZ II.</p> <p><i>After deliberation, the Committee recommended for grant of CRZ clearance stipulating following conditions for strict compliance by the PP:</i></p> <ul style="list-style-type: none"> <i>(i) The clearance shall be deemed as clearance in respect of Fire and Safety, Project Proponent shall take necessary approvals as required in respect of Fire and Safety aspects from competent authority.</i> <i>(ii) Emergency preparedness plan shall be in place in accordance with OISD safety guidelines etc.</i> <i>(iii) All conditions stipulated by MCZMA shall be complied with.</i>
3.4	<p>CRZ Clearance for construction of coal conveyor and cooling water system for the proposed Ennore SEZ Super Thermal Power Station (2x800 MW) by M/s Tamil Nadu Generation and Distribution Corp. Ltd [F. No. 11-80/2011-IA-III]</p> <p>As presented by the Project Proponent, the proposal is for construction of coal conveyor and cooling water system for the proposed Ennore SEZ Super Thermal Power Station. TANGEDCO is presently having about 1100 acres of land in Vayalur Village in Thiruvallur District for ash dyke of existing NCTPS. Due to improved ash management, it is proposed to reclaim 500 acres of the above land for setting up the proposed power project of 2 x 800 MW. Coal will be transported from Ennore Port through 4.5 km long closed conduit coal conveyor. Water at 13,790 KL/hr will be drawn from the existing channel within the NCTPS complex. Cooling water – 10, 220 KL/hr will be discharged in the existing outlet channel. The intake and outfall pipe line length will be 4 km.</p>

	<p>The IRS, Anna University has demarcated the HTL/LTL. The power plant site is beyond CRZ limit. The TCZMA has recommended the project vide letter dated 20.07.2011.</p> <p>The proposal was examined by the EAC in its meeting held in March, 2012 and it called for information in respect of impact on Marine ecology especially due to temperature and salinity, intake and outfall pumps, pipelines on the CRZ map of 1:4000 scale prepared by an authorized agency, CRZ map covering 7 kms around the project site.</p> <p>The Project Proponent submitted the information and presented it before the EAC. After deliberation, EAC made the following observations:</p> <ul style="list-style-type: none"> (i) <i>As per the CRZ map submitted there is no eco- sensitive area within the project site. TCZMA has recommended the Project.</i> (ii) <i>The temperature of outfall will be about 3.3 C higher than ambient conditions, the salinity will be 1.53 g/l at outfall.</i> (iii) <i>All the recommendations of TCZMA shall be complied with.</i> (iv) <i>The coal will be transported from Ennore Port through closed conduit coal conveyor of 4.5 km.</i> (v) <i>The PP shall submit a certificate from the competent authority that there is no heritage site in the restricted range.</i> <p><i>In view of the foregoing observation at (v) above, the Committee recommended the proposal for grant of CRZ clearance subject to the submission of the certificate at (v) above to the Ministry.</i></p>
3.5	<p>CRZ Clearance for Pedder Road Viaduct, Maharashtra by M/s MSRDC [F.No.11-42/2010-IA.III]</p> <p><i>The Committee decided to defer the project, since the project Proponent did not circulate the documents. The Committee suggested the Project Proponent to circulate all the relevant documents to EAC members in time to take up the project in the next meeting.</i></p>
3.6	<p>Extension of validity of Clearance granted to Mumbai Port Trust for redevelopment of Harbour Wall Berths at Indira Dock [F.No.10-6/2007-IA-III]</p> <p>As presented by the Project Proponent, Environmental Clearance was granted vide their letter No. 10-6/2007-IA-III dated 13.03.2007 for re-development of Harbour Wall Berths from 18-22 ID of 882 m length. The commencement of the project work is substantially delayed. MPT had invited tenders for dredging works but dredging contract could not be finalised either for poor response or high offers. The bidding process for civil works was annulled due to non finalisation of dredging work. In view of the above, Project Proponent requested for extension of the validity of clearance earlier granted.</p> <p>The scope under the project is to re-develop the existing Harbour wall berths which were constructed in 1914 and have weakened and also have less</p>

	<p>depth of water. Therefore development work as suggested in para 1 was envisaged. Since this is only re development work there will be no additional environment impact as envisaged earlier. The consultant M/s Wapcos Limited with Sl.No.147 in the QCI list had prepared the Rapid EIA report for the project.</p> <p><i>The Committee recommended to extend the validity of EC for Five years.</i></p>
3.7	<p>Extension of clearance dated 09.11.2006 for two offshore container berths and development of container terminal by M/s Mumbai Port Trust.[F.No. 10-18/2005-IA-III]</p> <p>As presented by the project Proponent, Environmental Clearance was granted vide letter No.10-18/2005–IA-III dated 15.06.2006 and two corrigendums dated 9.11.2006 and 4.10.2007 for construction of two offshore container berths and development of container terminal. Construction of 1km length was completed on 4.10.2012. Container berth construction was completed on 15.12.2012, iii) Container Yard development is in progress. The progress of dredging work is 65%. The dredging contractor has failed to complete the work and hence this contract has now been terminated. Now the Port is in the process of awarding a contract to carry out the balance work.</p> <p>Due to above delays, the project has been delayed. Now it is expected that the project will be completed during year 2015-16.</p> <p><i>The Committee recommended to extend the validity of EC for Five years.</i></p>
3.8	<p>Extension of ToR for Multipurpose all weather port at Taddadi, Karnataka by KSI&IDCL [F.No.11-28/2011-IA-III]</p> <p>As presented by the Project Proponent, ToR was granted vide letter No.11-28/2011–IA-III dated 26.09. 2011 for Multipurpose all weather port at Taddadi. The studies are yet to be completed and finalized hence Project proponent requested for extension of ToR.</p> <p><i>The Committee recommended to extend the validity of ToR for one year.</i></p>
3.9	<p>Extension of CRZ Clearance for beach resort at Vadanemili village, Chenglepet Taluk, Kancheepuram District, Tamil Nadu by M/s Dharani Developers Pvt. Ltd [F.No.11-63/2008-IA.III(P)]</p> <p><i>The Committee decided to defer the project, since the project proponent did not attend the meeting.</i></p>
3.10	<p>Extension of Environmental Clearance for ropeway project between Jwala Temple (Thuligad) to Kali Temple (Purnagiri), District Champawat, Uttarakhand. Uttarakhand Tourism Development Board, Dehradun [F.No.10–133/2007-IA.III(P)]</p>

	<p>As presented by the project Proponent, Environmental clearance was granted for this project on 19.09.2008. As the entire project land is within forest, its allocation and approval has taken long time and issued on 24.09.2013. Hence Project Proponent has requested for extension of validity of clearance by another 5 years.</p> <p><i>It was noted that this falls under Category 'B. It was earlier considered by the EAC in its meeting held in December, 2007 as there was no SEIAA. As SEIAA has now been established, the EAC suggested the Project Proponent to approach the SEIAA.</i></p>
3.11	<p>Extension of Environmental Clearance for ropeway project between Dehradun to Mussoorie District, Dehradun, Uttarakhand by M/s Uttarakhand Tourism Development Board, Dehradun [F.No.10-35/2007-IA.III(P)]</p> <p>As presented by the Project Proponent, the Environment Clearance was accorded to the project by the Ministry in June 2009. Forest land diversion proposal was submitted to MOEF for 1st stage clearance in Sept. 2013 wherein a few observations have been stipulated which are being complied. The current status is that the survey and other investigations have been completed along with the Detailed Project Report of the terminal station design, ropeway alignment and Conservation of George Everest Complex.</p> <p>Government of Uttarakhand was trying to bid out the project on PPP since 2009 but due to economic recession in 2009/2010, there was little interest from the private sector investors. Lately, the Government has been able to successfully bid-out two ropeway projects in the state which has attracted new set of investors having tie-ups with foreign ropeway technology providers. Subsequent to the forest clearance, it is now proposed to take up the project for bidding in this FY 2013-14. Therefore Project Proponent has requested for extension of validity of clearance.'</p> <p><i>The Committee recommended to extend the validity of EC for five years.</i></p> <p>Extension of EC for the Ropeway project from Janki Chhat to Yamnouri , Uttarkashi by M/s Uttarakhand Tourism Development Board, Dehradun [F.No.10-128/2007-IA.III(P)]</p> <p>As presented by the Project Proponent, the Environmental Clearance granted for the ropeway from Janki Chhat to Yamnouri expired on 7th September 2013 and UTDB has requested to grant extension to the validity of Environmental Clearance for another 5 years. The construction of the project will be started soon in November 2013. Concession Agreement signed on 30th Oct 2012, Land Lease Deed executed on 5th September, 2013, Forest Lease Deed executed on 1st October, 2013.</p> <p>After deliberation, the EAC, in view of the recent tragedy in various parts of Uttarakhand especially the Dhams at Kedarnath, Hemkundsahib, suggested the following:</p>

	<p>(i) <i>It would be appropriate to assess the ideal tourist / pilgrims bearing capacity of the regions where the Ropeway is proposed.</i></p> <p>(ii) <i>It may also be ascertained what will be increment in human traffic as it is presumed that it will be in addition to the existing land route.</i></p> <p>(iii) <i>The impact of the Ropeway construction on the ecology be reassessed in the light of the last tragedy in Uttarakhand.</i></p> <p>(iv) <i>Seismicity related issues be also examined.</i></p>
3.12	<p>Finalization of ToR for development of Shipyard cum Captive jetties including a LNG Terminal at Nana Layja, Kutch district, Gujarat by M/s GIMCPL [F.No. 11-87/2011-IA-III]</p> <p>As presented by the Project Proponent, Infrastructure Leasing and Financial Services Limited (IL&FS) group is the promoter of Gujarat Integrated Maritime Complex Private Limited (GIMCO) which is developing a Shipyard cum Captive Jetties including LNG terminal at Nana Layja in Mandvi Taluka, Kutch District, Gujarat. GIMCO has a Memorandum of Understanding (MOU) with Gujarat Maritime Board (GMB) for development of the Shipyard at Nana Layja. The shipyard includes ship building and ship repair facilities for handling small vessels up to Panamax/Baby capes.</p> <p>IL&FS group is also developing a Multi-Product Special Economic Zone (SEZ) and a Free Trade and Warehousing Zone (FTWZ) near Layja Mota Village (about 8 km from Nana Layja coast) through its Project Companies. SEZ will house 4000 MW Thermal Power Plant (TPP), 60 MLD Desalination Plant, 2000 MW Gas Power Plant (GPP), industries pertaining to Focus Engineering goods, Textiles, Basic and Allied Chemicals, Shipping ancillary, Pharmaceuticals and Non metallic mineral products. To cater to the SEZ cargo, four captive jetties including LNG Terminal are also proposed along with the proposed shipyard facilities.</p> <p>The capacity planning of the proposed shipyard is 309 vessels for ship repair consisting of 109 small vessels, 200 Handy / Panamax and 20 vessels for ship building comprising of 10 small vessels, 10 Handymax vessels. To service the industries of SEZ / FTWZ, captive jetties throughput is estimated as 17 MTPA of coal to service the 4000 MW TPP, 2.5 MTPA of LNG unloading and onshore re-gasification terminal to service the proposed 2,000 MW GPP and 3 MTPA of general cargo.</p> <p>GIMCO earlier presented the proposal before EAC in its meeting held on February 09, 2012 at New Delhi to determine the Terms of Reference (ToR) for undertaking detailed EIA study. EAC recommended the ToRs with a Comprehensive Environmental Impact Assessment (CEIA) Study.</p> <p>The CEIA study commenced in Sep 2012 as per recommended ToR, covering Three (3) season baseline data generation for both terrestrial and</p>

	<p>marine environments & currently, the baseline environmental surveys are completed. The HTL/LTL, CRZ demarcation has also been carried out by National Institute of Oceanography (NIO).</p> <p>In Feb 2013, GIMCO sought amendment in TOR for increasing the LNG terminal capacity from 2.5 MTPA to 5 MTPA, owing to the LNG Terminal Policy 2012 issued by Government of Gujarat (GoG) wherein additional LNG requirement is to be reserved for GoG. GIMCO submitted Revised Form 1 and (Revised) Pre-feasibility Report & EAC considered the same in its meeting held on April 15, 2013 and recommended the amendment in ToR to MoEF. However, since there was no TOR issued to GIMCO, MoEF suggested (vide their letter dated 15 July 2013) to re examine the complete proposal by EAC before issuing ToR. The Project was reviewed by EAC in 126th EAC meeting and sought clarification on land boundary & adjacent river. MoEF has reconsidered the project in 127th EAC meeting agenda for EAC review to issue the ToR Letter.</p> <p>After deliberation, the EAC recommended the following additional ToR:</p> <p>(i) <i>Analyse the time series data on the estuary mouth, sand bar etc along with the likely impacts on the estuary.</i></p>
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4. Consideration of New Proposals

4.1	<p>Finalization of ToR for establishment of Hazardous Waste Incinerator & Common Effluent Treatment Plan by M/s Mysore Eco-Technologies [F.No. 10-22/2013-IA.III]</p> <p>As presented by the Pproject Proponent, the project involves establishment of Hazardous Waste Incinerator & Common Effluent Treatment Plant, Rotary Kiln Incinerator & Common Effluent Treatment Plant at Plot. No 544-B, Belavadi Industrial Area, Hunsur Road, Yelawala, Mysore District, Karnataka. The capacity of Rotary Kiln Incinerator is 10TPD (500 Kg/hr) and Common Effluent Treatment Plant is 50 KLD. The project area is 1.282 acres (0.52 Hectares) located adjoining to the Notified Industrial Area (Belavadi Industrial Area) By Karnataka Industrial Area Development Board(KIADB), Government of Karnataka. Solid Waste from the member industries will be temporarily stored for mixing to prepare Feed Stream to charge Incinerator having capacity of 10.00X5.00X4.30 m. Liquid Stream will have 24 hr Holding provision in the Collection-cum-Equalization Sump of CETP. The solid waste from member industries will be transferred for required treatment and disposal in the Common incineration facility. All liquid effluent will be treated in the Common Effluent Treatment Plant which is envisaged to perform as a Zero Liquid Discharge Plant. The water requirement is 50 KLD which will be sourced by reclaiming water from the treated effluent of CETP. The meager requirement of 2KLD for drinking purposes will be externally sourced, as commercial packaged product on daily basis. The power requirement of 150 HP shall be obtained through Karnataka Electricity Board (TNEB) from the available grid of KIDB. The Energy Meter is presently connected for 85HP.</p>
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	<p>HSDS Diesel-100 lit/day. Hazardous Solid Waste from industrial sources is 10 TPD and Non-Biodegradable Industrial Effluent is 50 KLD. CETP sludge is 0.25TPD which shall be disposed through SLF/TSDF. Sewage Sludge shall be disposed through Septic Tank. The expected cost of the project is Rs. 10 Crores.</p> <p><i>After deliberation, the Committee asked the Project Proponent to submit the details of an alternate site since the site is close to two roads including State Highway and Residential area is about 700 m.</i></p>
4.2	<p>Finalization of ToR for ropeway project from Kathi-Darwaza Makhdoom Sahib, Srinagar, J&K by M/s J&K State Cable Car Corporation Ltd [F.No.10-42/2013-IA.III]</p> <p><i>The EAC recommended to defer the consideration as the Project Proponent is not ready with details of the input of the project on the landscape as the implication of operating the proposed ropeway through the inhabited area.</i></p>
4.3	<p>Environmental and CRZ Clearance for development of LNG Terminal at Mundra Port, Kutch, Gujarat by M/s GSPC LNG Ltd. [F.No. 10-2/2009-IA.III]</p> <p>GSPC LNG Limited, is promoted by Government of Gujarat and its entities such as, Gujarat State Petroleum Corporation Limited (“GSPC”) and to tap diverse sources of supply of natural gas so as to ensure energy security for the state of Gujarat, India and for the rest of India. It has support of Government of Gujarat which holds 25 % direct equity in the company. The e PP is setting up a terminal for import, storage and regasification of liquefied natural gas (“LNG”) of a capacity of five (5) MMTPA, expandable up to ten (10) MMTPA at Mundra, State of Gujarat, (“GSPC LNG Terminal”).</p> <p>The PP explained that the port of Mundra, in Gujarat where the GSPC LNG Terminal is proposed to be set up, offers a strategic location as an all weather operating port with natural draft suitable for LNG carrier berths. The location of the Port at the mouth of the Gulf of Kutch makes a suitable location for bringing the LNG carriers especially in view of the short distance for voyages from the Middle East LNG exporting countries. Further, the Port is well connected with the hinterland of western and north Indian states, which have huge potential for demand of regasified LNG. The Port is the largest private port in India.</p> <p>The facilities at GSPC LNG Terminal are proposed to include:</p> <ul style="list-style-type: none"> • LNG carrier berthing and unloading facilities; • Two (2) LNG storage tanks having net capacity of 160,000 cubic meters each, which are proposed to be developed as part of Phase I of the development of the GSPC LNG Terminal. Space to install a third LNG storage tank will be reserved for expansion of the GSPC LNG Terminal during Phase II of the development of the GSPC LNG Terminal; • LNG regasification system; • Fiscal metering and connection to the natural gas grid; and all associated

utilities and control systems.

The GSPC LNG Terminal is proposed to be developed in three (3) phases and is proposed to have the following facilities upon completion of each phase.

- Upon completion of Phase I: unloading facilities for LNG tankers, two (2) LNG storage tanks and regasified LNG send out capacity of five (5) MMTPA (peak capacity six point two five (6.25) MMTPA).
- Phase II: unloading facilities for LNG tankers, two (2) jetties, three (3) LNG storage tanks and regasified LNG send out capacity of ten (10) MMTPA (peak capacity twelve point five (12.5) MMTPA).
- Final Phase: unloading facilities, two (2) jetties, six (6) LNG storage tank and regasified LNG send out capacity of twenty (20) MMTPA.

Currently Phase-1 of the development of the GSPC LNG Terminal (as detailed above) is planned to be implemented while keeping provision for next phase of development.

The studies/ activities undertaken by the PP regarding the Project are as follows:

- Sub-soil investigation for onshore and offshore: pre-reclamation
- Onshore reflection survey
- Onshore refraction survey
- 2-D offshore reflection survey
- Onshore borehole testing
- Extreme still water level analysis
- Front end engineering and design
- Ship navigation desk and simulation study
- Soil investigation: post-reclamation
- In-Principal Approval of CCOE-Nagpur

A plot of twenty eight (28) hectare (800 m by 350 m) has been earmarked for Phase I of the LNG terminal. Expansion of the Project using the adjacent plot of twenty (20) hectare is available for the final phase.

The LNG terminal (including the waterfront) is located within the SEZ area at Mundra, of which Adani Ports and Special Economic Zone Limited (“**APSEZ**”) is the developer.

The proposal was earlier discussed by the EAC in various meetings. The Committee sought the recommendation of GCZMA and deferred the project as the LOI / NOC to the project from Adani Port and SEZ was cancelled.

The Committee was informed by MoEF officials assisting the Committee that the MoEF was examining follow up action on certain significant issues raised in the report of the Sunitan Narain Committee. On the Port developments. As the matter was under active consideration of the MoEF, the EAC did not think it appropriate to issue any recommendation relating to the project at this stage. It is decided to defer the proposal till a report on the issue is received by the EAC from

	the Ministry.
4.4	<p>Finalisation of ToR for development of alternate sea route to Baratang Island, A&N Island by M/s Andaman Lakshdweep Harbour Works [F.No.11-9/2013-IA-III]</p> <p>As presented by the Project Proponent, Baratang is one of the Islands between Middle Andaman and South Andaman Islands, at about 80 km (aerial distance) from Port Blair. A 360 km long National Highway no. 223, popularly known as Andaman Trunk Road (ATR) connecting Port Blair to Diglipur, passes through Baratang and also through Jharwa Biosphere Reserve. Some of the tourist spots such as Mud Volcano, Lime stone caves etc are situated in Baratang Island, for which tourist inflow is quite good. However, rush of tourists, local residents and transport of goods, through ATR creates discomfort to the Jharwas, aboriginal tribes inhabiting the area. The Jharwas is one of the primitive tribes of Andaman Island having with a total population of merely 300. Because of vehicular traffic through ATR, sustenance of Jharwa life is considered to be under danger of extinction. Accordingly Hon'ble Supreme Court directed to find measures to close the ATR partly and evaluate alternate routes. The PP informed that on Jan 22, 2013 the Apex Court ordered complete stoppage of vehicles through this stretch except Government vehicles.</p> <p>This proposal was in compliance of the decision taken in the 12th meeting of Standing Committee of Island Development Authority (IDA), held in Planning Commission on 26.7.2010 and point no. 46 of action taken note by MOEF on the Babu Committee report regarding A&NI, to develop sea route & land route parallel to ATR segment that passes through the Jarawa Tribal Reserve.</p> <p>The Project involves:</p> <ol style="list-style-type: none"> 1. Dredging of sea bed up-to (-) 5.00mtrs in the channel from mouth of Middle Strait for a length of 2.25 Km & 200 m wide resulting into disposal of 0.34 M m³ of dredged material. 2. Construction of 12 Nos. Navigational Markings founded on Single RCC cast-in-situ piles of 1000mm dia for marking of entrance channel. 3. Construction of 100 m long and 14.5m wide RCC Jetty with an approach of 30x5.5m connecting jetty to the shore. The entire structure shall be founded on 102 Nos. of RCC (cast-in-situ) piles of 600mm dia. The jetty shall be located south west of the existing vehicle ferry jetty. 4. Construction of Port Control Tower at Baratang behind the proposed jetty. <p>Project cost - Rs. 52.15 Cr.</p> <p>During the discussions, the Committee finalized the following additional ToRs for carrying out EIA studies:</p> <ol style="list-style-type: none"> (i) <i>Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.</i> (ii) <i>Details of the dredging, disposal and reclamation.</i> (iii) <i>Details of solid waste and management.</i>

	<ul style="list-style-type: none"> (iv) <i>Details of water requirement and source.</i> (v) <i>Details of the channel.</i> (vi) <i>Details of the jetty.</i> (vii) <i>Details of the ships / boats to be handled.</i> (viii) <i>Details on traffic study/road connectivity and impact.</i> (ix) <i>Details of mangroves areas and afforestation measures.</i> (x) <i>Details on the wastewater treatment.</i> (xi) <i>Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs. Comprehensive common environmental monitoring by Port Trust and other PPPs located within the port shall be prepared in a scientific way</i> (xii) <i>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. Compliance to the MSIHC Rules shall be discussed. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed. Seismicity be also examined.</i> (xiii) <i>The General guidelines as per the annexure-II to this Minutes shall also be considered for preparation of EIA/EMP.</i> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.5	<p>CRZ Clearance for construction of Beach Resort in Kanathur village and Vadapatinam village of Cheyyur Taluk, Kancheepuram by M/s V.G. Park Beach Resorts Pvt. Ltd. [F.No.11-34/ 2013- IA.III]</p> <p>As presented by the Project Proponent, the project involves construction of Beach Resort at 95/2, 92/2B5, 94/4, 95/3, 94/2, 92/2B3 in Kanathur village and 292/2, 289/2C, 289/2A in Vadapatinam village of Cheyyur Taluk, Kancheepuram, Tamil Nadu. This site falls on 12°25' N latitude and 80°07' E longitude. The terrain is generally flat. The study area covers 10 km radius aerial distance from the project site. The total area of the project is 64830.16 Sqm.</p> <p>The project involves construction of 96 rooms, the total built up area is 13,586 sqm . The height and FSI are 7.95 m and 0.21.</p> <p>The solid waste of about 610 kg is likely to be generated. Water needs will be met from ground water which will be drawn from S.No 223/6, Pattipulam Village, Chengalpet Taluk, Kancheepuram District. The quantity of treated water available after treatment from STP will be about 163 KLD. Nearly 30 KLD of</p>

	<p>treated sewage water will be used for toilet flushing, 13 KLD for cooling purposes and 115 KLD for gardening of the proposed Beach Resort. No facilities for long term housing of operational workers are proposed. The total water requirement will be 195 KLD. The power requirement will be 4500 KVA and 3000 KVA will be met from the DG Sets. Sludge generated (50 kg/day) will be reused as manure in horticulture. Soil investigation was carried out and the results found satisfactory. Excavation will be carried out for foundation. This is estimated at 3000 cu.m. It will be used for road construction and land filling.</p> <p>Parking for 78 cars and 5 buses has been proposed against requirement of 73 cars. The distance of Bay of Bengal from the project site is 320m. The cost of the project is Rs.100 Crores.</p> <p>PP informed that IRS, Anna University, Chennai has carried out HTL demarcation and submitted map in 1: 4000 scale. The project falls under CRZ-III. TCZMA has recommended the project vide letter dated 31.12.2012.</p> <p>After deliberation, the EAC asked the Project Proponent to submit the following:</p> <ul style="list-style-type: none"> (i) <i>As the Project Proponent proposes to transport water from a distance of 20 km from the site, the PP shall obtain permission from the Central / State Ground Water Authority.</i> (ii) <i>Submit site photographs relating to land features, approval and topography.</i> (iii) <i>Proposed measures to tackle emergencies during natural disasters viz. Tsunami, cyclone</i> (iv) <i>Tie up with an agency for operation and maintenance of Sewage Treatment Plant</i> <p><i>The Committee recommended to defer the project and suggested the proponent to submit the details as suggested above. The proposal shall be reconsidered once the above observations are addressed and submitted.</i></p>
4.6	<p>CRZ Clearance for construction of Beach Resort in Mahabalipuram village of Thirukalukundaram Taluk, Kancheepuram district by M/s VGS Estates Pvt. Ltd. [F.No.11-35/2013-IA.III]</p> <p>As presented by the Project Proponent, the project involves construction of Beach Resort at Devaneri Hamlet, Mahabalipuram Village Survey No. 14/3C2A, 14/3C2B in Mahabalipuram village of Thirukalukundaram Taluk, Kancheepuram district. The proposed project is at Devaneri Hamlet, Mahabalipuram Village, Thirukazhukundram Taluk, Kancheepuram District, of East Coast Road, Chennai.</p> <p>This site falls on 12°38'52.80"N latitude and 80°12'14.47"E longitude. The site is generally flat terrain. The study area covers 10 km radius aerially from the project site. The total plot area is 30,079.06 sq.m out of which, 14660.78 sq.m falls within 200 meters of HTL and 15,418.29 Sq.m falls between 200-500 meters of</p>

	<p>HTL. Total built up area is 7,657.52 sq.m. The project falls under CRZ III. Project site consists of Cottages with all amenities like gym, swimming pool and extensive lawns and it is located just 3 km from the historic town of Mahabalipuram also known as Mamallapuram. The proposed Beach Resort will be designed to offer world class hospitality for both business and leisure. The total cost of the proposed project is Rs.70 crores.</p> <p>No. of Blocks in the Resort is 6, No. of rooms/Block is 8, No. of Rooms in Ground floor is 24, No.of Rooms in First floor is 24, Total No.of Rooms are 48. The proposed beach resorts also contain lawns, landscaping, tree plantation, Sewage Treatment Plant, etc. The FSI is 0.233. The maximum height of the project is 7.6 m.</p> <p>The facility of parking will be provided as 1 car for 2 rooms therefore the total required parking is for 24 cars. However, the parking space to accommodate for 68 cars shall be provided. Total water requirement is 115 KLD out of which fresh water requirement is 91KLD and 24 KLD will be recycled for toilet flushing. The total capacity of STP is 120 KLD. Rainwater harvesting techniques have been proposed throughout the site. The power requirement during the operational phase will be 2670 KVA which will be acquired from TNEB. DG sets of about 2 no. of 1500 KVA will be utilized during power failure. The project cost of the project is Rs.70 Crores.</p> <p>After deliberation, the EAC suggested the Project Proponent to submit the following:</p> <ul style="list-style-type: none"> (i) <i>Project Proponent proposed to transport water from 20 km away from the site. Proponent shall obtain the permission from the Central Ground Water Authority.</i> (ii) <i>Submit site photographs</i> (iii) <i>Proposed measures to tackle emergencies during natural disasters viz. Tsunami, cyclone</i> (v) <i>Tie up with an agency for operation and maintenance of Sewage Treatment Plant</i> <p><i>The Committee recommended to defer the project and suggested the proponent to submit the details as suggested above. The proposal shall be reconsidered once the above observations are addressed and submitted.</i></p>
4.7	<p>CRZ Clearance for expansion of M/s Calangute Hotel Goa [F.No.16-9/2007-IA.III]</p> <p>As presented by the Project Proponent, the proposal involves construction of additional 64 rooms making of total of 109 rooms at R.S. No. 211/1 and 212/3, Calangute Village, Goa. The Coverage after expansion will be 20.52. The water requirement is 45 KLD, The sewage generated will be treated in STP and recycled.. Vermin composting is proposed for organic solid wastes and others will be given to Municipality.</p> <p>The proposal was received on 1.08.2007 from the Project Proponent along</p>

	<p>with the recommendation dated 12.06.2002 of Goa Coastal Zone Management Authority. Clearance was not granted in view of the Order dated 13.10.2006. Hon'ble High Court while disposing Writ Petition No. 422/1998 and the connected Writ Petition No. 99/1999 in the Common Order dated 13.10.2006 gave several directions. In connection with the construction of hotels in CRZ-III zone, direction (D) is relevant whereby Hon'ble Court specifically directed identification of open plots in CRZ-III zone which were available for construction of Hotel and to frame appropriate policy/regulation for utilization thereof before they were allowed to be utilised for such construction activities.</p> <p><i>“(D) To identify the open plots in CRZ-III zone which are available for construction of hotels and to frame appropriate policy/regulation for utilization thereof before they are being allowed to be utilised for such construction activities.”</i></p> <p>By Notification no. GCZMA-H/Court matter/07/656/Part IV/311 dated 10.06.2011, the policy for utilization of available open plots in CRZ-III zone for purpose of establishing hotels framed by the State Government was notified.</p> <p>After the notification of the policy by the Government of Goa, clearance was granted on 11.04.2013 to M/s Competent Automobile, a beach resort proposal which was pending with the Ministry.</p> <p>The applicant has filed a WP in the High Court of Goa to consider their project in line with M/s Competent Automobile. The Ministry sought time to take a decision. The Court has granted time to till January, 2014 to take a decision in the matter</p> <p>Accordingly, the proposal was placed in the EAC meeting held in September, 2013 for appraisal since earlier the proposal was examined in-house as per the prevailing procedure. However, it was deferred since PP did not attend the meeting. The PP presented his case personally and answered all the clarifications sought by the Committee. The PP assures that the facility would be a green facility and eco friendly.</p> <p>After deliberation, the EAC recommended the grant of clearance subject to compliance of the following conditions by the Project Proponent:</p> <ul style="list-style-type: none"> (i) <i>All the constructions/ developments shall be in accordance with the CRZ Notification, 2011.</i> (ii) <i>The entire sewage generated shall be treated and recycled</i> (iii) <i>Parking shall be provided for 54 cars</i> (iv) <i>Vermin composting shall be provided for converting bio-degradable waste to manure and non-biodegradable waste shall be handed over to the Municipal Authority.</i> (v) <i>All the recommendations of Goa CZMA shall be complied with.</i>
4.8	<p>CRZ Clearance for construction of 5 star resort (Vivanta by Taj at Havelock) M/s Indian Hotel Company Limited. [F.No.11-43/2013- IA.III]</p>

	<p>As presented by the Project Proponent, the Indian Hotels Company Limited has proposed a premium 5 star resort “Vivanta by Taj at Havelock” to be located at 11°59'8.76"N and 92°57'19.00"E, Plot No: 149/1, 149/3, 150/3/2, 150/3/3, 150/3/4 at village - Radha Nagar, Gram Panchyat - Govinda Nagar, Tehsil - Port Blair, Havelock Island, Dist. Andaman, Andaman & Nicobar Islands. The project will come up on a 18.3308 ha beachfront parcel of land. For this, the Indian Hotels Company Limited (IHCL) has entered into a long term lease with Andaman & Nicobar Islands Integrated Development Corporation (ANIIDCO).</p> <p>The proposed project is designated under Island Coastal Regulation Zone (ICRZ) and falls under ICRZ-III and requires ICRZ clearance from Andaman & Nicobar Island Coastal Zone Management Authority (ANCZMA) for approval of the project. The project will be completed in two phase:</p> <p>1st phase: 50 keys will be constructed over a period of around 2 years (commencement of construction: March 2013 and completion of construction: December, 2015). In addition 10 public buildings and 5 staff accommodation buildings will be constructed.</p> <p>2nd Phase: Another 50 keys will be constructed to raise the inventory to 100 keys.</p> <p>The FSI area for this project is 15854.81 sq.m and non FSI area is 3116.76 sq.m. The total built up area for this project is 18971.57 sq.m.</p> <p>The resource required for this project is water (110 KLD in dry season and 88 KLD in wet season), power (100 KVA in construction phase and 2123 KVA in operation phase).</p> <p>Sewage Treatment Plant of capacity 100KL will be installed and the treated water will be used for gardening. Vermicomposting shall be provided for converting bio-degradable waste to manure and non-biodegradable waste will be sold to prospective buyers. Rain water harvesting will be done.</p> <p>After deliberation, the Committee sought the following information from the PP:</p> <ul style="list-style-type: none"> (i) <i>Details of the highest ingress of water during Tsunami/ cyclone, proposed measures to tackle emergencies during natural disasters viz. Tsunami, cyclone.</i> (ii) <i>The HTL/LTL map does not show the presence of mangroves, Project Proponent shall submit authentic details.</i> (iii) <i>Details of the coordinates of the water channel/ stream at the site.</i> (iv) <i>Details of source of water</i> (v) <i>Details justifying the project as eco- tourism project.</i>
4.9	<p>CRZ Clearance for Construction of fishing harbour at Poompohar in Nagapathnam Dist. proposed by Fisheries Department by M/s Department of Fisheries [F.No.11-55/2013-IA.III]</p>

As presented by the Project Proponent, the Poompuhar fishing village is situated in Sirkali Taluk of Nagapattinam District in Tamil Nadu. The proposed Poompuhar fishing harbour site is situated on the open coast and the waves break at a distance between 100 meter and 150 meter from the shore line. The mechanized fishing vessels are not in a position to come closer to the shore for landing their catches and to get their supplies like ice, diesel, ration items etc., and this causes great hardship to the fishing vessels operators.

The State and Central Governments considered the feasibility of developing a fishing harbour so as to alleviate the difficulties and problems faced by the fishermen in Poompuhar. The Central Institute of Coastal Engineering and Fishery (CICEF), Bangalore had carried out detailed engineering and economic investigations at Poompuhar and the conclusions and recommendations of the report were sent to NIOT, for model studies and EIA studies.

Based on the report of NIOT, Techno Economic Feasibility Report was prepared by the CICEF, Bangalore. Fishing harbour is designed for berthing of 350 mechanized fishing vessels comprising 150 Nos of 11m length and 200 Nos of 13m length besides 350 no of FRP boats, The dredging level in the basin is proposed at (-) 3m, two Breakwaters are proposed for providing a sheltered basin with one Main Breakwater and one Leeward Breakwater, Quay wall for landing, outfitting, berthing and repair of vessels and a sloping hard have been provided.

In addition, shore based infrastructural facilities like fish handling and Auction hall, Administrative building, Gear shed, Net mending shed, sanitary facilities, and communication facilities are also proposed. The Poompuhar fishing harbour is a long felt need of fishermen belonging to Poompuhar and other adjoining fishing villages and implementation of this project will yield overall fishery development in the region of Nagapattinam District.

As per the NIOT study, the site does not fall in a high eroding site. NIOT has demarcated the HTL/LTL. TCZMA has recommended the project vide letter dated 28.06.2013.

The Committee noted and observed the following:

- i. *All the conditions stipulated by the Archaeological Department vide G.O(MS) No. 217 dated 11.12.2009 and Letter from Superintending Archaeologist vide letter No. 4/30/KVM/2001 /329 dated 14.01.2011 shall be complied with including ensuring presence of an Archaeologist during the construction activities so that archaeological evidences could be recorded and recovered if encountered during the construction.*
- ii. *The river Kaveri should be demarcated on the layout map and submitted*
- iii. *As the dredged material is proposed to be dumped within the ports limit. Lat/long coordinates should be provided for the area.*

The Committee recommended to defer the project and suggested the proponent to submit the details as suggested above. The proposal shall be

	<i>reconsidered once the above observations are addressed and submitted.</i>
4.10	<p>Finalization of ToR for expansion of Adani Petronet (Dahej) Port Private Limited, Dahej, Bharuch District, Gujarat M/s Adani Petronet (Dahej) Port Pvt. Ltd.[F.No.11-37/2007-IA.III(P)]</p> <p>As presented by the Project Proponent, the project is for expansion of Adani Petronet (Dahej) Port Private Limited, Dahej, Bharuch District, Gujarat. Looking to the future cargo needs, it is essential to enhance the capacity of Dahej existing port by mechanising second berth and further expansion of Phase III works which includes Cargo handling capacity of 23 MMT, additional Coal Stockpile development of 1.1 Million Tonnes and additional storage area for other dry bulk of 23 ha (approximately).</p> <p>The proposed port backup area is under ownership Adani Dahej Port limited. The total existing area of the facility including conveyer system and railway siding is about 98.5 ha. In addition to this, it has been proposed to develop 23Ha (approximately) of reclaimed area under expansion project.</p> <p>The civil works involves Rock Bund widening, Silo of 4000 MT capacity at the existing railway siding, Foundation works for conveyor trestles/transfer Towers, Stacker Reclaimer foundations, Foundation works for DSS/FFS, Windshield for the coal yard in the proposed back-up area, Back up yard development, In motion weigh bridge, Landscaping and Horticultural work.</p> <p>The existing facility is permitted to utilize about 600m³/day as per the environmental clearance issued for the existing facility. Presently water demand is met through GIDC. Water is required at the proposed facility for the activities like supply to ships, supply to port staff and port users, pollution control and fire fighting, environmental conservation and maintenance of greenery in the port and miscellaneous areas. The total water demand is envisaged at 4.5 MLD (approx) for the proposed facilities of Phase II expansion. The total power demand of the existing and proposed facilities is estimated to be about 7000KVA. Necessary power for the terminal facility will be availed from existing 10/16 MVA, 66/6.9 KV Power transformer at 66 KV switch yard inside the APPPL (Dahej). The total cost of the project is Rs 464.32 crore.</p> <p><i>During the discussions, the Committee finalized the following additional TOR for further study:</i></p> <ul style="list-style-type: none"> <i>(i) Submit compliance status of EC/Consent of the existing activities.</i> <i>(ii) Submit the coal conveyor route along with the land use and Google maps.</i> <i>(iii) Coal shall be stored only in the designated stock yard and Use of appropriate trees, scrubs and creepers should be explored in consultation with the Forest Department. It was noted that the safety of usage of metal sheets provided as wind screen may beexamined. Proponent shall provide additional plantation all along the stock yard</i>

for better dust control

- (iv) Submit the details of the coordinates of the proposed reclamation.*
- (v) Submit the details of court case if any, and status.*
- (vi) Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.*
- (vii) Details of the shore line studies to study the erosion and accretion.*
- (viii) Submit the details of Oil Spill Contingent Management Plan. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed*
- (ix) Submit the details of dredging quantity and quality and its disposal. If disposal is proposed in the sea, its location, the justification for selecting such location and its effect on marine environment, effect on marine life..*
- (x) Submit details of Environment Management Plan and Environment Monitoring Plan with parameters and costs. The plan for comprehensive common environment monitoring of all facilities by Port Authority.*
- (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. Compliance to the MSIHC Rules shall be discussed. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed.*
- (xii) Submit the details of Hazardous Wastes generated, and precautions planned during handling, as well as compliance of Hazardous Waste Rules.*
- (xiii) Submit the details of fishing activity and likely impact due to the project.*
- (xiv) The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.*

Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.

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

4.11	<p>Environmental and CRZ Clearance for Vizhinjam International Container Transshipment Terminal at Vizhinjam by M/s Vizhinjam International Seaport Ltd [F.No.11-122/2011-IA-III]</p> <p>The EAC in its meeting held in September, 2013 noted that the State Government had not responded and provided comments on the various representations received w.r.t. the proposed project. The representations received on the meeting day, were also be provided to the State Government. Principal Secretary,Ports, Kerala Government was, requested to respond to all these representations.</p> <p>A numerous representations for and against the project were received by the EAC, the Chairman checked whether any representationist against the project and if they wished to make any further representations. None opposing the project were present. Two supporters of the project were present.</p> <p>The Additional Chief Secretary, Government of Kerala has provided comments. As it was stated that the representations which were received by the MoEF on 21st September 2013 (after the Public hearing) and forwarded to the State Government had been reviewed by VISL and the State Government and it is noted that almost all the new representations are repetitions of the 235 representations received during the Public hearing held on 29th June 2013, which have been duly addressed in the relevant sections of the CEIA report, the consolidation of which are provided in Section 7.1.9 (page 7-26 to 7-71) of Volume I of CEIA report (Aug 2013). State Government stated that the representations submitted after the Public Hearing are mainly on behalf of the resort owners whose land may have to be acquired for the project and their association, the Kerala Hotel & Restaurant Association (KHRA). The State Government informed that the CEIA study reveals that all the above resorts are located within 200M from the High Tide Line (HTL), in violation of the CRZ Notification,1991 & 2011. The Hon.Supreme Court in the Judgement dated 8-08-2013 in SLP No.24390-24391 of 2013 filed by M/s Vaamika Island (Green Lagoon Resort) against the Judgement of the Hon.High Court of Kerala ordering demolition of the resort constructed violating the CRZ Notification has held as under:</p> <p><i>'24. Further the directions given by the High Court in directing demolition of illegal construction effected during their currency of CRZ notifications 1991 and 2011 are perfectly in tune with the decision of this Court in Piedade Filomena Gonsalves Vs State of Goa and others(2004) 3 SCC 445, wherein this court has held that such notifications has been issued in the interest of protecting environment and ecology in the coastal area and the construction raised in violation of such regulations cannot be lightly condoned'</i></p> <p>The PP and the State Government pleaded to take note of the advantage of the mega development project, viz-a-viz the inconvenience. In that respect, the advantages of the project to the country, state and locality far outweigh</p>

	<p>the apprehended social issues. It was pointed out that many of the resorts on whose behalf the petitions have been sent to MoEF are violators of CRZ against whom Government have directed the KCZMA to take action. They stated that such petitions from violators of environmental laws of the land may not get consideration from the authority charged with the responsibility of ensuring compliance with such laws. The State Government stated that it was a Green Port project, incorporating all the modern environmental and ecological safeguards. 5% of the project cost amounting to Rs. 140 crores has been set apart for social responsibility activities.</p> <p>As regards the issues on behalf of fishing community, the PP/State Government stated an additional fishing harbor with 500m additional berth which could double the capacity of the existing fishing harbor, would benefit the fishing community immensely. The projects will only benefit the fishing community and the locality. Such mega development projects of immense consequences to the community have been subjected to 'judicial security' in the environmental point of view in important cases reported as AIR 1992 Bom: 471 (Konkan Railway), AIR 2000 SCC 3751(Narmada Bacho Vs Union of India), etc where the development needs were held to be equally important as the environmental considerations. The PP stated that apprehensions in the petitions have been duly taken care of in the EIA report and the mitigation measures proposed would certainly take care of the genuine concerns.</p> <p>The Project Proponent state that out of 31 resorts in the vicinity, 29 are in violation of the CRZ Notification and the State Authorities have initiated action against them.</p> <p>Indian Navy and Coast Guard officials also made a presentation in support of the project and its strategic importance. The PP in his presentation stated that this port should be a strong competitor to the Colombo port on the international Sea route and couple take a share of bulk cargo handling from other major ports in the region.</p> <p><i>After deliberation, EAC decided to discuss the matter in the next EAC and asked the Project Proponent to prepare a response subject wise on the issues raised during the public hearing and in the representations.</i></p>
4.12	<p>Finalization of ToR for development of Bulk Liquid Berth for handling LNG at Karaikal Port by M/s Karaikal Port Private Ltd. [F.No.11-41/2013- IA.III]</p> <p>Karaikal Port is proposed to be an all weather Port and is being developed on Build, Operate and Transfer format under Public Private Partnership in terms of the concession awarded by the Government of Puducherry in January 2006. It is located on the East Coast of India near the town of Karaikal within the Union Territory of Puducherry. The Port is in operation since 2009 and has handled over 20 Million Tonnes of various cargo including liquid petroleum. As a part of a seamless future expansion plan, Karaikal Port proposes to set up a separate Bulk Liquid Berth as envisaged in the Master Plan with slight modification in the location of the berth within the port.</p>

The proposal is to develop a Bulk Liquid Berth primarily with LNG as the major cargo on this berth within the port along the southern breakwater using FSU (Floating Storage Unit/ FSRU mode (Floating Storage Re-gasification Unit). The proposed Bulk Liquid Berth would provide a flexible option towards future growth of port for other liquid/ gaseous petroleum cargoes too.

The facilities will consist of Berthing Dolphins, Mooring Dolphins connected by an Approach Trestle from the South Break Water.

- LNG Handling capacity – 5 MMTPA
- Draft at proposed Berth – 13.5 mtrs

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

- (i) *Submit compliance status of EC/Consent in respect of the existing activities.*
- (ii) *Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.*
- (iii) *Submit the details of safety regulations applicable and its compliance.*
- (iv) *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.*
- (v) *Submit details of safety aspects associated with handling of LNG vis a vis other cargo in other facilities within the port.*
- (vi) *Submit details of storage and regasification, distribution network etc and vulnerability of human habitation vis a vis LNG associated risks.*
- (vii) *Type of LNG carriers proposed taking into account the future growth in vessel sizes beyond the present day market trend and the handling aspects of such vessels from environmental considerations.*
- (viii) *Submit the details of shore line changes along with the shore protection if nay required.*
- (ix) *Submit details of Environment Management Plan and Environment Monitoring Plan with parameters and costs.*
- (x) *Submit the details of the fishing activity and likely impact due to the activity.*
- (xi) *Details of land breakup along with land use plan and details of green belt development.*

	<p>(xii) <i>Details of solid / liquid wastes generation and their management.</i></p> <p>(xiii) <i>Water requirement, source, impact on competitive users.</i></p> <p>(xiv) <i>Submit the details of Oil Spill Contingency Management Plan.</i></p> <p>(xv) <i>Submit details of Environment Management Plan and Environment Monitoring Plan with parameters and costs. Comprehensive common environmental monitoring by Port Trust and other PPPs located within the port shall be prepared in a scientific way</i></p> <p>(xvi) <i>Submit the Details of Hazardous Wastes generated, and precautions planned during handling as well as compliance with Hazardous Waste Rules.</i></p> <p>(i) <i>The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.</i></p> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.13	<p>Finalization of ToR for Canara Industrial area at IRA, Chelur, Balepuni and Kurnadu village, Bantwal taluk, Dakshina Kannada by M/s KIADB [F.No.21-05/2013- IA-III]</p> <p><i>The Committee noted that the project falls under Category ‘B’, and the Project Proponent has applied to Ministry since it is located within 10 km of interstate boundary. EAC suggested that the Ministry may examine and clarify the requirement of consideration by EAC.</i></p>
4.14	<p>Finalization of ToR for Integrated Textile Park at Nariganapuram, Amuthakondapalli & Mugalapalli villages, Hosur taluk, Krishnagiri District, Tamil Nadu. M/s SLS Textiles Park Pvt. Ltd. [F.No.21-7/2013-IA-III]</p> <p><i>The Committee noted that the project falls under Category ‘B’, and the Project Proponent has applied to Ministry since it is located within 10 km of interstate boundary. EAC suggested that the Ministry may examine and clarify the requirement of consideration by EAC.</i></p>
4.15	<p>Finalization of ToR for Establishment of ALP Polymer Park at Village Gugalkota Tehsil Shahjahanpur, District Alwar, Rajasthan by M/s ALP Polymer Park Pvt. Ltd. [F.No.21-8/2013-IA.III]</p> <p>The proposed project is an entirely new venture near Gugalkota village,</p>

	<p>Shahajahan Thasil, Alwar District of Rajasthan State. Considering the economic development of surrounding areas, ALP Polymers Pvt Ltd has decided to develop a Polymer Park Project of site area is 40.468 Ha./100 Acres with all kind of facilities. Infrastructure development and allocation of plots would be the responsibility of ALP Polymers Pvt Ltd. Infrastructure Development includes Roads, Storm-water Drainage System, Water supply for drinking purposes, Power supply, Green Area development etc.</p> <p><i>It has been observed by the Committee that the present landuse of the entire project site appears to be agricultural. As the existing landuse plan issued by the Town and Country Planning Department /Notification issued for the existing industrial area were not available at the time of presentation, the Committee recommended to defer the proposal till such details were made available.</i></p>
4.16	<p>Finalization of ToR for the development of Industrial Estate project "Knowledge Park" SAS Nagar, Mohali by M/s GMADA [F.No.21-10/2013-IA.III]</p> <p><i>It was observed by the Committee that the total area of the proposed 'Knowledge Park' is greater than 500 ha however there is no category 'A' or 'B' industry and only knowledge park/IT industry are proposed. Therefore this is an area development project which falls under the Category 8(b). The Committee advised the Ministry to communicate accordingly to the proponent. The Committee also observed that the project detailing and allotment terms should strictly prohibited diversion or enlargement to include any non- IT related activities.</i></p>
4.17	<p>Finalization of ToR for Municipal Solid Waste Landfill site for Pahalgam town by M/s Pahalgam Development Authority [F.No.10-48/2013-IA.III]</p> <p>PP stated Pahalgam, one of foremost resorts in Kashmir, located 45 km away from the District Headquarter Anantnag. It is also a well known tourist destination which receives more than six lakh tourists annually. A huge tourist infrastructure comprising of different categories of hotels, guest houses, tourist huts, shopping complexes and other administrative buildings have been developed to cater to different tourist services. Therefore solid waste and its management is one of the major environmental problem confronted in this tourist town. It has also become a hub for the Amarnath Yatra.</p> <p>To meet the Hon'ble Supreme Court directions PDA is proposing to establish MSW landfill site. Solid waste generated from Pahalgam town and Amarnath Yatra will be brought and treated and disposed off properly in accordance with Municipal Solid Waste (Management and Handling) Rules, 2000.</p> <p>The proposed municipal solid waste landfill site is located at Village Khelan Gujran, District- Anantnag, Jammu & Kashmir. The nearest railway station is Srinagar, situated approximately 42.0 km in NW direction. Srinagar International Airport situated in Srinagar is approximately 50.0 km in NW direction.</p>

	<p>Total Land area is 7,122.0 m², Landfill site capacity is 9.52 ton/day, Life span is of 10 years. Salient features of the project site are Lidder river is ~1.2 Km in NNE direction, Pahalgam Zoo is 9.3 Km in NNE direction, Overa/Aru Wildlife Sanctuary is 0.5 km, KP Road is 0.5 km in E direction. Presently it is a barren land. It is a Category 'B' project which due to location within 10 km of Sanctuary, treated as Category 'A'.</p> <p>Total solid waste generation from Amarnath Yatra, tourist population and from Pahalgam town is 84.80 ton/day, out of which 0.27 ton/day is recyclable and will be sold. Solid waste sent for composting at site within the city and near the base camps of the Yatra is 75.00 ton/day. Solid waste taken to landfill is 9.52 ton/day.</p> <p>About 700 m² area will be developed as greenbelt. The Committee felt in view of the stated vast quantities of animal excreta (ponies etc) the possibility of biogas generation be also studied during summer months. The huge tourist sewage load management may also explained without contaminating the environment.</p> <p><i>As presented by the proponent, the entire facility consists of 2 composting sites and one landfill facility. The present proposal is only for landfill site however the site for the other 2 facilities has not been selected yet. The Committee has recommended to defer the proposal and advised the proponent to come-up with an integrated plan showing collection, transportation and disposal facilities (2 composting facilities and 1 landfill facility) along with the options of technologies for the disposal of the waste. Other strategies of Handling the animal solid waste be also examined.</i></p>
4.18	<p>Finalization of ToR for Common Hazardous Waste management incineration unit at Plot no 281 and 282 at Sachin GIDC, Surat by M/s Thakorji Enviro Technology [F.No.10-49/2013-IA.III]</p> <p>M/s. Thakorji Enviro Ltd. is planning to set up Common Incineration System (2.5 TPH Capacity) at Sachin GIDC Plot No.: 281 & 282, GIDC Sachin, Mouze - Gaveri, District – Surat, Surat and proposes storage facility for trading waste with high calorific value to cement manufactures having cogeneration unit.</p> <p>No Defense Installation, Biosphere Reserve, National Park/Wild Life Sanctuary, Ecologically Sensitive area reported in the vicinity.</p> <p>Around 5,600 sqm, land from GIDC Sachin is already acquired on lease of 99 years for the proposed Project. No rehabilitation and resettlements are involved.</p> <p>Cost of the proposed project would be Rs. 3195.51 Lacs. Total capital cost for environmental pollution control measures would be Rs. 52 Lacs and recurring cost per annum would be Rs. 6.5 Lacs.</p> <p>Waste proposed to handle are aqueous stream of 2000 kg/hr in liquid form having composition of 70% water, 20% inorganic salts, 10% organics and Solid waste of 500 kg/hr in solid form having composition of 60% organics, 20% water</p>

and 20 % inorganic estimated 3000 calorific value. . Storage facility for trading waste with high calorific value to cement manufactures having cogeneration unit. Gathering high calorific values waste from different industries in nearby area

System is designed for thermal capacity 5 M Kcal/hr, Aqueous wastes and liquid wastes are sprayed into the kiln using lances, Provision is for using Mixed solvents , having a good calorific value, as fuel substitutes in the kiln and secondary chamber. The gases from these primary chambers are incinerated in the secondary combustion chamber, at temperature of 1100 deg. C with a residence time of 2 seconds with sufficient excess air and turbulence. Waste heat recovery boiler is provided for generation of steam. Bypass arrangement is provided to boiler to quench the flue gasses with water during boiler break-down/ Shutdown. Isolation / diverter valves are provided for route selection between boiler and spray cooler route. Cyclone separators are provided for de-dusting and arresting carry-over , Venturi scrubber followed by packed bed scrubber, with Caustic circulation neutralize the acidic vapours in flue gasses, All system interlocks, parameter settings, and data logging and control is done thro' PLC.

Around 5,600 sq.meter land from GIDC-Sachin has reportedly been acquired on lease of 99 years for the Common Incineration System (90 Lacs TPD) Water requirement will be mainly for the cooling 143 KL/Day approx. (Make up quantity), Domestic 1.6 KL/Day and for gardening 7.4 KL/Day. Domestic waste water i.e. 1.5 L/Day will be generated which will be treated through septic tank and disposed through soak pit/well. Industrial effluent from scrubber will be 5 Kl/day.

Sludge generation from scrubber will be 175 MT/month and Ash generation of 205 MT/month from incinerator of hazardous waste flue gas cleaning residue will be disposed of to authorize land filling site.

About 1850 sq.m area i.e. 33 % of total plant area shall be developed as green belt at plant boundary, road side, around offices & buildings and Stretch of open land. Total investment in green belt development shall be Rs. 3 Lacs approx.

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

- (i) *Submit the site details along with the land use up to 10 km radius.*
- (ii) *Submit the justification of the Project, location and technology, project components and capacities shall be submitted.*
- (iii) *Site lay out plan clearly showing various units, green belt, roads, vehicle parking, office building etc to be submitted.*
- (iv) *Submit the details of the compliance with respect to the provisions of Hazardous Wastes (Management, Handling and Trans-boundary movement)) Rules, 2008 including collection and transportation. design etc. All the applicable rules shall be listed and mitigation plan to comply the applicable rules shall be submitted in detail.*

	<ul style="list-style-type: none"> (v) <i>Submit the details of the waste generated, present mode of disposal as per the State PCB authorization etc.</i> (vi) <i>Submit the MoU made between member units along with responsibilities.</i> (vii) <i>Examine the details of monitoring of Dioxin and Furan, online monitoring if any with details .</i> (viii) <i>Submit a copy of MoU for disposal of ash through the TSDF.</i> (ix) <i>Submit the details of Air Pollution Control Measures.</i> (x) <i>Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment. Regular monitoring shall be carried out for odour control.</i> (xi) <i>Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster.</i> (xii) <i>Submit the copy of the notification declaring the area as industrial area of Jhagadia.</i> (xiii) <i>Submit the details of drainage, collection of run off and its disposal etc.</i> (xiv) <i>The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.</i> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.19	<p>Finalization of ToR for Restoration of Basic Strip & Prevention of Soil Erosion including feasibility studies for runway extension at Shimla Airport. M/s Shimla Airport, Shimla [F.No.10–52/2013-IA.III]</p> <p>The existing Airport is a Tabletop runway on a mountain close to Jubbarhatti Village with steep side slopes, Operations are uni-directional in fair weather conditions. Airport has been classified as ICAO reference code 2B for operation of DO-228 type of Aircraft, Airport area is about 21 ha and situated about 23 km away from Shimla. Airport is developed for Dornier type Aircraft.</p>

	<p>Existing Features: Runway 14-32: 1189 X 23 m, Apron: 50 X 30 m, Terminal Building, ATC Tower, Fire Station, MET Office, and Electrical sub-station</p> <p>Proposed development works at the airport are remedial measures to check soil erosion of airstrip including side slope; strengthening of the shoulders equal to that of runway to make the width of runway to 30 m; reconstruction/restoration of runway strip in eroded areas by cutting/filling if required so as to enable restoration of the original runway length to 1250 m; stabilization of loose fill material in shoulder and runway strip; improvement of drainage including repairs of existing cross and longitudinal drains of airstrip; a paved area of dimension 60m X 30m to be provided at both ends. The strength of the paved area shall be as per planning circular 1 of 2010; Runway strip of dimension 1370m X 80m (1250 m runway + 60 m paved area at both ends and 80 width of runway)</p> <p>The Committee noted that the proposal is for repair and restoration of runway, measures to prevent land slide. Project Proponent informed that the no forest area involved, no activity is to be undertaken outside the airport boundary.</p> <p><i>After deliberation, EAC suggested that the Ministry may examine the requirement of EC based on the above.</i></p>
4.20	<p>Finalization of ToR for Ropeway in Hemkund in Uttarakhand by M/s Uttarakhand Tourism Development Board, Dehradun [F.No.10-56/2013-IA.III]</p> <p>The proposal is to develop an aerial passenger ropeway system on a world class technology from Govindghat to Hemkund Sahib a Sikh place of worship, Uttarakhand. “Hemkund Sahib” is situated at an altitude of about 4632 m (15,200 feet) in District Chamoli. It is approached through an arduous journey of about 19 km foot track from a place known as Gobindghat on the Rishikesh-Badrinath highway.</p> <p>Uttarakhand Infrastructure Project Company Private Limited (a 50:50 joint venture company between Government of Uttarakhand and IL&FS) has been mandated to develop the said project on Public Private Partnership format for Uttarakhand Tourism Development Board (UTDB), GoU. The project is proposed to be developed in 3 phases under separate Special Purpose Vehicles (SPVs). The Phase III which is running from Ghangaria to Hemkund Sahib (~2,600 meters cable length) is proposed to be undertaken in a SPV already incorporated under the name & style “Hemkund Ropeway Project Company Private Limited”.</p> <p>An Aerial Passenger Ropeway project is proposed to be developed between Govindghat and Hemkund Sahib which would cover an aerial distance of about 13,950 meters. The entire ropeway project is bifurcated into 4 Sections. Section I is between Govindghat & Bhiundhar; Section II is between Bhiundhar & Laxman Ganga bridge; Section III is between Laxman Ganga Bridge and Ghangaria and Section IV is between Ghangaria & Hemkund Sahib. The project construction including pre-development activities would take about 5 years.</p> <p>As per the EIA Notification, 2006, the project falls under category A as</p>

General Condition (Protected areas notified under Wild Life (Protection) Act, 1972) shall apply. The alignment falls within buffer zone of Nanda Devi Biosphere Reserve and is close to Valley of Floweres. Uttarakhand State Wildlife Board has granted its approval to the project and the Forest Clearance activity is in progress.

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

- i) In view of the recent tragedy in various parts of Uttarakhand especially Dhams, Kedarnath, Hemkundsahib it would be appropriate to assess the ideal tourist / pilgrims bearing capacity of the regions where the Ropeway is proposed.*
- ii) It may also be ascertain what will be increment in human traffic as it is presumed that it will be in addition to the existing land route.*
- iii) It may be examined what will be the impact of construction and piling activity in the ecology of the area in the light of the recent Uttarakhand tragedy. Seismicity be also studied.*
- iv) Submit the details of facilities viz. administration building, restaurant, toilets, waste collection and disposal etc at Lower terminal and upper terminal including parking area.*
- v) Examine and submit a brief description of the project-name, project site, geology, topography, nature, size, location of the project, project coverage, master plan, length of the proposed aerial rope way, details of ROW, height from MSL and its importance to the region/ State.*
- vi) Submit the details of trees required to be cut for the project.*
- vii) Examine and submit the likely impact due to influx of people and associated developments*
- viii) Any litigation pending against the proposed project and/or any direction/order passes by any court of law against the project, if so, details thereof should be provided.*
- ix) Submit map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.*
- x) Submit baseline data to be given on description of existing situation of the land at the proposed project area including description of terrain, hill slopes, inland topography, slope and elevation, rock types, regional tectonic setting (reported fractures/faulting/folding, warping), and history of any volcanic activity, seismicity and associated hazards.*

	<p>xi) <i>Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. Also submit details of D.G. Sets along with noise control measures and pollution impacts.</i></p> <p>xii) <i>Submit details of anticipated impact during construction stage and operation stage on the landslides, surface drainage etc., should be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.</i></p> <p>xiii) <i>Submit details on impact of vibrations on the surrounding environment including damage to materials/structures and due to present and future transportation activities by road.</i></p> <p>xvi) <i>Examine and submit activities associated with aerial ropeway construction and operations also give rise to associated hazards and accidents. It is therefore desirable that based on the categories of hazards prevailing at the project site, risk assessment may be carried out by specialists in the field and recommendations may be implemented. Risk assessment should be carried out for seismicity, slope stability, soil erodibility, and flood hazard.</i></p> <p>xvii) <i>Identify the competent authorities for safety of ropeway and its monitoring.</i></p> <p>xviii) <i>Details of the any pending litigation or court orders.</i></p> <p>xix) <i>The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.</i></p> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.21	<p>Finalization of ToR for passenger Ropeway between Dhapper and Bhaleydhunga in South Sikkim District of Sikkim by M/s Tourism & Civil Aviation Dept., Govt of Sikkim, Gangtok [F.No.10-51/2013- IA.III]</p> <p>The project is located at Dhapar in Ravangla sub-division of south sikkim district. It is about 13 km from Ravangla sub-division town. Ravangla is 125 kms away from Siliguri and 107 Kms from Gangtok. The proposed Ropeway project will provide facility to the tourist/devotees to reach the hilltop. The project is located in Maenam Wildlife Sanctuary hence the project is in Category ‘A’ as EIA Notification. National Board for Wildlife (NBWL) has recommended the project for denotification of area required for the project in 27th meeting of NBWL. The land requirement for the project is 2.9 ha. The project proposes Detachable grip 8</p>

seat Monocable Gondola Ropeway System for a maximum design capacity of 400 PPH. The horizontal length and vertical rise of proposed ropeway is 2960 m and 1327 m respectively. Line speed of the ropeway varies from 0-5 m/sec and travel time approximately 648 sec. Main Drive Motor is of capacity 800 KW and Diesel Engine for rescue is of capacity 160 KW. Two Diesel Generators having capacity 635 KVA are proposed. The power requirement is 850 KW. The proposed ropeway is crossing one stream. The hauling rope is of 58mm dia, having strength 1770N/mm². The estimated completion time is 36 months. The total estimated project and annual operation & maintenance cost is Rs. 7333.44 lakhs and 149.37 lakhs respectively.

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

- (i) *Details of increment in human traffic as it is presumed that it will be in addition to the existing land route.*
- (ii) *Submit the details of facilities viz. administration building, restaurant, toilets, waste collection and disposal etc at Lower terminal and upper terminal including parking area.*
- (iii) *Examine and submit a brief description of the project-name, project site, geology, topography, nature, size, location of the project, project coverage, master plan, length of the proposed aerial rope way, details of ROW, height from MSL and its importance to the region/ State.*
- (iv) *Submit the details of trees required to be cut for the project.*
- (v) *Examine and submit the likely impact due to influx of people and associated developments*
- (vi) *Any litigation pending against the proposed project and/or any direction/order passed by any court of law against the project, if so, details thereof should be provided.*
- (vii) *Submit map of the project area and 10 km area from boundary of the proposed/existing project area, delineating project areas notified under the wild life (Protection) Act, 1972/critically polluted areas as identified by the CPCB from time to time/notified eco-sensitive areas/inter state boundaries and international boundaries.*
- (viii) *Submit baseline data to be given on description of existing situation of the land at the proposed project area including description of terrain, hill slopes, inland topography, slope and elevation, rock types, regional tectonic setting (reported fractures/faulting/folding, warping), and history of any volcanic activity, seismicity and associated hazards.*
- (ix) *Submit details of power requirement and source. Energy efficiency measures in the activity should be drawn up. Also submit details of D.G. Sets along with noise control measures.*

	<p>(x) <i>Submit details of anticipated impact during construction stage and operation stage on landslides, surface drainage etc., which can be predicted. The existing surrounding features up to 1 km and impact on them should be addressed separately.</i></p> <p>(xi) <i>Submit details on impact of vibrations on the surrounding environment including damage to materials/structures and due to present and future transportation activities by road.</i></p> <p>(xii) <i>Examine and submit activities associated with aerial ropeway construction and operations, as well as associated hazards and accidents. It is therefore desirable that based on the categories of hazards prevailing at the project site, risk assessment may be carried out by specialists in the field and recommendations may be implemented. Risk assessment should be carried out for seismicity, slope stability, soil erodibility, and flood hazard.</i></p> <p>(xiii) <i>Identify the competent authorities for safety of ropeway and its monitoring.</i></p> <p>(xiv) <i>The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.</i></p> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.22	<p>Finalisation of TOR for development of Special Investment Region (SIR) at Santalpur & Radhanpura Taluka District – Patan, Gujarat by M/s Gujarat Industrial Development Corporation. [F.No.21-43/2012-IA.III]</p> <p>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.</p> <p>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</p>

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 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.

The matter was again considered in 125th Meeting held on 10th - 12th June, 2013 and the Committee noted that the proposal appears to be planning of vast region without taking possession of the land. The Committee recommended to defer the project and suggested the Project Proponent to submit a basic note on the concept of special investment region, details of activities, responsibilities of the developers, provisions of the EIA Notification, 2006 w.r.t. requirement of EC etc so as to decide the applicability of EIA Notification, 2006.

After deliberation, EAC suggested that an undertaking shall be submitted by the GIDC that they will ensure that there is no exploitation of ground water by any industrial allottee. The implementation of the proposed EMP for the entire SIR shall be the responsibility of the GIDC. The development operation and

maintenance of the infrastructure of the proposed SIR shall be the responsibility of GIDC. An agreement must be signed between the GIDC and the allottees that only the allotted industry of the permitted category would be established as proposed in the Master Plan of SIR. The responsibility of all statutory compliances all times would be of the GIDC or its agencies

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

- i. Examine in detail the proposed site with reference to impact on infrastructure covering water supply, storm water drainage, sewerage, power, etc., and the disposal of treated/raw wastes from the industrial estate on land/water body and into sewerage system.*
- ii. Study the socio-economic situation of the project area and its surroundings and their impact on the project design and operation.*
- iii. Study the existing flora and fauna of the area and the impact of the project on them.*
- iv. Study the hydrological and geo-hydrological conditions of the project area. Include a contour plan indicating slopes and showing drainage pattern and outfall.*
- v. Examine and submit details about the resettlement and rehabilitation of project-affected persons in the nearby villages, in accordance with the National Resettlement and Rehabilitation policy.*
- vi. Consider the application of industrial ecology concept for planning.*
- vii. Submit development strategy. Industries should be grouped on the basis of their nature e.g. water polluting near STP, air polluting according to metrological consideration with respect and large size industries.*
- viii. Storm water drainage and outfall may be described.*
- ix. Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximise recycling of water and utilisation of rain water.*
- x. Examine soil characteristics, topography, rainfall pattern and soil erosion.*
- xi. STP and water treatment plant should not be near each other.*
- xii. Application of renewable energy/alternate energy, such as solar energy, wind energy may be described.*
- xiii. Management of wastes discharged by the industrial units and the service facilities, especially the CETP may be described.*
- xiv. Identification of recyclable wastes and waste utilisation arrangements may be made.*
- xv. Explore possibility of generating biogas from decomposable wastes.*
- xvi. Arrangements for hazardous waste management may be described.*
- xvii. Common facilities for waste collection, treatment, recycling and disposal (all effluent, emission and refuse including MSW, biomedical and hazardous wastes)*
- xviii. Provisions made for safety in storage of materials, products and wastes may be described.*
- xix. Risk assessment and disaster management plan should also include Fire, Earthquake and local floods, if any.*
- xx. Traffic management plan including parking and loading/unloading areas may be described. Traffic survey should be carried out on week days and*

	<p><i>week end.</i></p> <p>xxi. <i>Examine and submit details of Air quality monitoring as per latest National Ambient Air Quality standards as notified by the Ministry on 16th November, 2009.</i></p> <p>xxii. <i>Odour mitigation plan may be described. Also make provision of green belt as a measure for mitigation of dust and noise and buffer between habitation and industry.</i></p> <p>xxiii. <i>Examine water quality with reference to Persistent Organic Pollutants.</i></p> <p>xxiv. <i>Make provision for guard pond and similar provisions for safety against failure in the operation of wastewater treatment facilities. Identify acceptable outfall for treated effluent.</i></p> <p>xxv. <i>EMP should include technical and institutional aspects for pre-treatment by constituent units.</i></p> <p>xxvi. <i>Use of local building materials should be described. The provisions of fly ash notification should be kept in view.</i></p> <p>xxvii. <i>Landscape plan, green belts and open spaces may be described</i></p> <p>xxviii. <i>The overall pollution load and limit including CEPI in the SIR be indicated. Environment Management Plan should be accompanied with Environment Monitoring Plan and environmental cost and benefit assessment.</i></p> <p>xxix. <i>Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan.</i></p> <p>xxx. <i>Provide for conservation of resources, energy efficiency and use of renewable sources of energy in the light of ECBC code.</i></p> <p>xxxi. <i>The facilities to be provided in the industrial estate should be detailed out.</i></p> <p>xxxii. <i>Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorised development around the estate).</i></p> <p>xxiii. <i>Submit the details of CSR activities.</i></p> <p>xxiv. <i>Other details as indicated in Appendix III of EIA Notification 2006 should also be attended.</i></p> <p>xxxv. <i>The General guidelines as detailed in Annexure-II to this Minute shall also be considered for preparation of EIA/EMP.</i></p> <p>Public Hearing should be conducted for the project in accordance with provisions of the Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry in accordance with the Notification.</p>
4.23	<p>Finalization of ToR for Industrial Estate at Sy.No. 176-191 and 194 to 256, Pedamanasanpapally Village, Thogutta Mandal, Medak District, Andhra Pradesh M/s Honour Infra Estates Ltd [F.No.21-11/2013-IA.III]</p> <p>The project involves development of an industrial estate for Active pharma ingredients (API's) manufacturing units and chemical intermediates at Sy. No. 176 – 191 and 194 to 256, Pedamanasanapally Village, Thogutta Mandal, Medak District, Andhra Pradesh to meet the increasing market demands for</p>

active pharma ingredients. The site is having a longitude 78°47'50 (E) and latitude 18°00'44.3 (N). The total land area involved is 105.2 ha. The proposed industrial estate shall be provided with necessary infrastructure like roads, drainage, water, sewage and effluent transfer. It is proposed to install 30MW CPP and shall be drawn from AP TRANSCO. It is proposed to provide common facilities of boilers; 30MW Captive Power Plant (CPP), Common effluent treatment plant, common sewage treatment plant and secured land fill for storing and disposing hazardous waste. It is proposed to install co-generation plant in 20 acres of area, inhouse secured landfill in 15 acres of total area of the project. It is also proposed to develop an industrial estate, to house mainly manufacturing units of active pharma ingredients. The project involves development of necessary infrastructure for industrial estate like roads, drainage, sewerage, effluent lines, raw water lines etc., and common facilities like effluent and sewage treatment plants, steam and treated water supply. The total water requirement shall be 2420KLD out of which 1400 KLD shall be drawn from bore well/stored storm water/surface water from sripada sagar lift irrigation project and the balance shall be recycled water. It is proposed to install 30MW Captive Power Plant (CPP) which will meet power requirement for the proposed project. DG sets of 12 x 1000 KVA capacity shall be provided as back-up. The quantity of effluents and solid wastes during operation is 1067 KLD. The total project entails a capital cost of Rs. 500 crores towards establishing manufacturing units and its supporting infrastructure.

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

- i. *Examine in detail the proposed site with reference to impact on infrastructure covering water supply, storm water drainage, sewerage, power, etc., and the disposal of treated/raw wastes from the industrial estate on land/water body and into sewerage system.*
- ii. *Study the socio-economic situation of the project area and its surroundings and their impact on the project design and operation.*
- iii. *Study the existing flora and fauna of the area and the impact of the project on them.*
- iv. *Study the hydrological and geo-hydrological conditions of the project area. Include a contour plan indicating slopes and showing drainage pattern and outfall.*
- v. *Examine and submit details about the resettlement and rehabilitation of project-affected persons in the nearby villages, in accordance with the National Resettlement and Rehabilitation policy.*
- vi. *Consider the application of industrial ecology concept for planning.*
- vii. *Submit development strategy. Industries should be grouped on the basis of their nature e.g. water polluting near STP, air polluting according to metrological consideration with respect and large size industries.*
- viii. *Storm water drainage and outfall may be described.*
- ix. *Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximise recycling of water and utilisation of rain water.*
- x. *Examine soil characteristics, topography, rainfall pattern and soil erosion.*

	<p>xi. <i>STP and water treatment plant should not be near each other.</i></p> <p>xii. <i>Application of renewable energy/alternate energy, such as solar energy, wind energy may be described.</i></p> <p>xiii. <i>Management of wastes discharged by the industrial units and the service facilities, especially the CETP may be described.</i></p> <p>xiv. <i>Identification of recyclable wastes and waste utilisation arrangements may be made.</i></p> <p>xv. <i>Explore possibility of generating biogas from decomposable wastes.</i></p> <p>xvi. <i>Arrangements for hazardous waste management may be described.</i></p> <p>xvii. <i>Common facilities for waste collection, treatment, recycling and disposal (all effluent, emission and refuse including MSW, biomedical and hazardous wastes)</i></p> <p>xviii. <i>Provisions made for safety in storage of materials, products and wastes may be described.</i></p> <p>xix. <i>Risk assessment and disaster management plan should also include Fire, Earthquake and local floods, if any.</i></p> <p>xx. <i>Traffic management plan including parking and loading/unloading areas may be described. Traffic survey should be carried out on week days and week end.</i></p> <p>xxi. <i>Examine and submit details of Air quality monitoring as per latest National Ambient Air Quality standards as notified by the Ministry on 16th November, 2009.</i></p> <p>xxii. <i>Odour mitigation plan may be described. Also make provision of green belt as a measure for mitigation of dust and noise and buffer between habitation and industry.</i></p> <p>xxiii. <i>Examine water quality with reference to Persistent Organic Pollutants.</i></p> <p>xxiv. <i>Make provision for guard pond and similar provisions for safety against failure in the operation of wastewater treatment facilities. Identify acceptable outfall for treated effluent.</i></p> <p>xxv. <i>EMP should include technical and institutional aspects for pre-treatment by constituent units.</i></p> <p>xxvi. <i>Use of local building materials should be described. The provisions of fly ash notification should be kept in view.</i></p> <p>xxvii. <i>Landscape plan, green belts and open spaces may be described</i></p> <p>xxviii. <i>Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment.</i></p> <p>xxix. <i>Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan.</i></p> <p>xxx. <i>Provide for conservation of resources, energy efficiency and use of renewable sources of energy in the light of ECBC code.</i></p> <p>xxxi. <i>The facilities to be provided in the industrial estate should be detailed out.</i></p> <p>xxxii. <i>Make assessment of any regulatory measure in view of the environmental and social impacts of the project (such as unauthorised development around the estate).</i></p> <p>xxiii. <i>Submit the details of CSR activities.</i></p> <p>xxxiv. <i>Other details as indicated in Appendix III of EIA Notification 2006 should also be attended.</i></p>
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	<p>Public Hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared as per the ToR and should be submitted to the Ministry as per the Notification.</p>
4.24	<p>Environmental and CRZ Clearance for setting up 10 MMTPA LNG Import, Storage and Re-gasification facilities at Gangavaram Port Limited, Visakhapatnam by M/s Petronet LNG Ltd [F.No. 11-12/2012-IA.III].</p> <p>As presented by the Project Proponent the proposal is for setting up 10 MMTPA LNG Import, Storage and Re-gasification facilities at Gangavaram Port Limited, Visakhapatnam by M/s Petronet LNG Ltd (PLL). PLL is planning to set up its Third LNG Import, Storage & Regasification Terminal of 10 MMTPA capacity on the east coast of India within Gangavaram Port, Visakhapatnam. The port is developed by M/s Gangavaram Port Ltd (GPL). GPL is incorporated as Special Purpose Company by equity partnership of Govt. of Andhra Pradesh and port developer to implement the project on a Build, Own, Operate and Transfer (BOOT) basis.</p> <p>In Phase-I, the raw material LNG (Liquefied Natural Gas), will be imported and transported to the customers directly and in Phase-II, it will be regasified and transported to customers in pipelines. No water is required for the process. Raw water for utility purpose of 20 KLD will be sourced from the port. Power requirement of 2 MW required will be supplied by captive gas generators, which will operate on the boil off gas generated on the process itself.</p> <p>About 0.5 KL/year of hazardous oil waste will be generated during the periodic maintenance which will be collected, stored at specified identified area and disposed through authorized agency.</p> <p>LNG being a flammable liquid /gas, vegetation during dry season may pose a fire/safety threat. Norms of International standards, OISD, 194 , Mr. M.B.Lal Committee's recommendations will be followed. Further, there is no fugitive dust emission envisaged from the proposed project during operation stage. Hence, massive afforestation is avoided. However a greenbelt with 10m width will be developed all along the periphery of the project site. Certified personnel will be engaged in operation purposes. Clearance from Explosive Directorate has been obtained.</p> <p>The project is planned to be executed in two concurrent stages viz.</p> <p>Implementation of FSU/FSRU: (for early gas): This phase shall consist of a marine jetty to berth LNG FSRU/FSU (Floating Storage & Re-gasification Unit or Floating LNG Storage Unit) that shall remain on berth and will be supplied LNG by another LNG carrier. The LNG unloaded into the vessel shall be re-gasified onboard in case of FSRU/ onshore in case of FSU. The use of FSU/FSRU shall only be for initial period, till the onshore facilities are</p>

	<p>completed.</p> <p>Implementation of facilities for LNG Terminal: Simultaneously, LNG facilities for 10 MMTPA terminal will be developed onshore and will broadly consist of four (04) LNG storage tanks (each of approximate 200,000 cbm capacity), vaporizers, send-out pumps, gas metering station, utilities etc .</p> <p>The project was considered by EAC in its meeting held in April, 2012 and finalised ToR including conduct of Public Hearing. Public Hearing was conducted on 03.01.2013 near the Gangavaram Port entrance. Major issues raised during the public hearing are pollution problem due to Gangavaram Port, employment. The response presented by the Project Proponent were examined.</p> <p>IOM, Annam University has carried out shoreline change study and as per the study, the shore line is accreting. NIO, Vishakhapatnam has demarcated the HTL/LTL and submitted map in 1: 4000 scale. Andhra Pradesh CZMA has recommended the project vide letter No. 5953/ENV/CZMA/2013 dated 09.10.2013.</p> <p>After deliberation the EAC made the following:</p> <ul style="list-style-type: none"> (i) <i>Submit the HTL/LTL demarcated by an authorised agency.</i> (ii) <i>Norms of International standards, OISD, 194, Mr. M.B.Lal Committee's recommendations will be followed.</i> (iii) <i>Certified personnel will be engaged in operation purposes.</i> (iv) <i>Mock drill shall be conducted regularly,</i> (v) <i>On site Emergency Management Plan shall be put in place. Port shall update their DMP</i> (vi) <i>Shall co-ordinate with District administration for preparation of Off-site Emergency Management Plan.</i> (vii) <i>All the conditions stipulated by the APCZMA shall be complied with.</i> (viii) <i>Since pollution problems from M/s Gangavaram Port were raised during Public Hearing, Committee suggested to obtain report on compliance status of EC/Consent conditions of M/s Gangavaram Port from Port, APCB and RO, MoEF, Bangalore.</i> <p><i>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.</i></p>
4.25	CRZ Clearance for reclamation of 0.45 Hectares of land for Auction Platform at Chennai Fishing Harbour proposed by the Chennai Port Trust. M/s

	<p>Chennai Fishing Harbour Management Committee [F.No.11-47/2013-IA.III]</p> <p>As presented by the Project Proponent, SPV comprising NHAI, ChPT, EPL and GoTN has taken up the Chennai - Ennore Port Road Connectivity Project (formerly EMRIP) to improve the connectivity of the Ports to the State / National Highway network and the work is in progress. This project envisages widening / strengthening of the 1.6 km stretch of road within the Chennai Fishing Harbour. The Chennai Fishing Harbour Management Committee had handed over land measuring 38,493 Sq.m to the SPV for taking up the work of widening and strengthening of the road inside the Fisheries Harbour. It has been decided in the joint review meeting held on 18.08.2012 (under the Chairmanship of the Collector of Chennai with the Fishermen Associations) that the area east of the existing Auction platform (which is an open area for auctioning / selling the fish catch) in Chennai Fishing Harbour is to be extended by reclamation to the extent of land area taken over from the fishing harbour for Chennai - Ennore Port Road Connectivity Project which is in final stage of completion.</p> <p>Hence, it is proposed to extend the existing auction platform for 50m towards north east by reclamation falling within the jurisdiction of Chennai Fishing Harbour limits. This proposal involves construction of block wall and reclamation of land to an extent of 0.45 Ha (approx.) and providing concrete flooring etc. The estimated cost of the proposal of “Extension of existing auction platform by reclamation and construction of block wall” is Rs. 6.07 Cr.</p> <p>The DCZMA and TNSCZMA recommended the proposal to MoEF, New Delhi for clearance under Coastal Regulation Zone Notification 2011.</p> <p><i>After deliberation, EAC decided to defer the proposal and asked the Project proponent to come up with a clear proposal and location, coordinates and dimension details of the reclamation.</i></p>
4.26	<p>Environmental and CRZ Clearance for expansion of Port facility at Hazira, Surat, Gujarat by M/s Essar Bulk Terminal Ltd [F.No.11-46/2011-IA-III]</p> <p>As presented by the Project Proponent, the proposal involves expansion of the existing port facility of the Essar Bulk Terminals Limited (EBTL) on the Tapi estuary at Hazira. EBTL constructed a Deep Water Berth, a 6.2 km long and 8 m deep Navigational Channel with a Turning Circle of radius of 600 m to meet the increasing demand of Essar Steel which is being expanded and other Essar establishments. The environmental clearance for these developments was granted by the MoEF in September 2007. Subsequently, in December 2007 the MoEF granted EC for reclamation of 350 ha to accommodate back-up facilities by utilizing dredged material. Although the EC was granted for 350 ha reclamation, Essar could reclaim only 186 ha. Because of the shortfall in back-up area the expansion plan of the steel complex and other Essar establishments at Hazira would be severely hampered. It is, therefore, proposes to reclaim another intertidal area of 164 ha – the balance of the approved 350 ha. However, there is a mangrove patch to the south of the area already reclaimed. Hence, it is proposed to reclaim the area (164 ha) to the south of the mangrove patch.</p>

In addition, it is proposed to expand the Port Terminal further by developing additional facilities such as (i) Reclamation of another 170 ha for storing fuel for ships, petroleum products and bulk chemicals such as glycols, paraffin, butanol etc. (ii) Extending channel from 6.2 to 17.6 km, deepening from 8 to 16 m and broadening from 180-230 to 300-350 m the Navigational Channel, (iii). Use of the dredged material for reclamation of 334 ha of the intertidal area. (iv) Utilization of the water front for Container and Break Bulk Berth (1100 m) for loading containerized and unit cargo; General Cargo Berth (700 m) for import of heavy machinery and evacuation of heavy fabricated cargo; Liquid Cargo Berth (500m) for petroleum products and chemicals ; Bulk Berth (700 m) for handling increased cargo throughput; Berths for offshore support vessels (500 m) for support to oil and gas prospecting operations; Dry Dock and Berth for Ship Repairs (700 m); Trestle Berth (600 m) connecting the reclamation already completed and the proposed to ensure free flow of seawater in the mangrove area. All berths will be provided with required topside equipment. Gantry Cranes will be fitted with enclosed hopper, covered discharge hood and water sprinkling system to reduce dust generation.

EBTL has an Oil Pollution Contingency Plan (OPCP) and Tier –I facilities which will be modified to include the proposed expansion. EBTL has a Waste Management Plan that will be extended to the proposed expansion. Ships will not be allowed to dispose their garbage, solid and oily wastes while at berth and, if required, facilities for pickup of these wastes will be provided. The collected waste will be disposed as per the norms of the GPCB. It will be ensured that the deep-sea ships visiting the berths have on board sewage treatment facility. The Port expansion will be on the reclamation area hence, there are no R&R issues. The total preliminary costing of the Port Expansion. The cost of the Project is estimated at Rs. 7050 Crores.

ToRs were finalised by the EAC in its meeting held in August, 2011 including conduct of PH. Public Hearing was conducted on 12.07.2012 at Hazira. The major issues are employment, flood control etc. The responses presented by the Project Proponent were examined by the Committee.

The Gujarat Coastal Zone Management Authority has recommended the project vide letter No.ENV-10-2011-877-E dated 01.06.2013.

The project was discussed by the EAC in its 125th EAC in June, 2013. Project Proponent presented details of compliance of conditions of environmental clearance and Committee noted that the PP complied with the all conditions. As per the shore line change study done by NCSCM, site falls in stable Coast. The EAC sought additional information viz. details of materials handled in dry dock, waste generated, quantity, quality and treatment, issues raised during the public hearing and the responses/ action plan.

The details presented by the Project Proponent were examined by the EAC in its 127th EAC in October, 2013. After deliberation, the EAC has recommended the project for grant of EC and CRZ clearance subject to following conditions

(i) *Project Proponent shall appoint a consultant to keep record of the*

	<p><i>transportation of dangerous chemicals. Sensors for early detection of leakage of propylene and butadiene shall be provided at berths along with water sprinklers.</i></p> <p>(ii) <i>The transfer of bulk cargo to the stock yards shall be through closed conveyors, Water sprinklers shall be provided at transfer points, stack yards and other areas prone to wind- blown.</i></p> <p>(iii) <i>Natural drainage system shall be designed and maintained so that there is free flow to the existing mangroves. Mangrove plantation in 500 ha of land in consultation with GEC/Forests Department , Government of Gujarat.</i></p> <p>(iv) <i>There shall be no disposal of wastes in to the coastal areas.</i></p> <p>(v) <i>Hazardous chemicals shall not be stored within CRZ area. All the construction , storage shall be as per the CRZ Notification, 2011.</i></p> <p>(vi) <i>All the conditions stipulated by GCZMA shall be complied with.</i></p> <p>(vii) <i>Wind curtain of adequate height and strength shall be installed at the coal stock yard with vegetative screen.</i></p> <p>(viii) <i>Oil spill Contingency plan shall be put in place</i></p> <p>(ix) <i>Hydrocarbon monitors with provision for alarms set at specific concentrations shall be installed at strategic locations on the berth and around storage tanks as per ISGOTT and OISD.</i></p> <p>(x) <i>On site Emergency Management plan shall be put in place.</i></p> <p>(xi) <i>The mangroves area shall be protected and no reclamation / activity shall be carried out within 50 m of mangroves.</i></p> <p>(xii) <i>All the recommendation of the EMP, Risk Assessment and DMP 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.</i></p> <p>(i) <i>The port shall ensure that the ship under operation follows the MARPOL convention regarding discharge or spillage of any toxic, hazardous or polluting material like ballast water, oily water or sludge, sewage, garbage etc. The emission of NOx and SOx shall remain within the permissible limits.</i></p> <p>(xiii) <i>The hazardous wastes generated shall be collected and disposed as per rules, disposal wastes shall be sent to authorized TSDF. MoU in this regard shall be submitted to the Ro, MoEF along with the six monthly monitoring report.</i></p>
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	<p>(xiv) <i>The dredging materials shall be disposed at the site identified by CWPRS.</i></p> <p>(xv) <i>A study to determine the reasons for increase in cancer patient in the vicinity shall be carried out.</i></p> <p>(xvi) <i>A separate Environment Monitoring Cell shall be set up especially for this plant and details shall be submitted to the Ministry prior to the commencement of operation.</i></p>
4.27	<p>CRZ Clearance for Construction of New Freight Railway Double line from JNPT by M/s DFCCIL [F.No.11-46/2013-IA.III]</p> <p>As presented by the Project Proponent, Ministry of Railways, Government of India, have planned to construct Dedicated Freight Corridors through SPV named Dedicated Freight Corridor Corporation of India Limited (DFCCIL). Two such corridors have been taken up for construction namely Eastern DFC and Western DFC. These would cover about 2,762 route kms on two corridors, Western Corridor from JNPT (Mumbai) to Dadri and Eastern Corridor from Ludhiana to Dankuni at an approximate cost of Rs.99,648/-Crore.</p> <p>The Western route (Mumbai –Delhi route) of Dedicated Freight Corridor consists of double line starting from JNPT terminal yard, near Mumbai, Maharashtra and going up to Dadri, Uttar Pradesh (about 35 km from Delhi, on Delhi- Howrah route). The proposed alignment of Western DFC (WDFC) passes through the states of Maharashtra, Gujarat, Rajasthan, Haryana and Uttar Pradesh. It passes through Thane and Raigarh districts in Maharashtra. The total length of the alignment in Maharashtra is 176.5 kms., consisting of 135.5 km running parallel to the existing Railway track and 41 km on diverted alignment. To minimize land acquisition, most of the alignment has been kept parallel to the existing railway tracks.</p> <p>WDFC is an environment friendly project as the route is fully electrified, there will not be any Railway Crossing gates, minimum land is being acquired by adopting parallel alignment, etc. Apart from the Environmental & Social Impact Assessment Study, a Green House Gas Emission Reduction Analysis has also been conducted for the project which indicated that GHG emissions in "DFC Scenario" would be considerably less than for "No DFC Scenario". The projections for WDFC for 2016-17 are 1.46 million ton CO2 in "DFC Scenario" against 6.42 million ton CO2 in "No DFC Scenario" whereas those for 2041-42 are 3.83 million ton CO2 in "DFC Scenario" against 26.86 million ton CO2 in "No DFC Scenario"</p> <p>For carrying out the above work, approximately 296 Ha of Private Land is being acquired and 149 Ha. Govt. Land including 58 Ha (approx.) forest land is</p> <p>After deliberation, EAC sought the following information:</p> <p>(i) <i>CRZ map of 1: 4000 scale on prepared by an authorized agency superimposing with the proposed corridor where it passes the CRZ</i></p>

	<p style="text-align: center;"><i>area.</i></p> <p>(ii) <i>Details of mangroves area need to be removed for the activity and compensatory plantation of at least five times.</i></p> <p style="text-align: center;"><i>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.</i></p>
4.28	<p>Environmental Clearance for Industrial Model Township(IMT), Faridabad by M/s HSIIDC [F.No.21-1044/2007-IA.III]</p> <p>As presented by the Project Proponent, Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) proposes to develop IMT Faridabad as a modern industrial township with international level of environmental friendly infrastructure. Total area in Sector-66,67,68, 69,70 & 71 is 1901.05 acre, out of which 1784.01 acre area has already been acquired by HSIIDC for the purpose of development of IMT. Out of the area acquired, 1766.30 acre (715 ha) has been planned and 17.71 acre would be planned later on.</p> <p>The Project Proponent stated that the water requirement of the project would be 36000 KLD. The energy requirement would be 160 MW (tentative peak load). The project is having the provision for the development of 21 MLD CETP in the IMT. There is no reserve forest and Ecological Sensitive Areas within the 15 km Buffer Zone of the Project. The expected cost of project is 442 crores (exclusive of the cost of the land).</p> <p>The project aims at creation of state-of-the-art industrial infrastructure in the district. With the implementation of the project, other utilities would also be created like development of road network, sewerage network, augmentation of water supply system & wastewater treatment, solid waste collection facility, educational and health facilities etc. In nutshell, project aims at amelioration of the socio-economy of the areas as well as providing basic amenities to people.</p> <p>The TORs for the above project were approved by MOEF dated 20th June, 2008. EIA report was prepared but could not be considered by the Ministry because of the temporary ban imposed by MOEF vide memorandum dated 13.1.2010; citing Comprehensive Environmental Pollution Index (CEPI) score above 70 in case of Faridabad. The ban imposed by the Ministry was finally lifted for consideration of the projects for environmental clearance vide office memorandum dated 31.3.2011 and EIA report/executive summary were submitted to MOEF on 5.4.2011.</p> <p>MOEF vide its letter dated 8.8.2011 advised the proponent to conduct public hearing in the case. However, HSIIDC represented vide its letter dated 29.9.2011 alongwith copies of gazette notification wherein such hearing already stands concluded being the land acquired as an integral part of final published development plan and conformance of land use accordingly.</p> <p style="text-align: center;"><i>After deliberation, the EAC made the following observations:</i></p>

	<p>(i) <i>It was observed by the Committee that the majority of water requirement for the proposal during the operation phase is catered from the ground water. It is suggested by the committee that before going ahead with the plan, the overall capacity of the ground water reserve shall be estimated and water balance for the overall development plan for Faridabad shall be submitted. Groundwater extraction permission shall also be obtained</i></p> <p>(ii) <i>As committed, the existing operating industries should be relocated from non-conforming areas to Industrial Model Township (IMT)</i></p> <p>(iii) <i>As committed, priority shall be given to the existing operational industrial units who require developed industrial space for expansion programme.</i></p> <p>(iv) <i>As committed, the CETP effluent shall be provided with tertiary treatment and recycled within the industrial area.</i></p> <p>(v) <i>Green belt shall be developed all along the periphery and along the internal roads of the industrial area as discussed during the meeting.</i></p> <p>(vi) <i>The committee suggested that notification for the Final Development Plan/Master Plan of Faridabad, approved by Government of Haryana shall be submitted along with the proceedings of the Public Hearing conducted for the above plan.</i></p> <p>(vii) <i>The overall pollution load and limits of the IMT and for Faridabad area including the CEPI, be indicated</i></p> <p>(viii) <i>A clearance from PCCF, Haryana that no reserve forest or Ecologically Sensitive Area is located within 15 Km of the IMP as stated by the Project Proponent.</i></p> <p><i>The Committee recommended to defer the proposal. The proposal shall be considered after the above observations are addressed and submitted for reconsideration. The MoEF may also clarify to the EAC whether the earlier Public Hearing at the time of the Development Plan/Master Plan would fulfil the obligations of Public Hearing for this IMT.</i></p>
4.29	<p>CRZ Clearance for construction of Resort at Long Island, Andaman and Nicobar Islands by M/s Long Island Nature hotel and Pvt. Ltd. [F.No.11-62/2011-IA-III]</p> <p>As presented by the project Proponent, the proposal involves construction of Resort at Long Island, Andaman and Nicobar Islands. , Total plot area is 12 ha. The total built-up area is 4,346.95 sq.m. It is proposed to construct 32 cottages on stilt, with bomboos and tatch. The total water requirement is 7.232 KLD (fresh water requirement is 5.12 KLD). The capacity of STP proposed is 8 KLD. Treated waste water to be used for flushing of toilets 2.112 KLD & horticulture 3.88 KLD. Total solid waste generation will be 35.20 Kg/day. The power requirement of 71 KW which will be met from Photo Voltaic Energy System supplemented by 100 KVA D.G set. Bio-gas generation plant would be installed for disposal of biodegradable waste, sludge from STP and the biomass available from the green area including the coconut tree debris, fronts and tatch. The bio-gas generated would be a source of energy for cooking purposes. Hot water requirement will be met from solar thermal system. The island is not connected through road from Port</p>

	<p>Blair/ Rangat and hence boat services are operated from Port Blair and from Yerata which is about 7 Km from Rangat. Total cost of the project is Rs. 27.48 Crores.</p> <p>The EAC considered the project in its meeting held in October, 2011 and deferred the proposal since construction proposed within 50 m from HTL, NDZ, technical details about power generation and sewage disposal as there is no infrastructure available on the island and details of Boat Jetty as there is no other means of transportation to the Island. As per the S.O 2558 (E) dated 22.08.2013 , the NDZ for the eco- tourism activity is 50 m. The Andaman & Nicobar CZMA recommended the project vide letter 05.08.2011.</p> <p>Vide Notification S.O. 2558 (E) dated 22.08.2013 issued by MoEF it has been clarified that “No Development Zone for the Andaman and Nicobar Island is 50 m”. Therefore the proposal is again submitted for CRZ clearance.</p> <p><i>After deliberation, the EAC recommended to grant CRZ clearance stipulating the following conditions for strict compliance by the Project Proponent:</i></p> <ul style="list-style-type: none"> (i) <i>All the recommendations of A& NCZMA shall be complied with</i> (ii) <i>The project area is surrounded by Forests. Project Proponent informed that the project area is not a forest area, however, Committee suggested the PP to obtain a certificate in respect of the same from the DFO before commencement of the project.</i> (iii) <i>No solid, liquid waste disposal on coastal area.</i>
4.30	<p>Environmental Clearance 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 by M/s NHAI [F.No.10-58/2012- IA.III]</p> <p><i>The Committee noted that the proposal was already considered by the EAC in September, 2013.</i></p>
4.31	<p>Environmental Clearance for widening and rehabilitation of existing 4 lane to 6 lane of Aurangabad to Barwa Adda (km 180.000 to km 400.057) Section of NH-2 in the State of Bihar and Jharkhand by M/s NHAI, New Delhi [F.No.10-73/2012-IA-III]</p> <p>As presented by the Project Proponent, the Project alignment starts at km 180.000 near Aurangabad on NH-2 in the State of Bihar and ends at km 400.057 near Barwa Adda on NH-2 in the State of Jharkhand. The existing alignment is already a four-lane dual carriageway corridor. Total length of the project is 221.346 km of which existing alignment is 210.742 km and Bypass is 10.604 km. Project highway passes through mainly plain land and few stretches passes through rolling terrain. The predominant land use pattern of the area is agriculture, barren, forest and built up. Important settlements are Amas, Madanpur, Sherghati, Dobhi & Barachhati in the state of Bihar and Chauparan, Barhi, Barkattha, Bagodar, Atka, Dumri - Isri, Nimiaghat, Topchanchi, Rajgunj, Barwa Adda in the state of Jharkhand.</p>

The Project alignment passes through Gautam Buddha Wildlife Sanctuary; but no additional land will be acquired in the sanctuary area. Some stretches of the road pass through Protected forest. The proposal for diversion of 13.225 hectare forest land (Protected Forest & Jungle Jhari) is with state government.

The existing Right of Way varies from 35 to 60 m. The proposed Right of Way (PROW) varies from 45 m to 60 m. Somewhere, it is kept same as existing ROW. At bypasses, the proposed ROW is 90 m. The additional land of 546.75 hectares will be acquired for the project road. Major bridges (existing at 11 locations & proposed at 13 locations), minor bridges (existing at 87 locations & proposed at 86 locations) and culverts (369 existing & 384 proposed) are provisioned in the project road. There are existing 9 major junctions. Major junctions shall be improved as per IRC Code. 22 vehicular underpasses (existing at 5 locations and proposed at 22 locations) and 4 Cattle/ Pedestrian underpasses have been proposed at different settlement locations. There are Railway Over Bridges (existing at 2 locations & proposed at 2 locations), flyovers (existing at 2 locations & proposed at 3 locations), vehicular overpasses (new proposed at 9 locations), Foot Over Bridges (existing at 1 location & proposed at 38 locations) on the project road. 65 Bus Bays & 17 truck lay by have been proposed. Service roads of total length of 206.396 km have been provided along the project road on both sides at settlement areas. 15000 nos. of trees fall within 60 m ROW. Avenue plantation shall be carried out as per SP -21-2009 apart from the statutory requirement.

2600 KL / day water for construction period shall be required for construction and other purposes including plantation and dust suppression and water shall be abstracted from the rivers like Barakar, Jamunia, Buria, Suryakund, Gul Sakhari, Barsuti, Falgu and their tributaries. There are Chandrapura Thermal Power Station and Bokaro Steel Plant located within 100 km from the project road and fly ash will be used for the construction as per MoEF, GoI norms. Altogether 5102 PAFs as per loss of permanent and temporary residential and commercial structures within ROW along with agricultural land. Proper compensation shall be given by NHAI for this purpose. Total project cost has been estimated to 2749 crores of which civil construction cost estimated to Rs 2340 crores, L.A. , R & R and preconstruction cost estimated to 398 crores and environmental mitigation cost estimated to 11 crores.

EAC in its meeting held in October, 2012 finalised ToR including conduct of Public Hearing. Public hearing conducted at five districts on 17.04.2013 at Dhanbad, on 24.04.2013 at Dhobi, on 26.04.2013 at 28.05.2013 and on 03.06.2013 at Aurangabad. Major issues raised during the public hearing are compensation, tree cutting and tree plantation etc. The responses presented by the Project Proponent were examined by the Committee in detail.

After deliberation, EAC noted that the response of Project Proponent on issues viz, drainage, drinking water, ponds and animal safety are not proper. The EAC has asked the Project Proponent to go to villages and come back with satisfactory resolution of the above issues. The Local Authorities should Co-operate with the Project Proponent (NHAI).

4.32	<p>Environmental Clearance for widening and upgradation of existing 4/6 laning of Goa – Karnataka Border (Km 93.700) to Kundapur (Km 283.300) Section of NH- 17 in the State of Karnataka by M/s NHAH [F.No.10-107/2011-IA.III]</p> <p>As presented by the Project Proponent the proposal involves widening and upgradation of existing to 4/6 laning of Goa – Karnataka Border (Km 93.700) to Kundapur (Km 283300) Section of NH-17 in the State of Karnataka. Proposed project is a part of NHDP programme of 4/6 laning and has total length of 189.600 km. Project road is part of National Highway No.66 (Formerly NH-17) from Goa - Karnataka border at km 93.700 and ends in Kundapur, Karnataka at km 283.300. The existing Right of way (ROW) width obtained from the National Highways department of Karnataka PWD (Honnavar) varies from 11 to 45 m on the project road. As per NHAH notification a uniform width of 60 m will be maintained throughout the project stretch for 4/6 lane carriageway along the project road. Therefore widening of the road would require additional lands to accommodate the proposed RoW width throughout the project length. The project stretch passes through 120.130 Km of plain terrain, 24.20 Km of hilly terrain and 45.67 Km of rolling and hilly terrain. Land use along the highway is predominantly built-up and agriculture. The entire stretch of the project road falls under the seismic zone III of India. Patches of Reserved forests are situated along the existing RoW. The existing RoW is not sufficient and for accommodating 60 m of RoW width, acquisition of forest area would be required thus affecting forests. Approximately 162.429 Ha of forest land is required to be acquired including 2.629 ha mangroves area. Few sections of the existing highway fall under CRZ and road is proposed on stilt in mangroves. There are about 23,491 plants/trees along the roadside which are likely to be affected due to the proposed development. The existing RoW width varies from 11m to 45m from Km 93.600 to Km 241.000 and from Km 241.000 to Km 283.300 it is 45m. The land required to be acquired all along the project road for widening of the existing 2-lane road to 4-lane is 525.16 ha in total where available ROW is less than design requirements. There are 13 major bridges, 41 minor bridges and 606 nos. of culverts along the existing road. Existing bridges and culverts along the existing road will be upgraded or reconstructed during the proposed development. There are 2 pedestrian underpasses, 4 numbers of RUBs and 2 numbers of ROBs along the existing alignment. In the proposed development 22 underpasses (3 vehicular, 19 pedestrian and cattle), 4 new flyovers have been proposed. There are 15 major junctions along the existing alignment. Total 4 numbers of truck lays and 53 numbers of bus bays have been proposed. 3 new Toll Plazas have been proposed. 7m wide service roads of 60.742km (including both sides) are proposed on both sides at urban and rural built up stretches. Cost of Environmental Management Plan is Rs. 45.00 Cr. Total 1132 structures will be affected and total cost of R&R is Rs. 328.32 Cr. Total cost of the project is Rs. 1756.32 Cr.</p> <p>EAC in its meeting held in January, 2012 finalised ToR including conduct of PH. PH was conducted on 05.12.2012 at Bundoor, 02.04.2013 at Kumta. Major issues raised are tree cutting, forests land involvement etc. The responses presented by the Project Proponent were examined by the Committee in detail.</p> <p><i>After deliberation made the following observations:</i></p>

	<p>(i) <i>Project Proponent has prepared the CRZ maps of 1:4000 scale through IRS, Anna University, however submitted maps of not to scale in view of the large size and numbers. Since it is not giving clear CRZ boundary, it was decided that Shri Sinha, Member, EAC will go through the original map and provide his expert comments.</i></p> <p>(ii) <i>Road in Mangrove areas shall be on stilt,</i></p> <p>(iii) <i>The projects is located within 10km. of the sanctuary .</i></p> <p>(iv) <i>The proposal indicates the acquisition of 162.429 ha protected forest land. Necessary stage –I forestry clearance shall be obtained.</i></p> <p>(v) <i>It is indicated that 23,491 nos. trees are proposed to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.</i></p> <p><i>In view of the foregoing observations, the Committee recommended deferring the proposal. The proposal shall be reconsidered after the above observations are addressed and submitted.</i></p>
4.33	<p>Environmental Clearance for Gadhuli–Santalpur State Road project in Kachchh and Patan District of Gujarat by M/s Katchh Road and Building Division [F.No.10-65/2011-IA.III]</p> <p>As presented by the Project Proponent, the proposal involves the construction of Gadhuli – Santalpur State Highway, Gujarat. The Road and Building Department of Gujarat State has proposed to construct a linking road. The proposed road is required to connect the Ghadhuli village to Santhalpur. Total length of the road is 255.013 Km out of which 237.05 Km passes through Kutch district and 17.963 Km pass through Patan district. The villages covered in this project are Gadhuli, Zara, Zumara, Hajipir, Luna, Odma, Khavada, Kunaria, Tagdibet, Dholavira, Balasar, Bela, Mauvana, Gadkabet, Vauva and Santhalpur. There are two linking roads in this project one connecting from Kunharia to Dholavira village and second Mauvana village to Santhalpur, the total distance of which is 63.30 Km. The distance of two links is 30.50 km and 32.8 km respectively. Along the proposed road alignment, most of the stretch is mud road. This road starts from Gadhuli village on Bhuj Lakhapt SH No.42 in Kutch district and passes through Zara, Jumara, Hajipir, Luna, Odama, Khavada, Kunaria, Tagribet, Dholavira, Balasar, Bela, Mauvana, Gadkhabet, Vauva and meets Santhalpur on NH 15 at Santhalpur village. One of the key purposes of the project is to provide infrastructural facilities to the security near Pakistan border and promote development of the locality in rural areas. This road will mainly help in improving the current operational and administrative requirements of the Border Security Force (B.S.F). It passes through the great Rann of Kutch, so it will be beneficial for the journey of military vehicles and reduce the expenditure in fuel and also reduction in emission of pollutant gases. Presently the way of Dholavira to Kunaria and Maunava to Vauva is a very long Rann (nearly about 300 km). After construction of this road, the distance will considerably reduce and a lot of</p>

time will be saved. After construction of this road the saline land problem, too, will get addressed. Since up-check flow of sea water converts fresh area into saline land, the existing fresh land will be prevented from becoming saline land.

The proposed road is very near the international border and it will be useful for operational and administrative requirement of Border Security Force. As it passes through the desert area of great Rann of Kutch, the movement of vehicles will be facilitated and the journey will become speedy. It will also result in reduction of expenditure on fuel. Completion of this road will reduce the distance drastically and will avoid traffic passes through congested area of villages on the way and through Nakhatrana & Bhuj city.

There was increase in activity on the border and it is required to construct another highway partly across the desert. There is no parallel link with the border of Pakistan in the area (Gadhuli to Khavada and Kunariya to Dholavira to Santhalpur) and hence, it is required to construct this road. Dholavira is the place of Dholavira Harappan civilization– a very important place from tourism point of view and it has gained attention at international level. The proposed road will help in access to Dholavira. The road link between Dholavira to Kunaria and Mauvana to Vauva will reduce nearly 300 km travel distance.

Although the road falls under Category ‘B’, 34.9 and 16 km passes through Kutch Desert Wild Life Sanctuary and Wild Ass Sanctuary respectively. 79.474 ha of forest land diversion is required, that is why it is treated as Category ‘A’.

EAC in its meeting held in August, 2011 finalised ToRs including conduct of PH. Ph conducted on 12.02.2013 at Bhuj and 27.02.2013 at Santalpur. Majority supported the project and the points raised are providing animal passes, compensation etc., The responses presented by the Project Proponent were examined by the Committee in detail.

After deliberation, the EAC recommended for grant of EC stipulating following conditions for the compliance by Project Proponent:

- (i) *The proposal indicates the acquisition of 79.404 ha Protected Forests land. Necessary stage –I forestry clearance shall be obtained*
- (ii) *It is indicated that 5163 nos. trees falls within the proposed RoW, however, bare minimum trees to be cut.. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.*
- (i) *Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*
- (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 NHAI/State/Central Government which ever is higher.*
- (iv) *IRC guidelines shall be followed for widening & up-gradation of road.*

	<p>(v) <i>The responses/commitments made during public hearing shall be complied with in letter and spirit.</i></p> <p>(vi) <i>All the recommendation of the EMP shall be complied with in 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.</i></p>
4.34 (a)	<p>Finalization of ToR for Vadodara - Mumbai Expressway (Phase-I) from km 104.700 to km 378.722 in the State of Maharashtra by M/s NHAI [F.No.10-59/2013-IA.III]</p> <p>As presented by the Project Proponent, the project proposal includes construction of new 6/8 lane expressway from km 104+700 (km 390+864 of NH-8) to km 378+722 (Km 80 of NE-1). The total length of Phase-I of the project road is 274.022kms and proposed Right of Way is 100/120 m. The project road passes through plain & rolling terrain of districts of Vadodara, Bharuch, Surat, Navsari, Valsad in the state of Gujarat (260.4 kms), Union Territory of Dadra & Nagar Haveli (5.5 kms) and district of Thane in the state of Maharashtra (8.1 kms). The project road falls within 10 km of Dadara& Nagar Haveli Wildlife Sanctuary at km 115 and the nearest distance is 260 m. It also falls within 10 km of DahanuTaluka Eco-Fragile zone and critically polluted areas of Vapi and Ankleshwar.</p> <p>A length of 1.925 km (km 283+325 to km 285+250) falls in Coastal Regulation zone (CRZ) across Narmada River in Bahruch district of Gujarat that has been recommended by Gujarat Coastal Zone Management Authority. Area falling in CRZI(i) is 0.73 ha and CRZ I(ii) is 15.22 ha where road will be elevated on via duct. Land acquisition shall be done for 15.22 Ha. However, the area will not be disturbed except for erection of pillars.</p> <p>Land use pattern along the project road is predominantly agricultural (80%) followed by, vacant land (5.33 %),settlements (5.5%), water bodies (4.48%) andvegetation (4.69%). The project requires approximate3427.5 ha (3230.700 ha Gujarat, 59.87 ha in Dadara& Nagar Haveli, 136.98 ha in Maharashtra) of land to be acquired including forest area of 100.32. Forest land includes 55.59 ha (wood land & reserve forest) in Maharashtra, 44.2 Ha (Village forest of 13.53 Ha in Anklas & protected forest) in Gujarat and 0.527 Ha (protected forest) in DNH. Proposal for diversion of forest land in Gujarat, Maharashtra and Dadra & Nagar Haveli (UT) are with State Government. Proposed configuration of the road includes 15mcarriageway, 3mpaved shoulder and 3mearthen shoulder on either side and 12 m depressed median for 8-lane. In case of 6-lane it includes 19.5 m depressed median, 11.25m carriageway, 3m paved shoulder and 3m earthen shoulder. The proposal includes construction of 20 major bridges, 84 minor bridges, 623 culverts, 53 VUPs, 18 Flyovers, 102 pedestrian, 184 cattle underpasses, 27 Toll plazas, 28.85 km service road, 6 truck parking bays and 10 grade separated junctions. Median drain, shoulder drain (both side) and toe drain (both side) has been proposed all along the road. No bypass is proposed as it's a green field project. The major rivers crossing the project road are Daman Ganga, Kolakriver, Par river, Kaveri, Tapi, Gondawa, Narmada, Dadar and Meni river etc.</p>

Total water requirement for 36 months of construction period is 7000 kld. (Preferably from Gujarat industrial Infrastructure corporation and also from ground and surface water). 12 million cum of Aggregates, 47lakh MT sand, 37 lakh MTCement, 2126MT bitumen, and 30 millioncum of soils estimated to be required for construction of road. The construction material will be sourced from government approved quarries and borrow areas identified along the project road. Approximately, 2 million cum offly ash is proposed to be used in the embankment. Approximately, 39 religious property 109 community property, 92 Govt. and 1109 private properties are likely to get affected due to proposed development. There are 1247 PAHs and 7512 PAPs (3849 male and 3663 female). The total project cost is approximately Rs. 14203.36Crores including Environmental Management & utility shifting cost (Rs. 667.35crores) and R&R cost (Rs.3228.21crores).

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

- (i) *The project road falls within 10 km of Dadra & Nagar Haveli Wildlife Sanctuary at km 115 and the nearest distance is 260 m. It also falls within 10 km of Dahanu Taluka Eco-Fragile zone. Necessary clearance from NBWL and Dahanu Taluka Environment Protection Authority shall be obtained.*
- (ii) *A length of 1.925 km (km 283+325 to km 285+250) falls in Coastal Regulation zone (CRZ) across Narmada River in Bharuch district of Gujarat. HTL/LTL demarcation from an authorised agency superimposed with the road falling within CRZ area along with the recommendation of SCZMA be submitted.*
- (iii) *The proposal indicates the diversion of 55.59 ha (wood land & reserve forest) in Maharashtra, 44.2 Ha (Village forest of 13.53 Ha in Anklas & protected forest) in Gujarat and 0.527 Ha (protected forest) in DNH. Forest land. Necessary stage –I forestry clearance shall be obtained..*
- (iv) *It is indicated that 12314 nos. trees fall within the proposed RoW. Bare minimum trees to be cut. The information about their species and whether it also involves any protected or endangered species be provided. Necessary green belt shall be provided on both sides of the highway with proper central verge and cost provision should be made for regular maintenance.*
- (v) *Submit the details of the water bodies along the project road.*
- (vi) *Explore the possibilities for utilization of fly ash.*
- (vii) *Explore the possibilities of cold mix technology instead of hot mix technology*
- (viii) *The additional ToR and General Guidelines as per the Annexure-I and Annexure-II respectively to this Minutes shall also be considered for*

	<p style="text-align: center;"><i>preparation of EIA/EMP.</i></p> <p>(ix) <i>Submit details on borrow areas as per OM dated 18/12/2012</i></p> <p>(x) <i>For 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”.</i></p> <p style="text-align: center;">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.</p> <p style="text-align: center;">A detailed draft EIA/EMP report should be prepared in terms with the above additional TOR and should be submitted to the Ministry as per the Notification.</p>
<p>4.34 (b)</p>	<p>Finalization of ToR for Vadodara - Mumbai Expressway (Phase-II) from km 26.32 to km 104.700 in the State of Maharashtra by M/s NHAI [F.No.10-59/2013-IA.III]</p> <p>As presented by the project Proponent, the proposed alignment of Vadodara Mumbai Expressway Phase-II starts from km 26.32 in Koshimb, Vasai Taluka and ends at km 104.700 (km 390.864 of NH-8) in Talasari of Thane district in Maharashtra. Total length of phase-II is 78.38 km and PROW is 100/120m. The project passes through plain and rolling terrain of Talasari, Dahanu, Palghar and Vasai Taluka in the district of Thane, Maharashtra. The project road passes through Dahanu Taluka Eco Frazile zone for a length of 27.8 km from km 68.400 to km 96.200. An area of 346.44 ha is to be acquired in Dahanu Taluka. The project road falls within 10 km of the Tungreshwar WLS and the nearest distance is 1.8 km from km 26.32. The project stretch within 15 km of Vapi, identified as critically polluted area.</p> <p>CRZ is present along the alignment for a total length of 3.575 km in Vasai (from Km 29.900 to km 30.434 & km 30.462 to km 30.800) and Palghar Taluka (km 30.800 to km 32.100; km 35.430 to km 36.833). Total CRZ area in Vasai Taluka is 7.214 ha and in palghar Taluka its 17.157 as per CRZ Notification 1991 and amendments. Land acquisition for 24.37 ha shall be done in the CRZ area. However, the area will not be disturbed except for erection of pillars. Land use pattern within 10 km radius of the project road is predominantly agricultural (80.8%) followed by 6.9% vegetation&forest, 4.3% barren land, 3.8% water bodies, 3.19% built up and 0.5 % hills. The project road requires approximate 926.190 Ha of land acquisition in Thane district including forest area of approximate 86.715 ha. Forest land includes reserve forest area of 41.59 ha in Palghar Taluka, 41.06 ha in Dahanu Taluka and 4.06 ha in Talasari Taluka. Proposal for forest diversion is with the state government. Proposed configuration of the road includes 15m carriageway, 3m paved shoulder and 3m earthen shoulder on either side and 12 m depressed median for 8-lane.</p> <p>The proposal includes construction of 6 major bridges, 31 minor bridges, 100 culverts, 15 VUPs, 3VoPs, 26 PUPs, 47 CUPs, 4 Flyovers, 6 Toll plazas on</p>

interchanges (loop/ ramp), 9.39 km service road, 2 truck parking and 2 grade separated junctions. Median drain, shoulder drain (both side) and toe drain (both side) has been proposed all along the road. No bypass is proposed as it's a green field project. Major rivers crossing are Vaitarana (km 31.300, km 35.725, km 45.040), Surya (km 68.420), Suseri (km 72.190) and Vadvaliriver (km 96.208). Total water requirement for 36 months of construction period is 2002 kld. It would be sourced from surface (30%) and ground water (70%). 58.3 lakh MT of Aggregates, 34.5 lakh MT sand, 14 lakh MTCement, 1000 MT bitumen, 0.35 KL of diesel and 27million cum of soil is estimated to be required for construction of road. The construction material will be sourced from government approved quarries and borrow areas identified along the project road. There are no Thermal Power plants within 100 km of the road. Approximately, 1 religious property 21 community properties and 459 private properties are likely to get affected due to proposed development. There are 985 PAHs and 2043 PAPs (1047 male and 996 female). The total project cost is approximately Rs. 3724.11Crores including Environmental Management (Rs.14.9 crores)and land acquisition including R&R (Rs. 427.44 Crores).

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

- (i) *The project road passes through Dahanu Taluka Eco Frazile zone for a length of 27.8 km from km 68.400 to km 96.200. An area of 346.44 ha is to be acquired in Dahanu Taluka. Necessary clearance Dhanu Taluka Environment Protection Authority shall be obtained.*
- (ii) *The project road falls within 10 km of the Tungareshwar WLS and the nearest distance is 1.8 km from km 26.32. Necessary clearance from NBWL shall be obtained.*
- (iii) *A total length of 3.575 km in Vasai (from Km 29.900 to km 30.434 & km 30.462 to km 30.800) and Palghar Taluka (km 30.800 to km 32.100; km 35.430 to km 36.833) falls in Coastal Regulation zone (CRZ). Submit HTI/LTL demarcated by an authorised agency superimposed with the road t falling within CRZ area along with the recommendation of SCZMA.*
- (iv) *The proposal indicates the diversion of 41.59 ha in Palgarh Taluka, 41.06 ha in Dahanu Taluka and 4.06 ha in Talasari Taluka Forest land. Necessary stage –I forestry clearance shall be obtained..*
- (v) *It is indicated that 13152 nos. trees falls within the proposed 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.*
- (vi) *Submit the details of the water bodies along the project road.*

	<p>(vii) <i>Explore the possibilities for utilization of fly ash.</i></p> <p>(viii) <i>Explore the possibilities of cooled mixed technology instead of hot mixed technology</i></p> <p>(ix) <i>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.</i></p> <p>(x) <i>Submit details on borrow areas as per OM dated 18/12/2012</i></p> <p>(xi) <i>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”.</i></p> <p>Public hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the Ministry in terms of the Notification.</p>
4.35	<p>Environmental Clearance 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)</p> <p>The proposed project road starts at Ch. 69.267 of NH-148D and ends at Ch. 282.936 of NH-148D. Total existing length of the project 204.500 km. Total proposed length of the project is 203.977 km. The project road is upgradation of existing Single/Intermediate lane to 2 lane with paved shoulder. Terrain of the project road is 90% plain and 10% hilly/rolling terrain. It passes through about 148 villages, 6 talukas & 3 districts namely Bhilwara, Bundi & Tonk. 4 bypasses and 9 realignments are proposed. The existing RoW varies from 6 m to 30 m and proposed RoW is 15 m to 45 m. However in three toll plaza the ROW is 150m. Total land requirement is 685.467 Ha; available land is 167.153 Ha & land to be acquired is 518.314 Ha, (Protected forest: 23.297 Ha, Reserve forest: 18.194 Ha & non forest land is 476.823 Ha). There is no wild life sanctuary or national park within 10 km radius. There are 3 number of existing major bridges & 7 number are proposed (1 retained, 4 new construction & 2 reconstructions). There are 28 number of existing minor bridges & 35 number are proposed (5 widening, 14 reconstructions & 16 new constructions). There are 284 number of existing culverts and 317 nos. are proposed (44 widening, 155 reconstructions & 118 new constructions). 1 ROB (new construction) & 1 flyover (new construction) have been proposed. 3 Toll Plazas are proposed at km 76.340 of MDR 52 , km 31.700 of SH 39 and km 77.380 of SH 39 respectively. 2.13 km of slip road is proposed. 11,810 number of trees will be felled for the proposed widening activity. The avenue plantation will be carried out as per IRC SP: 21, 2009 apart from the</p>

	<p>statuary requirement. 84 properties/structures will be affected due to the widening of the existing road. 590 KLD of water will be required during construction stage. Kota Thermal Power Plant (Kota) is within the project influence area. The fly ash is proposed to be utilized for construction of embankments if same is available. The total environment budget is 10.08 Crores; R&R cost of the project is 4.95 Crores; Total civil cost is 570.74 Crores.</p> <p>The project was considered in EAC meeting held in August, 2012 , which finalized the ToR including conduct of Public Hearing. PH conducted at Hurda, Bhilwara district on 27.02.2013, at Hindoli, Bundi District on 25.03.2013 and at Uniara , District Tonk on 16.04.2013. The major issues raised during the hearing are Land acquisition, Compensation and acquisition of grazing land..</p> <p>EAC in its meeting held in September, 2013 sought the additional information viz. Animal (cattle) passes, pavement at pedestrian crossing. PP authenticated the presence of Camels in Villages Bilwara and Bhondi abutting the Project road. The PP informed that all municipal governed urban area and other dense habitations are bypassed or realigned, railing of 1.2 m height is provided as per IRC guidelines.</p> <p>After deliberation, the EAC recommended to grant of EC stipulating the following conditions for strict compliance by the Project Proponent:</p> <ul style="list-style-type: none"> (i) <i>The project indicates involvement of 23.297 ha protected and 18.194 ha Reserve forests. Necessary stage –I forestry clearance shall be obtained.</i> (ii) <i>It is indicated that 11,810 nos. trees to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Necessary compensatory plantation shall be carried out and cost provision should be made for regular maintenance.</i> (iii) <i>Revise the animal passes taking into consideration passage of Camels.</i> (iv) <i>Explore providing pavement along with fencing, pedestrian crossing in habitation area and submit a report.</i> (v) <i>Camel passes with vertical clearance of minimum 5 m shall be provided.</i>
4.36	<p>Finalization of ToR for development of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities at Saltora, Bankura District, West Bengal by M/s Ramky Enviro Engineers Limited. [F.No.10-7/2013-IA.III]</p> <p>M/s.Ramky Enviro Engineers Ltd, Hyderabad, India as a promoter for setting up of Integrated Common Hazardous Waste Treatment, Storage, Disposal and Recycling Facilities with an investment of Rs.259.14 Crores. M/s. Ramky Enviro Engineers Ltd is a leading multi disciplinary company offering services in the field of infrastructure development /waste management sector. Proposed project activities consists of Collection, transportation, reception, treatment, storage, re-use, recycle, blending and disposal of industrial hazardous wastes, bio-</p>

medical waste, Spent Solvent Recycling, Used oil recycling, Alternate Fuel & Raw Material Facility, Used Lead Acid Batteries, Waste plastic & paper recycling and E-Waste generated in the state of West Bengal.

The quantity of waste generated from nearby Industrial Estates. The quantities of hazardous wastes generated estimated to be about 150,000 TPA (expected to be received at the facility).

The proposed project falls in Project Activity **7(d)** - Common hazardous waste treatment, storage and disposal facilities (TSDFs). The proposed project falls in Category 'A', All Integrated facilities having incineration & landfill or Incineration alone.

50.0 acres land at Plot No.453, Mouza-Ranjeetpu, Laltakuri, P.O-Goswamidihi, Saltora Tehsil, Bankura district, West Bengal has been procured by M/s. Ramky Enviro Engineers Ltd. The total power required for the proposed project is 1000KVA will be taken from Santaldihi Distribution by West Bengal State Electricity Distribution co. Ltd The total water required is 423 KLD will be met through Ground Water Source.

The total waste reaching the integrated waste management facility from Hazardous waste facility accounting to 67 cum/day will be collected and recycled and phase wise treatment is as follows.

Phase-I		
Secured Landfill	:	100000TPA
Treatment/ Stabilization	:	60000 TPA
Bio Medical Waste	:	30000 BEDS
E- Waste	:	30000 TPA
Phase-II		
Spent Solvent Recycling	:	10000 KL
Incineration	:	20000 TPA
Used oil recycling		10000 KL
Alternate Fuel & Raw Material Facility	:	10000 TPA
Used Lead Acid Batteries	:	24000 TPA
Waste plastic recycling		10000 TPA
Waste paper recycling		10000 TPA
Phase-III		
Renewable Energy		2 MW
Waste to Energy		2 MW

Green belt development will be taken up 5m wide (3 rows of different height) along boundary and open areas/closed dump site with 33% of land area and

proper treatment provided to leachate to restrict odour problem.

After deliberation, EAC recommended the following ToR

- (i) *The selected site should be evaluation for various environmental parameters like depth of ground water, distance from surface water, distance from nearest habitation etc*
- (ii) *Latest Google map should be presented at various scales*
- (iii) *Latest toposheet should be presented and submitted and confirmation of not handling radioactive wastes.*
- (iv) *Submit the justification of the Project. Project components and capacities shall be submitted.*
- (v) *Submit the details of site selection criteria - CPCB guidelines along with the various sites examined based.*
- (vi) *Site lay out plan clearly showing various units, green belt, laboratory, roads, vehicle parking, office building etc to be shall be submitted. Latitude and longitude for the site shall be submitted.*
- (vii) *Submit the details of the compliance with respect to the provisions of Hazardous Wastes (Management, Handling and Trans-boundary movement)) Rules, 2008 including collection and transportation, design etc. All the applicable rules shall be listed and mitigation plan to comply the applicable rules shall be submitted in detail.*
- (viii) *Action plan and infrastructure required to comply the PROTOCOL as prepared by CPCB for performance evaluation and monitoring of TSDF.*
- (ix) *Submit the details of the waste generated, present mode of disposal as per the State PCB authorization etc.*
- (x) *Submit the MoU made between member units along with responsibilities.*
- (xi) *Examine the details of monitoring of Dioxin and Furan.*
- (xii) *Submit a copy of MoU for disposal of ash through the TSDF.*
- (xiii) *Submit the details of Air Pollution Control Measures.*
- (xiv) *Environmental Management Plan should be accompanied with Environmental Monitoring Plan and environmental cost and benefit assessment. Regular monitoring shall be carried out for odour control.*
- (xv) *Water quality around the landfill site shall be monitored regularly to*

	<p><i>examine the impact on the ground water.</i></p> <p>(xvi) <i>Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster</i></p> <p>(xvii) <i>Submit the details of green belt</i></p> <p>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.</p> <p>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.</p>
4.37	<p>Finalization of ToR for extension and development of existing Belgaum Airport, Karnataka by M/s AAI [F.No.10-52/2013-IA-III]</p> <p>As presented by the Project Proponent, Airports Authority of India proposes to modernize/expand a domestic airport in villages Sambra, Shindoli, Balekundri, Honnihal and Maavinkate in District-Belgaum and State Karnataka. A MoU (Memorandum of Understanding) was signed between State Government and Airports Authority of India for the modernization / expansion of Belgaum Airport. The existing, Belgaum Airport (IATA: IXG, ICAO: VOBM) is located 12 km east of Belgaum, Karnataka, on State Highway 20. The Sambra Air Force Station, a <i>non-flying basic training institute</i> of the Indian Air Force is located adjacent to this airfield. Belgaum is an educational hub (various Medical & Engineering colleges). In addition, at Belgaum there are various small scale automotive industries including small aeronautical components (Quest).</p> <p>The existing airport area is 360.34 acres and got an additional area of about 370 acres for its expansion. Hence, the total project area will be 730.34 acres. At present Belgaum airport have one runway oriented 08/26, 1,830m in length, apron of 6,916m² terminal building of 1200m² and can handle 90 passengers. At present Belgaum is an operational airport for ATR-72 and operates one flight per day. After expansion it has been proposed to operate four daily flights of A-321. Expansion includes all the facilities for safe operation of the aircraft like expansion of existing runway, new terminal building to cater 200 passengers at a time, expansion of apron, air traffic controller, runway end safety area (RESA) etc.. Other miscellaneous facilities will include New ATC tower cum Technical Block, Fire station (category VII), relocation of DVOR, security watch tower new substation, AC plant room, provision of hooter system at access points and provision of explosive detection system.</p> <p>At present power supplied to AAI-Belgaum is 100 KVA and after expansion the power requirement for the proposed project is about 2000 KVA which will be sourced from Hubli Electricity Supply Company Limited (in short "HESCOM"). At present daily consumption of water is about 25 KLD supplied from municipality and after expansion daily consumption of water will be increased to 87.1 KLD considering 4 lakhs passenger per annum and 150</p>

employees. AAI has proposed extraction of ground water for construction phase only and in operational phase they will utilize water supply from Belgaum City Corporation. The total wastewater generation in operation phase will be 75 KLD and that during construction phase is 15 KLD. The wastewater will be treated in 90 KLD Soil Bio-filter Technology (in short "SBT") developed by IIT Bombay. Presently 40 acres area is developed as Green belt while after expansion landscape area for the project will be increased from 40 to 110 acres. During the operation phase, twin bin waste collection system: green bins for bio-degradable wastes and blue bins for non-biodegradable wastes shall be provided. No tree cutting is required for the project. The estimated cost of the project is `293.35 Crores.

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

- (i) *Submit the details of the diverting any drain and details of the permission of the competent authority.*
- (ii) *Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport*
- (iii) *Examine road/rail connectivity to the project site and impact on the traffic due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.*
- (iv) *Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.*
- (v) *Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.*
- (vi) *Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.*
- (vii) *Examine details of Solid waste generation treatment and its disposal.*
- (viii) *Examine and submit the details of Noise modeling studies and mitigative measures.*
- (ix) *Identify, predict and assess the environmental and sociological impacts on account of the project/activities.*

	<p>(x) <i>Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.</i></p> <p>(xi) <i>The air quality monitoring should be carried out as per the new notification issued on 16th November, 2009.</i></p> <p>(xii) <i>Examine separately the details for construction and operation phases both for Environment Management Plan and Environment Monitoring Plan with cost and parameters.</i></p> <p><i>Public hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</i></p> <p><i>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the Ministry in terms of the Notification.</i></p>
4.38	<p>Finalization of ToR for extension and development of existing Airport at Hubli, Karnataka by M/s AAI [F.No.10-53/2013-IA-III]</p> <p>As presented by the Project Proponent, Airports Authority of India proposes to modernize/expand a domestic airport in Hubli, at Taluka Hubli, District Hubli-Dharwad, and State Karnataka. A MoU (Memorandum of Understanding) was signed between State Government and Airports Authority of India for the modernization/expansion of Hubli Airport. The existing airport area is on 369 acres of land and got an additional area of about 600 acres for its expansion. Hence, the total project area has become 969 Acres. Hubli airport has one runway oriented 08/26, 1,670 metres in length. Its apron measures 13,500 m² while its terminal building measures 875m² and can handle 72 passengers.</p> <p>The airport at Hubli will be modernized /expanded for operation of A-321 type of aircraft in all weather conditions. All the facilities for safe operation of the aircraft like expansion of existing runway, new terminal building to cater 200 passengers at a time, expansion of apron, air traffic controller, runway end safety area (RESA) etc. shall form a part of project. Other miscellaneous facilities will include New ATC tower cum Technical Block, Fire station (category VII), relocation of DVOR, security watch tower new substation, AC plant room, provision of hooter system at access points and provision of explosive detection system.</p> <p>The estimated cost of the project is `141.44 Crores. At present power supplied to AAI-Hubli is 100 KVA and after expansion the power requirement for the proposed project is about 2000 KVA which will be sourced from Hubli Electricity Supply Company Limited (HESCOM). At present daily consumption of water is about 25 KLD supplied from municipality and after expansion daily consumption of water will be 101 KLD considering 4 lakhs passenger per annum and 150 employees. AAI has proposed extraction of ground water for construction phase only and in operational phase they will utilize water supply from Hubli-</p>

Dharwad Municipality. The total wastewater generation in operation phase will be 86 KLD and that during construction phase is 15 KLD. The wastewater will be treated with 104 KLD Soil Bio-filter Technology (in short "SBT") developed by IIT Bombay. Presently 36 acres area is already developed as Green belt while after expansion landscape area for the project will be increased from 36 to 146 acres. During the operation phase, twin bin waste collection system– green bins for bio-degradable wastes and blue bins for non-biodegradable wastes shall be provided.

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

- (i) *Submit the details of the diverting the drains and details of the permission of the competent authority.*
- (ii) *A hill is about 2.7 km from the site. Submit the details of drainage from hill, any likely diversion and diversion of drains of other catchment etc.*
- (iii) *Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.*
- (iv) *Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.*
- (v) *Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport.*
- (vi) *Submit the details of anticipated impact due to the growth scenario/ induced developments because of the green field Airport Impact due to influx of people due to Airport 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.*
- (vii) *Submit the details of R&R activities*
- (viii) *Examine the details of drainage drainage pattern and details of runoff collection and disposal*
- (ix) *Examine road/rail connectivity to the project site and impact on the traffic due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.*
- (x) *Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be*

	<p><i>described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.</i></p> <p>(xi) <i>Examine and submit the details of Noise modeling studies and mitigative measures. Noise impact to be monitored especially on College location</i></p> <p>(xii) <i>Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.</i></p> <p>(xiii) <i>Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.</i></p> <p>(xiv) <i>Examine details of Solid waste generation treatment and its disposal.</i></p> <p>(xv) <i>Identify, predict and assess the environmental and sociological impacts on account of the project/activities.</i></p> <p>(xvi) <i>The air quality monitoring should be carried out as per the new notification issued on 16th November, 2009.</i></p> <p>(xvii) <i>The EIA guidance manual of MoEF for the air ports shall be considered while preparing the EIA report</i></p> <p><i>Public hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</i></p> <p><i>A detailed draft EIA/EMP report should be prepared in terms of above additional TOR and should be submitted to the Ministry as per the Notification.</i></p>
4.39	<p>Finalization of ToR for proposed Greenfield Airport at Jamshedpur, Jharkhand by M/s TATA Steel Limited, Jamshedpur, Jharkhand [F.No.10-54/2013-IA.III]</p> <p>As presented by the Project Proponent, Jamshedpur is the largest urban agglomeration in the state of Jharkhand. It is predicted to be the 84th fastest growing city in the world for 2006-2020 , and has a total population of 13,37,131 as per the 2011 census (Jamshedpur Urban Agglomeration (JUA)). The city is connected by roads – NH 32 and NH 33, and rail - it has two railway stations: Tata Nagar and Adityapur. The current air connectivity is limited, through the Sonari airport in the city, belonging to M/s TATA Steel Limited (TSL). Not only does this airport restrict use by mid size or larger aircrafts, but further expansion is difficult due to the densely populated residential areas surrounding it. Other commercial airports that provide access to Jamshedpur are located at Kolkata and Ranchi, which are at a distance of 230 and 110 km respectively. The lack of quicker accessibility is becoming a crucial issue affecting the sustainable development of</p>

this industrial city.

Hence, M/s TATA Steel Limited (TSL) jointly with TATA Realty and Infrastructure Limited (TRIL) is planning to develop a Greenfield airport at Jamshedpur to improve the air connectivity. The project will be for public use. The project site is located on the North-Western side of Jamshedpur city in the Adityapur Notified area, coming under Saraikela-Kharaswan district. Six sites have been examined and the present site was finalised. This site is abutted by Subarnarekha river on the northern side, Sapra village on the eastern side, Anandpur and Naryanpur villages on the southern side and Gamhariya town on the western side. It is at a distance of 12 km from Jamshedpur city and 6 km from Adityapur.

The overall land requirement for the development of the airport is assessed as 549 acres, including the land required for the external infrastructure (i.e. the new external road link connecting this airport to the new bridge proposed near Saharbeda across the Kharkai river). The airport is being planned to handle a projected passenger traffic of 2.6 million passengers by 2040. Total forest land involved under this project is 454.84 acres, out of the total 548.29 acres of land indentified for the project. Out of 454.84 acres of forest land involved in the project, including 452.21 acres of Protected Forest land and 2.63 acres of Rev. Forest.

M/s TSL has already got site clearance from Ministry of Civil Aviation and No Objection Certificate from the Ministry of Defence for the proposed site. M/s TSL has already applied for Stage I Forest Clearance.

After discussions, the Committee finalized the following additional TORs for further study:

- (i) *Submit details of site selection including alternate sites considered.*
- (ii) *The project indicated acquisition of 548.29 acres including 452.21 Forest land and 32.89 acres of mono crop agricultural land. Necessary permission shall be obtained.*
- (iii) *Submit the details of the diverting the drains and details of the permission of the competent authority.*
- (iv) *The nearest habitation is about 400 m. Submit the details of likely impacts especially due to noise along with the mitigation measures*
- (v) *Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.*
- (vi) *Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.*
- (vii) *Examine and submit details of levels, quantity required for filling,*

	<p>source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport.</p> <p>(viii) <i>Submit the details of anticipated impact due to the growth scenario/ induced developments because of the green field Airport Impact due to influx of people due to Airport 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.</i></p> <p>(ix) <i>Submit the details of R&R activities.</i></p> <p>(x) <i>Examine the details of drainage drainage pattern and details of runoff collection and disposal</i></p> <p>(xi) <i>Examine road/rail connectivity to the project site and impact on the traffic due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.</i></p> <p>(xii) <i>Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.</i></p> <p>(xiii) <i>Examine and submit the details of Noise modeling studies and mitigative measures especially on the habitations side and funnel areas.</i></p> <p>(xiv) <i>Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.</i></p> <p>(xv) <i>Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.</i></p> <p>(xvi) <i>Examine details of Solid waste generation treatment and its disposal.</i></p> <p>(xvii) <i>Identify, predict and assess the environmental and sociological impacts on account of the project/activities.</i></p> <p>(xviii) <i>Submit details of corporate social responsibilities (CSR).</i></p> <p>(xix) <i>The air quality monitoring should be carried out as per the new notification issued on 16th November, 2009.</i></p>
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	<p>(xx) <i>The EIA guidance manual of MoEF for the air ports shall be considered while preparing the EIA report</i></p> <p><i>Public hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environment Management Plan.</i></p> <p><i>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the Ministry in terms of Notification.</i></p>
4.40	<p>Extension of ToR for development of Multiproduct SEZ and Free Trade Warehousing Zone (FTWZ) at Layja Mota, Kutch District, Gujarat by M/s Sea Land Ports Ltd [F.No.21-68/2011-IA.III]</p> <p>M/s. Sealand Ports Private Limited (SPPL) and Avash Logistic Park Private Limited (ALPL) propose to develop a Multi-Product Special Economic Zone (SEZ) and a Free Trade and Warehousing Zone (FTWZ) at Layja Mota Village in Mandvi Taluka, Kutch District, Gujarat. Infrastructure Leasing and Financial Services Limited (IL&FS) and Allcargo Global Logistics Limited (AGL) are promoters of proposed SEZ and FTWZ.</p> <p>SPPL and ALPL has submitted the proposal (Form-1, Draft ToR and Prefeasibility Report) for consideration by the Expert Appraisal Committee (EAC) on CRZ, Infrastructure & Miscellaneous Projects and New Construction and Industrial Estates Projects, Ministry of Environment & Forests (MoEF) in its 105th meeting held on September 22, 2010 at New Delhi to determine the Terms of Reference (ToR) for undertaking detailed EIA study. EAC has recommended the ToR and MoEF has issued the ToR letter vide file no. 21-68/2011-IA-III dated March 05, 2013.</p> <p>The additional studies for the project EIA study as required in the approved ToR are under progress. In order to complete the additional studies as per ToR and EIA study and conduct public hearing for Environmental Clearance, SPPL/ALPL requested MoEF to provide extension of validity of ToR for another one year. Accordingly MoEF has considered the project in 127th EAC meeting agenda for EAC review to issue the extension of validity of ToR Letter.</p> <p><i>The Committee recommended to extend the validity of ToRs by one year.</i></p>
4.41	<p>Finalization of ToR for proposed Greenfield facility for import of 5 MMTPA LNG floating storage unit (FSU) and handling facility within Krishnapatnam Port Ltd, Nellore, Andhra Pradesh by M/s LNG Bharat Pvt. Ltd. [F.No.11-27/2013-IA.III]</p> <p>LNG BHARAT is proposing to set up an LNG import terminal at the Krishnapatnam port, Andhra Pradesh. LNG imported through this terminal can be supplied to the industries located in the areas of north Tamilnadu, south Andhra Pradesh and west Karnataka. LNG BHARAT is proposing not to build any additional berth for this purpose but rather use an already permitted berth</p>

which has been allowed to handle petroleum products by the MOEF and the state pollution control board.

In order to reduce the carbon foot print further, LNG BHARAT has decided not to construct any big permanent storage tanks on the shore during phase-I, but would be using an operational LNG ship as a floating storage facility berthed alongside this berth. This ship will have all the necessary permissions from the director general shipping of India under the stringent marine regulations. This is called a floating storage unit (FSU) and these kind of installations are already operating safely in 15 locations in the world in Europe, USA, south America, SE Asia and the gulf very safely for the past 10 years.

The LNG transferred from the floating storage to the small buffer tanks located onshore will be further transferred to cryogenic road tankers and transported to the industry location. This kind of operations are already being taken up at the Petronet Dahej terminal, Gujarat for the past 7 years very safely and LNG is being supplied to industries in Gujarat and Maharashtra by cryogenic road trucks.

EAC noted that Project Proponent has not submitted any MoU/Agreement with M/s Krishnapatnam Port Ltd, where the facilities are proposed. The EAC deferred the project and asked the Project Proponent to submit the MoU/Agreement.

Consideration of Report of Sub- Committee in respect of CRZ clearance for the Development of 2-lane Alappuzha bypass of length 6.80 km. and 2-lane Kollam bypass of length 13 km. on NH-47 as standalone project in the State of Kerala.

The proposal was discussed in the EAC meeting in September, 2013 and the Committee decided that the Alappuzha bypass shall be inspected by Sh. Radhakrishnan Member along with a representative of MoEF to verify the alignment and status of municipal roads in the CRZ area. Accordingly, Sri.R. Radhakrishnan, Member along with Dr. S.K. Susarla, Director, Southern Regional Office of MoEF, Bangalore has visited the entire length of proposed Alappuzha Bypass, in particular the proposed 3.20 km elevated road along with Sri. S.S Nahar. Chief Engineer MoRTH, Sri.K.P. Prabhakaran, CE, NH Kerala, Sri.R IZIIavarason, RO Kerala and other field officers.

As per the inspection report, six Municipal roads leading to the beach perpendicular to the proposed elevated road were inspected. It was noted that the six Municipal roads leading to the beach cannot be intercepted by the proposed bypass (i) to facilitate free and safe flow of local/tourist traffic and (ii) to provide free access of the locals and tourists to the beach. The Sub-Committee members made the following observations.

1. The Existing structures/habitats of local residents along the alignment should not be damaged, hence it has been suggested to have only bored piles for foundation of the column and retaining wall.
2. "No Horn" signs should be posted along the proposed bypass as the bypass is going through populated area.

3.

The Sub-Committee is of the opinion that the proposal of the elevated road may be accepted along with the above suggestions.

On 23rd October 2013 the proposed Kollam Bypass was visited. It was gathered from M/s. CESS that the Kollam Bypass area was mapped in June 2010. Mangroves were mapped near Kureepuzha Kayal in an area of about 60 sqm on the west side and about in 35 sqm on the east side. However on physical verification it was found that the actual standing mangrove vegetation is limited to an area of about 30 sqm on the west side of Kureepuzha Kayal and in about 10 sqm on the east side.

As per the map, on the west side of the Ashtamudi Kayal in about 300 sqm mangroves are located. However, it was noted during physical verification that the standing vegetation is in about 100 m. It was noted that the actual mangrove area is limited to 140 sqm. The mangroves located near Ashtamudi Kayal are not likely to be affected in any way during the construction of the proposed project. It was noted that the small patch of mangroves in 30 sqm near the Kureepuzha Kayal are going to be under the shade of the deck slab connecting abutment and first pier.

It is suggested that the Project Proponent of the project, may take up plantation of mangroves in a suitable area at least in about 700 sqm in the interest of the environment.

After deliberation, the Committee recommended the grant of CRZ clearance to the project stipulating following conditions::

- i. The Existing structures/habitats of local residents along the alignment should not be damaged, PP should have only bored piles for foundation of the column and retaining wall.*
- ii. "No Horn" signs should be posted along the proposed bypass as the bypass is going through populated area.*
- iii. Project Proponent should take up plantation of mangroves in a suitable area at least in about 700 sqm in the interest of the environment.*
- iv. The State Government shall take precautions to prevent shrinking of the mangroves in the area.*
