

Minutes

The Minutes of the 120th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 28th -29th January, 2013, Scope Complex, Lodhi Road, New Delhi.

1. Opening Remarks of the Chairman.

The Chairman welcomed the members to the 120th meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 119th Meeting of the EAC held on 20th -21st December, 2012 at New Delhi.

It was brought to the knowledge of EAC that Agenda item no. 5 pertaining to finalization of ToR for 4-laning of Mihania – Ara section (km 0/000 to km 116.760) of NH-30 in the state of Bihar by M/s Bihar State Road Development Corporation Ltd., presented by the Project proponent for environmental clearance. However, by mistake in the minutes it appeared as grant of ToRs. EAC agreed to rectify the mistake and recommended grant of environmental clearance for this Highway project.

3. Consideration of old Proposals:

3.1 CRZ clearance for the Seawater intake & outfall system and Rail line for coal transportation at Palavalasa, Visakhapattinam by M/s Hinduja National Power Corporation Ltd (F. No 11-58/2011-IA-III)

It may be mentioned that earlier a part of the project proposal i.e. for grant of CRZ clearance for sea water intake and outfall facilities has already been recommended by the EAC. During this meeting, the proponent, therefore, made the presentation for consideration of CRZ clearance for the rail line portion in the CRZ area.

During the discussion, the following points emerged:

- i) Shall maintain the existing vegetation cover in the area between HTL and 500m line which is approximately 180 acres, belonging to government, located adjacent to the project area, in consultation with the State Government. There shall be no industrial development within this area. Proponent shall submit the undertaking to this effect.*
- ii) The railway line has been shifted from mud flat area and as per the modified line only 160 m is within mudflat area as against the original plan on 1500m. Proponent shall submit the details of*

the original as well as modified railway line along with the land use for record. Railway line in CRZ area shall be on stilt.

- iii) *Proponent clarified with respect to the issue raised in the complaint that there will be no construction in mudflat except part of railway line on stilt. Proponent shall submit the undertaking to this effect.*

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

3.2 Amendment in CRZ Clearance for development of Railway connectivity and HT Power Transmission line for multi Cargo Port at Hazira, District Surat, Gujarat by M/s Hazira Infrastructure Pvt. Ltd. [F.No. 11-47/2012-IA.III]

Proponent informed that the clearance for the project was granted with a condition that the railway line in CRZ-I area shall be constructed on stilt. It is requested to amend the condition to permit the construction of railway line on embankment instead of on stilt.

The committee recommended not to amend the clearance as the notification does not permit the construction on embankment in CRZ-I area.

4. Consideration of New Proposals:

4.1 Amendment in ToR for development of Greenfield International Airport at Mopa in Goa by M/s Director of MOPA [F.No.10-29/2011-IA-III]

Proponent informed that the ToR for the development of Airport in an area of 4500 acres has been obtained with two parallel runway. It is realized that project could not be taken up due to the issues involved viz. land acquisition, forest area, R& R issues etc. It is proposed to reduce the area requirement to 2271 acres excluding habitation, slope and hills, agriculture lands etc. Hence requested for amendment in the ToR and also for revalidation of ToR.

The Committee recommended for amendment to the ToR that the development of airport will now be an area of 2271 acres subject to the conditions that the latest regulations /guidelines as applicable shall be taken into consideration while preparing the EIA.

4.2 CRZ for Desalination plant of 336 MLD capacity located at SEZ – Dehej, Dist, Bharuch, Gujarat by M/s Swarnim Dahej Spring Desalination Pvt. Ltd. [F.No.11-92/2012-IA-III]

As presented by the project proponent, the consortium consisting of Hitachi and Hyflux has signed an MOU with the Government of Gujarat and Delhi Mumbai Industrial Corridor Development Corporation Limited (DMICDC) for implementing a sea water desalination plant at Dahej on BOOT basis. The proposal is to set up a desalination plant utilizing Ultra Filtration (UF) and Reverse Osmosis (RO) Technology with a capacity of 336 MLD. The sea water will be drawn from the Narmada estuary through a channel and will be desalinated in the Seawater Reverse Osmosis desalination plant located in SEZ 1 to achieve the specified water quality parameters as per IS 10500 standards. The SEZ was granted EC on 17.01.2010.

Suitable dispersion arrangement will be provided to ensure salinity and suspended solids of the effluents from the desalination plant are dispersed in the sea/Narmada estuary with minimal impact to the surroundings. The area around the project sites is sparsely populated and major part of the terrain is non-cultivable land. Necessary green belt will be developed in & around the proposed plot as per norms of statutory authority. Sewage generated from the domestic water usage is proposed to be collected and led to a package sewage treatment plant (STP). The treated sewage will be utilized for irrigation of the landscaped areas and green belt development. An effluent treatment plant (ETP) consisting of pH neutralization system for the RO cleaning chemicals and any spillage chemicals will be installed. During the operation phase, ETP sludge from the neutralization tank shall be disposed in TSDF site and sludge from clarifier will be disposed into the estuary alongwith brine from outfall. Used oil and discarded containers will be sold to approved dealer. Sludge generated from STP shall be used as manure in premises. The proposed site does not have any rehabilitation and resettlement requirement. The quality of the air in the area will not be affected as there are no emissions from the proposed plant

The proposed project requires water front alongwith necessary infrastructures for construction & operation of Pump House, Intake & Outfall facilities and conveyance facilities in CRZ area. Proposed site falls under CRZ-I (ii) and CRZ-IV.

During the discussion, the following points emerged:

- (i) *Committee noted that the proposed Desalination is part of SEZ, SEZ proponent shall apply as amendment to the EC of SEZ along with the likely impacts.*
- (ii) *Submit the CRZ map of 1: 4000 scale superimposed with the SEZ layout along with the desalination plant.*
- (iii) *Submit the justification for proposing open channel instead of pipeline.*

- (iv) *Submit the details of measures to prevent marine life entering in to the intake.*
- (v) *Submit the recommendation of GCZMA.*
- (vi) *Submit the details of the dispersion and mixing zone*
- (vii) *The original water source for SEZ i.e. for Narmada water shall be dropped. The SEZ proponent shall apply for necessary amendment.*
- (viii) *NOC from GPCB shall be submitted.*

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

4.3 CRZ Clearance for proposed extension of Conveyor and Pipelines passing across the Korampallam canal, Thoothukudi District, Tamil Nadu by M/s. SEPC Power Pvt. Ltd. [F.No.11-94/2012-IA.III]

As presented by the project proponent, the project involves extension of Conveyor and Pipelines passing across the Korampallam canal, Thoothukudi District, Tamil Nadu. The CRZ Clearance has been obtained from MoEF on 06.08.1997 for the Fore Shore facilities but does not cover extension of Conveyor and Cooling Water Pipeline routing to the new location across the Korampallam surplus canal. The project for which the extension ought is for the Tuticorin Thermal Power Project Stage-IV-1x252 MW. The proposed extension of Conveyor and Pipeline Routing would be located within VO Chidamabaranar Port Trust Estate. No demolition work area involved for proposed project. 159840 Cum/day of Sea water is proposed to be conveyed through the Pipeline Routing envisaged. The location of the Power Plant is outside the CRZ area. The nearest location of Van Tivu (Gulf of Marine Biosphere reserve) from the power plant is not located within 10 km. Bay of Bengal is located at 1.5 km from the boundary of plant site. The total cost of the project is Rs. 4.5 crores.

District Coastal Zone Management Authority in its meeting held on 06.07.2012 recommended the project vide District Collector/Chairman DCZMA letter dated 16.07.2012 to the Tamil Nadu Coastal Zone Management Authority. The Tamil Nadu Coastal Zone Management Authority in its 68th meeting held on 23.08.2012, recommended the project vide letter no. 19268/EC3/2012-1 dated 09.10.2012.

During the discussion, the following points emerged:

- (i) *The pipeline shall be on stilt on the canal. NOC from PWD shall be obtained in respect of construction across the canal.*

- (ii) *Minimum of 20 m gap shall be provided between the existing railway line and the proposed conveying system.*
- (iii) *The spacing of piles shall be equal to the existing piles.*

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

4.4 Environmental Clearance for proposed common hazardous waste management facility including incineration at Industrial Growth Centre, Phase-II, Samba, Mandhera Village, Jammu & Kashmir by M/s APR Projects Pvt. Ltd [F.No. 10-43/2012-IA-III]

As presented by the project proponent, the proposal involves development of common hazardous waste management facility including incineration at Industrial Growth Centre, Phase-II, Samba, Mandhera Village, Jammu & Kashmir. Jammu & Kashmir State Industrial Development Corporation Ltd. (J&K SIDCO) has taken up developing Industrial Hazardous Waste management facility for Treatment, Storage & Disposal Facility at Industrial Growth Centre, Samba, Phase-II. J&K SIDCO has appointed M/s. APR PROJECTS LTD, Hyderabad, India as a promoter for setting up of Hazardous Waste Management Facility with an investment of Rs.149.58 Crores.

Proposed project activities consists of Collection, transportation, reception, treatment, storage, re-use, recycle, blending and disposal of industrial hazardous wastes, bio-medical waste and E-Waste generated in the state of J & K. The quantity of waste generated from SIDCO Industrial Estates namely Samba and Bari Brahmani, Gangyal and Birpur Industrial Estates. The quantities of hazardous wastes generated estimated to be about 30,000 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. 8.0 acres of land allotted Industrial Growth Centre, Phase-II, Samba. Mandhera village, Samba Tehsil, Samba district. J&K. The total power required for the proposed project is 1000KVA will be taken from Power Development Department, J&K, The total water required is 25 KLD will be met through Ground Water Source. The expected leachate from Hazardous waste facility accounting to 12 cum/day will be collected and recycled. The total waste reaching the integrated waste management facility and phase wise:

Phase I

Hazardous Waste Secured Landfill 68 TPD,
Alternate Fuel & Raw material facility 14 TPD
Treatment/ Stabilization 41 TPD
Bio Medical Waste 2 TPD
E- Waste 55 TPD

Phase II

Recycling Facility

Secondary Lead Recycling 11 TPD

Used Oil Recycling 6 KLD

Spent Solvent Recycling 9 KLD

Incinerator 27 TPD

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.

Public hearing was conducted on 29.10.2012 at Sambha, Madhera village J&K. The majority welcomed the project since it is a waste treatment and will improve the environment status of the area.

During the discussion, the following points emerged:

- (i) Submit the issues raised during the Public Hearing along with the response in a tabular form.*
- (ii) Submit the EMP proposed in a tabular form.*
- (iii) Transportation and handling of Hazardous Wastes shall be as per the Hazardous Wastes (Management, Handling and Trans-boundary Movement)) Rules, 2008 including the section 129 to 137 of Central Motor Vehicle Rules, 1989.*
- (iv) Guidelines of CPCB for Common Hazardous Wastes Incinerators shall be followed.*
- (v) Incinerated ash shall be disposed at approved TSDF and MoU made in this regard shall be submitted to the Ministry prior to the commencement.*
- (vi) Periodical air quality monitoring in and around the site shall be carried out. The parameters shall include Dioxin and furan.*
- (vii) Use only low sulphur diesel. No other oil shall be used.*
- (viii) Transportation and handling of Bio-medical Wastes shall be as per the Bio-medial Wastes (Management and Handling) Rules, 2000 including the section 129 to 137 of Central Motor Vehicle Rules, 1989.*

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

4.5 Environmental and CRZ Clearance for proposed Passenger Water Transport along west coast of Mumbai by M/s Maharashtra State Road Development Corporation Limited (MSRDC) [F.No.11-71/2012-IA-III.]

As presented by the project proponent, the Maharashtra State Road Development Corporation (MSRDC), Govt of Maharashtra proposes to establish "Passenger Water Transport System along West Coast of Mumbai" which will cover approximately 55 km from Borivli to Nariman point with six stops along the way. The six passenger water transport (PWT) terminals are 1) Nariman Point 2) Bandra 3) Juhu 4) Versova 5) Marve and 6) Borivali (near existing jetty) situated along the west coast of Mumbai. GoM has appointed Maharashtra State Road Development Corporation (MSRDC) as a nodal agency to implement the Passenger Water Transport Project through a Government Resolution (GR) No. IWT 2098/ CR-31/ Part -3/PRT 1 Home Department in 2002. Various studies have been conducted to ascertain the feasibility and the most economic route including Techno-financial feasibility study of Passenger Water Transport System along west coast of Mumbai, by Louis Berger Group, Techno-financial feasibility study of Passenger Water Transport System along west coast of Mumbai, by Mott MacDonald, Mumbai, Mathematical Model Studies for examining Wave Tranquillity and Optimising Layouts for Passenger Water Transport Terminals in Mumbai, by Central Water and Power Research Station and Passenger Ferry Operator Study for Passenger Water Transport Terminal locations along West Coast of Mumbai, by Mott MacDonald

To provide a fast and sustainable mode of transport to the city of Mumbai. With the natural environment facilitating, the development of waterways would be an alternative in Mumbai to ease commuting and save on time and fuel consumption.

The project envisages the development of both offshore and onshore facilities. The ferry terminals are proposed at Nariman Point, Bandra, Juhu, Versova, Marve and Gorai. The construction of terminals is planned in a phased way. In Package I terminals would be constructed at Nariman Point, Bandra and Juhu while in Package II terminals are proposed at Versova, Marve and Gorai.

The infrastructure development on shore facilities proposed is terminal building and access roads. The amenities proposed in the terminal building are ticket counters, arrival and departure lounge, office for ferry operators, security booths, traffic control room, restaurants, rest rooms, book stalls, telephone booths, ATMs and first aid facilities.

Area Available for Development at Each Location

Descrip	Locations
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tion	Nariman Point	Bandra	Juhu	Versova	Marve	Borivali
Plot area (sq. m)	40,000	32,000	9,750	30,000	10,300	30,000
Min. BUA (sq. m)	4000	3000	750	3000	3000	3000
Berthing facilities	Catamaran 8 Hoverport 2 Total 10	Catamaran 6 Hoverport 2 Total 8	Catamaran - Hoverport 2 Total 2	Catamaran 4 Hoverport 2 Total 6	Catamaran 2 Hoverport 1 Total 3	Catamaran 8 Hoverport 2 Total 10
Terminal area on land	--	90 %	100 %	10 %	50 %	--
Terminal area on water	100 %	10 %	--	90 %	50 %	100 %
Dredging Cu. m.	160,000	50,000	--	50,000	300,000	711,000
Breakwater	break water 250m long on south and 300m long on north of backbay entrance	extension of existing breakwater to 200m length	--	offshore breakwater of 780m length	No break water due to natural protection enjoyed by it on account of being located in Manori creek	--

Demarcation of High Tide Line and Low Tide Line for Passenger Water Transport Terminal locations along West Coast of Mumbai, by Centre for Earth Science Studies, 2005 and by IRS 2012, MCZMA has recommended the project. As per the MCZMA, the project area lies in the CRZ I and CRZ II. MSRDC has prepared extensive EMP and DMP for the project. They have budgeted at present Rs. 600 lakhs towards EMP for construction phase and Rs. 140 lacs during operational phase which may go up during implementation of the project.

It is noted that the project involves capital dredging and breakwaters. Therefore the project will attract the EIA Notification, 2006 as amended in 2009. The claim of the proponent that there is no cargo handling hence it will not attract EIA Notification, is not acceptable. Port and Harbour is the activity covered under EIA, Notification, 2006 which normally includes breakwater and dredging. Adding the component specifically vide the amendment notification in 2009 implies that these to be regulated with

proper Environmental Impact assessment and Management. The Committee therefore finalized ToR.

Public Hearing was conducted on 30.11.2012 at Bandra and Parel. The major issues raised are impacts to the fishing activities, treatment of sewage & ballast waste water, mangrove destruction etc. The responses provided by MSRDC were examined by the Committee.

During the discussion, the following points emerged:

- (i) There shall be no reclamation for the project.*
- (ii) About 1000 sqm of mangroves area will be affected for approach road at Gorai terminal. Due permission from the Hon'ble High Court of Bombay shall be obtained. At-least five times re-plantation shall be carried out as committed.*
- (iii) The navigational channel shall be marked with buoys and the designated passage for fishing vessel movement shall be clearly demarcated and made available to the fisheries Department/ fishermen.*
- (iv) The sewage shall be treated and reused for gardening as committed.*
- (v) The used oil/ spent oil shall be disposed to authorized dealers as committee.*
- (vi) The dredging quantity will be 1271 Mcum and annual maintenance will be about 190 M cum. The proposed dump site is far away. MSRDC shall explore alternate site close to the source.*
- (vii) There shall be integration with other public transportation system*
- (viii) Noise barriers shall be provided at connector lengths specifically at Nariman point as committed.*
- (ix) All the recommendation of EMP and DMP shall be strictly followed with.*

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

4.6 CRZ Clearance for construction of water supply structure on Gadi River, Navi Mumbai by M/s CIDCO [F.No.11-95/2012-IA.III]

As presented by the project proponent, the proposal involves construction of water supply structure on Gadi River, Navi Mumbai. The pipeline crosses the Gadi River of width 200 m. The Total length falls within CRZ area (CRZ-I & II) is 300 m. Span of 45 m and 7 m vertical height are proposed to enable the movement of fishing vessels. MCZMA has recommended the project vide letter dated 04.12.2012. Mangrove area of about 50 sqm will be affected due to construction. 250 sqm of mangrove plantation is proposed in lieu.

During the discussion, the following points emerged:

- (i) *Due permission from the Hon'ble High Court of Bombay shall be obtained. At-least five times re-plantation shall be carried out as committed.*
- (ii) *All the recommendations of the MCZMA shall be complied with.*

The committee recommended the above proposal for CRZ clearance with the above conditions in the clearance letter for strict compliance by the project proponent.

4.7 CRZ Clearance – reconstruction of Jetty at Bengali in Terassa Island by M/s. Andaman Lakshadweep Harbour Works [F.No.11-98/2012-IA.III]

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

4.8 Environmental and CRZ Clearance for construction of storm water drain and clear water pond, port building and sub station at S. No. 175, 176, 180, 181 and 183 of Kayalpattuy Village, Cuddalore Taluk. by M/s. Nagarjuna Oil Corporation Ltd. Cuddalore [F.No.11-97/2012-IA.III]

As presented by the project proponent, the project is for construction of storm water drain and clear water pond, port building and sub-station at S. No. 175, 179, 180, 181, 182 and 183 of Kayalpattu Village, Cuddalore Taluk, Tamil Nadu. The total area for the project is 4500 sqm. The total cost of the project is Rs 4.5 crores. The project includes the following:

- (I) Construction of Storm water drain from refinery boundary to sea, clear water pond and an inter connecting channel: The purpose of having storm water drainage system includes, segregation of contaminated and non-contaminated water, Collection and treatment/reuse/disposal.
- (II) Construction of Port Building & sub-station to operate the Marine Terminal Facility. The ground floor of the building will accommodate the substation/car park/ stores and the first floor

will be used for customs office and second floor for admin office. The total area of the customs and admin office on the first floor will be 3600 sqm.

The Tamil Nadu Coastal Zone Management Authority recommended the project vide letter no. 19269/EC3/2012-1 dated 09.10.2012.

During the discussion, the following points emerged:

- (i) *All the recommendation of the TCZMA/conditions of TPCB shall be strictly complied with.*
- (ii) *Pumping arrangement shall be provided at clear pond so as to pump back the water to ETP in case of any contamination. Only clear water shall be drained into sea.*
- (iii) *Shall explore possibilities for recycling the clear water*
- (iv) *Shall submit the photographs of the site along with the google maps.*

The Committee recommended the proposal for Environmental and CRZ Clearance after submission of the information at (iii) & (iv) above with the above condition in the Clearance letter for strict compliance by the project proponent.

4.9 Environmental and CRZ Clearance for the extension of existing Jetty and intake and outfall Pipeline for sea water intake for proposed Thermal Power Plant at village Akri Moti, Ta: Abdasa, distt. Kuchchh. by M/s. Sanghi Industries Ltd. [F.No.11-96/2012-IA.III]

As presented by the project proponent, the project involves the expansion of Jetty at Kharo Creek about 14.0 km from the cement plant in Kachchh District of NW Gujarat. The jetty was created to export clinker and cement. Recently Clearance for the handling coal was obtained. Now, Sanghi Industries Limited has planned to expand the jetty in 3 phases. Two berths of 250 x 46 m with both side berthing facility in Phase-I, Four berths of 300 x 24.1 m in Phase-II and Five berths of 250 x 24.1 m in Phase-III. It is proposed to handle Iron ore, industrial salt, Plant and Machinery, Container handling facility, Liquid cargo and other cargo in addition to the already handling cargos. The present width of the creek is 240 meters and requires 3 times more of the bean vessel size. Dredging of approach channel and turning circle to have a depth of 14 m is proposed. The estimated dredge volume will be 26,780,000 cum in Phase-I, 12,409, 995 cum in Phase-II and 10,333,727 cum in Phase-III. The coal will be transported through a 2.6 km length conveyor of 3000 T /h capacity. The estimated cost of the project is Rs. 723 crores.

GCZMA has recommended the project vide letter dated 05.12.2012. Public Hearing was conducted for the original project in 2009.

During the discussion, the following points emerged:

- (i) *Submit the details of the existing facility, proposed expansion, mangroves, 50 m buffer on the CRZ map of 1: 4000 scale along with the photographs and google maps.*
- (ii) *Submit the ship maneuvering study.*
- (iii) *Dredge materials 5-6 M cum and it shall be used for site leveling.*
- (iv) *Shoreline monitoring shall be carried out regularly and submitted to the R.O MoEF at Bhopal along with six monthly monitoring report.*
- (v) *No reclamation and filling, construction in mangroves area and 50 m buffer zone.*
- (vi) *Submit the quantitative details on CSR activities.*
- (vii) *Submit the compliance status of the issues raised during the Public Hearing already conducted.*

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

4.10 Environmental and CRZ clearance for the development of Port at Ponnani, Malappuram District, Kerala by M/s Malabar Port Pvt. Ltd.[F.No. 11-81/2011-IA-III]

As presented by the Project proponent, the proposal involves development of Port at Ponnani, Malappuram District, Kerala. Government of Kerala (GoK) through Public Private Partnership mode has planned to develop seven non-major ports in the state of Kerala. The project site is located at latitude 10^o47'04"N and longitude 75^o54'49" E near Ponnani, Malappuram district, Kerala. The proposed Ponnani port can be easily accessed to the hinterland consisting of central part of Kerala and the central part of Tamil Nadu which consists of several industrial towns (Coimbatore, Tiruppur, Namakkal, Salem, Erode, etc.)

The development of Ponnani Port is proposed in two phases i.e., Phase 1 and Phase 1A with cargo handling capacity of 6.1 MTPA and 14.45 MTPA, respectively. The development plan consists of Two (2) berths in Phase 1 and Six (6) berths in Phase 1A (cumulative), breakwaters, navigation and backup facilities. The major commodities to be handled at Ponnani Port are

containers and general cargo includes (Fertilizer, Cement, Building Material, Granite, Timber, Tea, Industrial Cargo, Agri & Consumption Goods and Miscellaneous.).

The Phase 1 and Phase 1A facilities of the port will be developed in an area of about 510 Acres (206.1 ha). Land area of about 30 Acres (~12.14 Ha) south of Bharathapuzha River has been allotted by GoK to MPPL. In addition to the 30 Acres of available land, the remaining 480 Acres of land for port development will be reclaimed by raising the backup area behind the berthing face at (-) 4 m to (-) 5 m contour. The total land area will be reclaimed to (+) 5 m CD. North Western breakwater (2500 m) and bund (250 m) will be developed during Phase 1 and South Western breakwater (680 m) will be developed during Phase 1A. The dredging quantity during Phase 1 is ~ 7.7 million cu.m (MCM) and ~ 17.8 MCM (cumulative) during Phase 1A; dredge material of ~6.49 MCM will be used for reclamation during Phase 1. About 10.21 MCM of dredge material will be used for reclamation of remaining area of the Port in subsequent phase of development. Excess dredge material if any will be disposed at water depth > 20 m contour. Road connectivity for the port will make use of existing network. Distance from port to NH 66 is about 500 m. Strengthening of existing approach roads shall be carried out where/when necessary. A dedicated rail corridor of total track length of about 8 Km is proposed to connect the port to the proposed railway line of Southern railways being planned to connect Guruvayur to Thirunavaya.

The EIA has been prepared by L&T-RAMBØLL based on the approved ToR prescribed by MoEF vide letter No: F.No.11-81/2011-IA.III and addresses all marine, terrestrial and socio-economic aspects of the project. Mathematical model study to find the effect of dredge material dumping, shoreline changes has been carried out and predicts that there shall not be any significant impact on the shoreline. The issues raised during the public hearing held on December 06, 2012 have also been addressed in the final EIA report which contains an Environment Management Plan covering all the above aspects. A fugitive dust modelling study has been carried out which suggests ground level concentrations to be well within the National Ambient Air Quality Standards.

The CRZ mapping of the proposed locations including demarcation of HTL and LTL has been carried out by Centre for Earth Science and Studies (CESS), Thiruvananthapuram. The proposed project site falls in CRZ IB, CRZ II and CRZ IV. The project development area does not fall or contain any environmentally sensitive areas as specified in CRZ Notification and proposed port development is a permissible activity in CRZ area as per CRZ Notification, 2011.

During the discussion, the following points emerged:

- (i) *Submit the details of the layout on the CRZ map of 1: 4000 scale along with the photographs and google maps.*

- (ii) *Submit the details of the dust suppression methods.*
- (iii) *Submit the details of Reclamation.*
- (iv) *Details of coal handling- Ship to berth, berth to stack yard, stack yard to wagon loading/truck loading measures to control dust pollution in all these area. Equipment used at various stages.*
- (v) *Capacity of settling tank, its performance/effectiveness during monsoon period needs elaboration.*
- (vi) *Details of STP and its location. Disposal of Treated water during monsoon.*
- (vii) *Details of Storm water drainage and their capacity calculation.*
- (viii) *Details of Drainage system outside the Port area since the development of port facilities will block the natural drainage to the sea.*
- (ix) *Details of dredging carried out at present in the river mouth to allow movement of mechanised boats.*
- (x) *Details of flood discharge and sediment transported through the river.*
- (xi) *EMP, Disaster Management plan etc are of qualitative in nature. The details of equipments/facilities, personnel etc deployed may be expressed in quantitative measurable terms.*
- (xii) *Location of near by fishing grounds certified by Fisheries Department may be provided.*

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

4.11 CRZ Clearance for proposed reconstruction of existing school buildings no. 7, 9,10 on plot bearing Sy. No 30 A/B and Sy. No. 57 Hissa NO. 4 and Sy No. 400 A Hissa NO. 1A, Survey NO. 131k of Zadgaon, Tal & Dist Ratnagiri by Ratnagiri Municipal Council. [F.N. 11-99/2012-IA.III]

The Committee noted that there is a moratorium in Ratnagiri and Sindudurg districts for consideration of projects. Since this is a reconstruction of school, not a new and not an industrial activity hence committee decided to consider the project.

During the discussion, the following points emerged:

- (i) *All the recommendation of MCZMA shall be complied with.*
- (ii) *The Construction shall be as per the CRZ Notification, 2011 including the FSI.*

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

4.12 Finalization of ToR for modernization of existing facility and addition of new facilities entailing capacity at Vishakhapatnam Port by M/s Vishakhapatnam Port Trust [F.No. 11-93/2012-IA.III]

As presented by the project proponent, the project involves modernization of existing facility and addition of new facilities entailing capacity at Vishakhapatnam Port. The entire area is within the existing port estate and the land use is as per port master plan. There is no significant change in the land use as the project area is within the existing Port estate and is already under use by VPT for its activities. A quantity of 16.64 lakhs cubic mtrs. of dredging is to be carried out for deepening of Outer Harbour, Inner Harbour and Entrance Channel to the Inner Harbour and at the proposed berths. The dredged material will be dumped in the existing dumping ground, designated by CWPRS, Pune. The total cost of the project is Rs.2569.00 Crores.

The Committee noted that the proposed modernisation is in order to comply with the directives of local Pollution Control Board (APPCB) Authorities for implementation of long term directives to phase out manual handling and open storage of dusty cargo, measures for mechanization of dusty cargo handling, to minimize the pollution problems hence the Committee suggested to submit only the component which is meant for pollution control.

4.13 Environmental and CRZ clearance for Expansion of JSW port at Jaigad, Ratnagiri, Maharashtra [F.No.10-17/2006-IA.III]

The Committee noted that the ToR was finalised in the year 2010 and the same was withheld due to introduction of Moratorium in Ratnagiri and Sindhudurg districts. Now, that the project has been considered as of national importance and exempted from Moratorium, Committee suggested to first formally issue the ToRs. The proponent informed that EIA has been carried out based on the recommendation/ minutes of the EAC meeting held in August, 2010 and requested the same may be accepted. The Committee agreed to the above.

4.14 Environmental and CRZ clearance for construction of residential cum commercial complex (DLF bay view) at plot no. N5A & N5B

Marine Drive Cochin, District Ernakulam Kerala [F.No 21-287/2008-IA.III]

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

4.15 CRZ clearance for Pedder road viaduct by M/s MSRDC [F.No.11-42/2010-IA.III] - Interaction with Pedder Road Resident Association

The EAC heard the representatives of Pedder Road Residents Association (PRRA) and held discussions with them on the various issues highlighted in their representation. It was decided to obtain the comments of MSRDC and State Government on the representation of PRRA.

4.16 Finalization of ToR for the project of development of 2 laning with paved shoulders in the State of Karnataka through PPP on DBFOT basis under NHDP-IV A for Kerala Border – Kollegal Section of NH- 212 from km 117.60 to km 268.40 by M/s Public Works Department [F. No. 10-92/2012-IA-III]

As presented by the project proponent, the project involves development of 2 laning with paved shoulders Karnataka/Kerala Border to Kollegal section of NH-212 (km 117.60 to km 268.40) in the State of Karnataka. The project road starts from km 117.800 at Kerala Border and ends at km 268.475 of NH-212 at Kollegal. The total length of the project road is 150.675 km. The entire project road lies in the State of Karnataka. It transverses through rural and urban sections. Mysore is the biggest and a major city at km 210. Gundlupet (km 152 to km 154), Nanjangud (km 188 to km 192) and T-Narasipura (km 241) are the other important town along the project road. Alternate alignment have been propose at 3 locations as Gargeshwari (km 237.375 to km 239.250), Chalakawadi (km 260.050 to km 260.600) and Kuntur (km 262.900 to km 263.550). The project road is passing through Bandipur National Park Reserve Forest (km 117.600 to km 136.600) but no widening of up-gradation work is proposed in the Reserve Forest area. Only the existing carriageway is proposed for improvements. The total land acquisition is 34.24 ha (Private land – 28.67 ha and Govt. land – 5.57 ha). 3 Nos of realignment are proposed. RoW in major portion of the road is varying from 25-45m (45m RoW for realignments, 30m for 4 laning section and 24m for 2 laning section). The width of the carriageway is 7.0 m with 1.5 m paved shoulders on both sides and 1.0 m earthen shoulder in 2-laning section, 14.0 m with 1.5 paved shoulder on both sides and 2.0 m earthen shoulder. There are existing 3 major bridges and 29 minor bridges. Reconstruction of 1 major bridge and 14 minor bridges are proposed. Existing 236 culvers and proposed culverts are 242 (new – 11, reconstructed – 131, removed-2, retained – 36, widening – 18 and repair-44). 3 Toll plazas, 11 Bus bays, 3 truck lay bye are proposed. Existing 6 major and 183 minor junctions.1888 trees are to be felled. River Kabini crosses the project road alignment at two locations (km 191.40 & km 240.400). 8 water tanks are

present along the project alignment. There are 63 settlements located along the project road. About 350 KLD water will be required for the project.

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

- (i) *A project stretch from km 117.600 to km 136.600) is passing through Bandipur National Park Reserve Forests but no widening or upgradation work is proposed in this stretch. Clearance from NBWL shall be obtained.*
- (ii) *It is indicated that 1888 nos. falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting and details to be submitted. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iii) *River Kabini crosses the project road alignment at two locations. 8 water tanks as present along the project alignment. Widening is proposed without effecting the existing capacity of the tank. Details shall be submitted.*
- (iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *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.*
- (vii) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Highways>".*

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

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

4.17 Finalization of ToR of Chitradurga – Shimoga Section of NH-13, Karnataka by M/s Superintending Engg., National Highway Zone [F.No.10-75/2010-IA-III]

As presented by the project proponent, the project involves 2 laning with paved shoulders from Chitradurga – Shimoga section of NH-13 in the State of Karnataka. The proposed road starts from Sholapur in Maharashtra and ends at Mangalore in Karnataka having total length of 719 km. The project road is one of the connecting roads to mining areas at Bhimsamudra, Amritapura and Warkadapura which are situated on northern side of project road in Chitradurga district at approx 15 km from project road. Out of 106.3 km of the project road, 80.85 km of project road is having 2 lane configuration and the rest of 25.45 kms is with intermediate lane configuration. The length of the project road in districts Chitradurga (46.000km), Devengere (22.000km) and Shimoga (38.300 km). Three existing bypasses along the project road are Chennagiri, Hollehonnur and Shimoga. . The project road passes through Rangayyanagiri State Forest in Devangere District from 476.900 to 478.400 km. The total land required for the project road is 80.592 ha. (Private land - 71.067 ha, Government – 6.520 ha and Forest land – 3.005 ha). 27 nos of villages will be affected due to the project. The existing RoW is 20m – 50m and proposed RoW will be 45m – 60m. 3 nos of bypasses are proposed. 1 Flyover, 1 vehicular underpass, 76 nos of Bus bays, 2 nos of truck bye and 2 nos of toll plaza are proposed. Total 455 KLD water will be required for the project. Terrain along the project is plain/rolling. There is no reserved forest along the project road. There is no National Park/Wildlife Sanctuary and other sensitive location within 10 km from the project road. There is no pond, lake or river affected by the project road. Only one major bridge is proposed over Bhadra River. About 1740 trees are to be felled. The tentative cost of EMP is Rs. 8.49 crores, cost of land acquisition and R&R is Rs. 6.92 crores and civil construction cost of the project is Rs. 248.73 crores.

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

- (i) *The proposal indicates about 3.005 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (ii) *It is indicated that 1740 nos. falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting and details to be submitted. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iii) *The project road is crossing Bhadra River including 7 canals and other seasonal rivers. Details on the measures to minimise the impacts to these water bodies to be submitted.*

- (iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *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.*
- (vii) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Highways>".*

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

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

4.18 Environmental Clearance for 4 laning from Km 0.000 to 50.000 Section Zirkapur to Southern Sirhind bye pass of NH-64 in Punjab State by M/s Executive Engineer, PWD, B&R, Patiala (F.No.10-75/2011-IA-III)

The project road starts from Zirakpur at km 0.000 and ends at km 50.700 (Patiala). The existing length is 50.700 km and proposed is same. The terrain of road is plain and it passes through 2 districts (Mohali and Patiala) 4 Tehsils (Dera Bassi, Mohali, Rajpura and Patiala) and 34 villages/towns. The land use pattern of the project influence area is mixed type in which most of land is agriculture and settlements. The existing RoW is 28 m - 60 m and proposed RoW is 32 to 60 m. Total land acquisition is 23.39 ha in which 1.72 ha is Govt. land and remaining 21.67 ha is private land. Total 115.145 ha protected forest land (road side plantation, for RD 0.00 to 45.665 = 110.11 ha and for RD 45.665 to 50.700 =5.035 ha) need to be diverted for non- forest purpose. There is one existing bypass and no new is proposed. Moti Bir wild life sanctuary in Patiala district is 5.500 km far from end point of the project road. Nearly 470 KLD water will be used for construction as well as domestic purposes. 31453 nos trees and 255 plants in the protected forest area and 814 nos trees in non- forest area are proposed to be felled for proposed widening. The avenue plantation will be carried out as per IRC SP: 21:2009.

There are 10 existing minor bridges. Out of 10 minor bridges 2 nos are widened and remaining 8 nos are to be new constructed. For the pedestrian safety 6 nos FoBs are proposed. There are 5 nos major junctions

& 14 nos minor junctions. Same numbers are proposed for 4-lane. There are existing 62 culverts and no new culverts proposed. Out of 62 existing culverts 40 will be widened and remaining 22 will be reconstructed.

There one ROB, one VUP and one PUP are proposed at km31.030, km 15.250 and km 23.000 respectively. 8.36 km long service road is also proposed in urban areas. Fly-ash generated from Ropar thermal power plant shall be used for embankments. There are 173 private structures which will be affected and compensated as per National Highway Act. Total project cost is Rs 501.00 Crore and Environmental cost is Rs 17.89.

The EAC in its meeting held on 16th -17th April, 2012 finalised ToR including conduct of Public hearing. Public Hearing conducted on 06.11.2012 at Rajpura District, Patiala and on 09.11.2012 at Banur District, Mohali. The major issues are tree cutting, compensation etc.

During the discussion, the following points emerged:

- (i) *The Moti Bir Wild life Sanctuary in Patiala District is 5.500 km from the end point of project road. Clearance from National Board for Wildlife shall be obtained.*
- (ii) *The proposal indicates about 115.145 ha forest land is to be acquired. Necessary stage -I forestry clearance shall be submitted as per OM dated 31.03.2011.*
- (iii) *It is indicated that 31453.nos. trees, 255 plants in protected forests and 814 nos of trees in non-forests area falls within proposed RoW, however, bare minimum, however bare minimum trees to be cut. Proponent informed that due to presence of more number of trees right side of the alignment, widening is proposed on left side only. Necessary permission from competent authority shall be obtained for tree cutting. 10 times compensatory tree plantation shall be carried out. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.*
- (iv) *Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*
- (v) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- (vi) *R&R shall be as per the guidelines of State/ Central Government.*

- (vii) *IRC guidelines shall be followed for widening & up-gradation of road including the use of fly ash.*
- (viii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (ix) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.19 Finalisation of ToR for rehabilitation and upgrading to 2 lane / 2 lane with paved shoulders of Bewttiah – Kushinagar section of NH- 28B, Bihar by M/s National Highways, Bihar [F.No.10-78/2012-IA-III]

As presented by project proponent, the project involves rehabilitation and upgrading to 2 lane/2 lane with paved shoulders of Bewttiah – Kushinagar section of NH- 28B, Bihar. The project road starts at Hariwatika Chowk, Bettiah (Km 25.000) ends at UP-Bihar Border at Kushinagar (km 112.000) on Nh-28B in the State of Bihar. The project stretch is mostly passes through plain terrain of West Champaran district of Bihar. There are 54 villages along the corridor with a total length of 84.975 km. The project road passes through predominantly built-up are (49%), followed by agricultural area (34%) and forest (71%). A section of the project road (km 97.0-Km 112) is passing through Valmiki Vyaghra Wildlife Sanctuary. Approx. 9.32 ha of forest land acquisition is required in the Wildlife Sanctuary area. Moreover, 9.926 ha of land is required for construction. Thus, total land requirement is 19.25 ha. Existing PWD RoW width varies from 20-25 m. The proposed RoW has been tried to fit within existing RoW, except Toll Plaza (45m) and realignment locations. There exist 3 major bridges, 6 minor bridges, 100 culverts, 10 major junctions and 177 minor junctions. The project road is proposed with total 17 bridges (new construction -13 and existing bridge retained with improvement – 4), 200 culverts (improvement of existing culverts – 100, new construction – 101). Three (3) ROBs are proposed at design chainage km 87.180, km 90.600 and km 93.720. 2.078 km service road proposed to be provided at built-up area. 52 bus bays (at 26 location- both side), 1 truck lay bye and 2 toll plaza (km 44.000 and km 79.000) are proposed. Safety measures are proposed as per IRC 67.

1815 trees are proposed to be felled. 650 KLD water will be required during construction phase. A total of 433 structures (Pucca 33, Kachcha 326, Religious 5 and others – 69) are falling under RoW will be

partially/completed affected. There is no thermal power plant within 100 km of the project stretch. The total civil cost is Rs. 384.93 crores, Tentative EMP cost for the project is Rs. 2.88 crores and Tentative R&R cost for the project is Rs. 4.61 crores (including land cost).

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

- (i) *A portion of the project stretch (km 97.0 to km 112) is passing through Valmiki Vyaghra Wildlife Sanctuary. Clearance from NBWL shall be obtained.*
- (ii) *The proposal indicates about 9.32 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (iii) *It is indicated that 1815 nos. trees falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting and details to be submitted. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *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.*
- (vii) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.*

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

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

4.20 Environmental Clearance for upgradation of existing carriageway to 4/6 lanning of Hospet to Karnataka Andhra Pradesh Border

from Km 280.300 to km 375.740 section of of NH-63 in the State of Karnataka, M/s NHAI [F.No. 10-40/2011-IA-III]

The EAC considered the project in its meeting held in November, 2012 and recommended for issue of EC.

4.21 Finalisation of ToR for upgradation of existing 2 lane carriageway to 4 lanes from proposed km 435.250 to km 458.420 of Harohalli to Bangalore section of NH- 209, State of Karnataka by M/s NHAI, N. Delhi [F.No.10-88/2012-IA-III]

The Committee noted that the length of the project is 23 km less than 30 km hence it does not attract EIA Notification, 2006, however, other environmental regulation including clearances under Forests (conservation) Act, 1980, Wildlife (Protection) Act, 1972 as applicable shall be obtained.

4.22 Finalisation of ToR for development of existing 2 lane carriageway to 2 lanes with paved shoulder from proposed km 266.530 to km 307.810 of Karnataka/ Tamil Nadu/ Border to Chamarajanagar Section of NH- 209, State of Karnataka by M/s NHAI, N. Delhi [F. No. 10-89/2012-IA-III]

As presented by project proponent, the project involves development of existing 2 lane carriageway to 2 lanes with paved shoulder from proposed km 266.530 to km 307.810 of Karnataka/Tamil Nadu Border - Chamarajanagar Section of NH-209, State of Karnataka. Total existing length of the project road is 40.070 km. The proposed starting point is km 266.530 and end point is km 307.810 on NH-209. Total proposed length of the project road is 41.280km. Predominantly the road is passing through plain terrain for 36.200km while rest 3.870 km is rolling terrain. The land use pattern of the project area is agriculture, built-up, govt, barren, forests & sanctuary. Project road passes through 16 nos. settlements in Karnataka. The project road passes through Biligiri Rangaswamy Temple Wildlife Sanctuary. The existing ROW is varies from 12 to 36m. The proposed ROW is 30m all throughout except for bypass (45m) and forest areas (within the existing ROW). Total 44.25 ha of land is proposed to be acquired for the improvement of the road. 0.977 ha of forest land in two locations in within the proposed ROW are required for diversion for widening of the project road. 1 major bridge, 9 minor bridges and 77 culverts are present in the existing road. 1 major bridge, 11 minor bridges, 92 culverts, 1 vehicular underpasses, 16 Bus shelters/bays, 1 ROB and 1 truck lay bye has been proposed. No service road are proposed 600 m of slip road is proposed at 1 location. Bypass for Chamarajanagar (7.750km) and realignment for 910m purpose. Total 130 KLD water shall be required for construction and other purposes. Approx. 5,75,435 m³ of soil from 25 borrow areas along the project road. Approx. 251,450 m³ of aggregates and approx. 10,546 m³ of sand from licensed quarries which are located around project area. Suvarnavathi Dam and reservoir are present in the project road. Approx.

283 families shall be affected due to the improvement of project road. The total cost of the project is Rs. 133.83 crores and total civil cost is Rs. 106.39 crores.

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

- (i) *Project road is passes through Biligiri Rangaswamy Temple Wildlife Sanctuary. Clearance from NBWL shall be obtained.*
- (ii) *The proposal indicates about 0.977 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (iii) *It is indicated that 1049 nos. trees falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- (iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *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.*
- (vii) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.*

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

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

4.23 Finalisation of ToR for upgradation of existing 2 lane carriageway to 2 lanes with paved shoulder from proposed km 442.000 to km 615.000 of Pathri to Nanded section of NH- 222 in the State of Maharashtra by M/s NHAI, [F.No.10-90/2012-IA-III]

As presented by project proponent, the project involves upgradation of existing 2 lane carriageway to 2 lanes with paved shoulder from proposed km 442.000 to km 615.000 of Pathri - Nanded section of NH- 222 in the State of Maharashtra. The project road starts at Pathri (km 442.000) and ends at Nanded (km 615.000) on NH-222 in the State of Maharashtra. The project stretch is mostly inhabited and passes through plain terrain of 3 districts (viz. Hingoli, Parbhani and Nanded) of Maharashtra. There are 71 villages along the corridor with a total length of 155.000 km. The project road passes through predominantly agricultural area (84%) followed by built up area (12%), Water body (2%) and others (2%). The project road does not pass through any Protected area/Wildlife Sanctuary/National Park/Biosphere Reserve, etc. within 10 km of either side. Existing RoW width varies from 30-45 m. Proposed RoW in horizontal alignment is kept same as existing alignment, except re-aligned portions and bypasses (60M0. Approx. 180 ha land acquisition is involved, mainly in bypass/ realignment section and sections where available RoW is not adequate. 2 new bypasses are proposed at Parbhani (14.75km) and Basmath (7.50km). There exist 4 major, 28 minor bridges, 149 culverts, 9 major junctions and 179 minor junctions. The project road is proposed with total 32 bridges (all improvement), 163 culverts (new construction -14 and improvement 149) and 12 major junctions. One ROB is proposed at km 69.300. 3.3 km service road proposed to be provided at the under pass locations. 31 bus bays and 4 truck bays and 3 toll plazas (km 491+950, km 525+200 & km 582+350) are also proposed. Safety measures are proposed as per IRC 67. Approx. 3500 trees are to be felled. 750 KLD water proposed to be abstracted from surface water and ground water sources for the requirement. A total of 250 structures including Kachcha and Pakka are falling under the RoW will be partially/completely affected. The total civil cost is Rs. 618.25 crores, tentative EMP cost is Rs. 4.75 crores and tentative R&R cost is Rs. 12 crores.

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

- (i) *Project road does not pass through any eco- sensitive area and within 10 km from eco- sensitive area.*
- (ii) *The proposal does not involve any diversion of forests land.*
- (iii) *It is indicated that 3500 nos. trees fall within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- (iv) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*

- (v) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) *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.*
- (vii) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.*

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

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

4.24 Environment Clearance for rehabilitation and upgradation of 2-lane carriageway to 4-lane of Khed Sinnar section of NH-50 from km 42.000 to km 177.000 in the State of Maharashtra by M/s NHA (10-58/2011-IA.III).

As presented by the project proponent, the project road starts from Khed km 42.000 to and ends at Sinnar km 177.000 traversing through Pune, Ahmednagar and Nashik districts of Maharashtra state. Length of existing road is 135 kms. The proposed design length is 137.946 kms, passing through Khed (Rajguru Nagar), Peth, Manchar, Kalamb, Narayangaon, Alephata, Bota, Sangamner and Nandur Shingote major towns. The existing ROW varies from 20 to 45 m and proposed ROW is 60 m. The project road passes through 65 km plains, 58.40 km rolling and 11.6 km hilly terrain. There are 5 Ghat sections along the project road (Khed, Peth-Awsari, Ekhare, Chandanapuri, and Karhe Ghats). Land requirement for proposed improvements is 840.642 ha. 279.50 ha is available. 561.142 ha is to be acquired (Reserve forest land 49.792 ha, Agriculture land 437.37 ha, Built-up area 36 ha & Govt. land 37.98 ha). There is no Wild Life Sanctuary or National Park within 10 km radius of the project. There are two existing bypasses at Peth & Sangamner. 7 bypasses have been proposed at Khed, Manchar, Kalamb, Narayangaon, Alephata, Bota and Nandur Shingote. There are 8 Nos. of existing major bridges. Proposal is for 1 major bridge to be retained, 7 new constructions and 1 reconstruction. There are 43 Nos. of existing minor bridges. Proposal is for widening of 22 minor bridges and 23 new constructions. There are 317 Nos. of existing culverts. Proposal is for widening of 168 culverts, 43 reconstruction and 106 new constructions. Construction of two flyovers at Khed and Alephata bypasses is proposed. Two toll plazas are proposed to be

developed. Provision of 22.6 km service road and 34.4 km slip road is made. About 4,700 trees in non-forest area and 3,500 trees in forest area are proposed to be felled. The avenue plantation shall be carried out as per IRC SP: 21, 2009 apart from the statutory requirement. 126 properties/ structures will be affected due to the proposed improvements. 675 KLD of water will be required for about 400 days during construction and dust suppression. The fly ash from Nashik thermal power plant (about 25 km) shall be used for construction of embankments depending on availability. Public hearing conducted in Pune district on 26.06.12, in Narayangaon (Nashik district) on 28.06.12 and at Sangamner (Ahmednagar district) on 18.10.12. The total environmental budget is 3.22 Crore. R&R cost of the project is 13.9 Crore & total Project cost is 1541.10 Crore.

The EAC in its meeting held on 13th -15th July, 2011 finalised ToR including conduct of Public hearing. Public Hearing conducted on 26.06.2012 at Narayangaon, Pune District on 28.06.2012 at Collectorate, Nashik and on 18.10.2012 at Sangamner, Ahmednagar District. The major issues are tree cutting, tree plantation, compensation, air pollution control, safety measures etc.

During the discussion, the following points emerged:

- (i) *Project road does not passes through any eco- sensitive area and within 10 km from eco- sensitive area.*
- (ii) *The proposal indicates about 49.79 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be submitted as per OM dated 31.03.2011.*
- (iii) *It is indicated that 4700 .nos. trees from forest area and 3500 trees in non- forests area to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iv) *There are five ponds in and near the alignment, there shall not be any disposal of debris into the water bodies. It shall be ensured that the drainage/catchment of the ponds shall not be disturbed during construction.*
- (v) *Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*
- (vi) *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.*

- (vii) *R&R shall be as per the guidelines of State/ Central Government.*
- (viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (x) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.25 Environment clearance for widening and improvement of the existing carriageway to 4-laning of Hoskote to Dobbaspeta section of NH-207 in the State of Karnataka by M/s. NHAI (F.No. 10-59/2011-IA-III)

As presented by the project proponent, the proposal involves widening and improvement of the existing carriageway to 4-laning of Hoskote to Dobbaspeta section of NH-207 in the State of Karnataka. The project road starts from Hoskote at Km. 57.740 at Hoskote at NH 4 & NH 207 junction and ends at Dobbaspeta at Km 139.180 at NH4 junction of NH 207. Total existing length of the project road is 82.940 Km. The existing length includes 1.5 km overlap with NH 7 within Devanahalli town. The proposed starting point is 58.300 at Hoskote Realignment at Hospeta Bypass and end point is Km 138.320 at Dobbaspeta on existing NH-207. The total proposed length of the project road is 80.020 Km. Predominantly the road is passing through plain terrain. The land use pattern of the project area is Agriculture, Built-up, Govt, Barren and Reserved Forest. Project Road passes through 33 villages and settlements. The Project Road does not pass through any National Park / Sanctuary / Wild Life Area. The existing right of way is varies from 15 to 15 to 30m on an average. The proposed right of way is 60m throughout except 170m at Toll Plazas, 180m at rest area and 71, 97 & 105m ROW is proposed at 3 locations for junction improvement. Total 400.39 ha of land is proposed to be acquired for the improvement of the project, out of which Bypasses is 126.54 Ha., realignments is 101.75 Ha., Widening is 137.9 Ha., Toll plaza 31.32 Ha., rest areas & amenities is 2.88 Ha. About 13.96 Ha of Reserve Forest land within the proposed RoW proposed for diversion for widening of the project road. The forest proposal is considered by Bangalore Rural Forest Division, GoK. No major bridges, 5 Minor bridges, 25 box, 88 pipe & 1 slab culverts are present in the existing road. No major bridges, 11 Minor bridges, 175 culverts, 5 vehicular underpass, 2 pedestrian & 2 cattle underpasses, 1 Foot Over Bridge 1 Grade

Separator, 3 ROBs, 58 Bus shelters, 1 parking and rest area, 2 Toll Plaza, 2 bypasses & 1 major realignment has been proposed. Service road of 11.760 km has been proposed along the project road at 4 locations. 2 Bypasses for Devanahalli (10.350 Km) & Doddaballapur (10.750 Km) and 1 major realignment at Hoskote (12.600 Km), 3 minor realignments at Channahalli (2.420 Km), Muddalinganahalli (1.690 Km) & Sompura near Dabbaspet (0.440 Km) are proposed. Total 179.50 KLD water shall be required for construction and other purposes. There is no provision of Fly Ash as there are no Thermal power plants. Hoskote Lake near existing project road has been avoided by realignment. There are a few manmade water-bodies along the road stretch.

Approx 20182 trees are affected due to proposed road, against which avenue plantation along the road side is proposed apart from the statutory requirement. There would be about 1565 project affected families due to the improvement of project road. The entitled person shall be compensated according to the provision of NH Act 1956. The budget for environmental management works during construction and operation phases is Rs. 11.313 crore. The total Non Civil Works cost (Land Acquisition, Environmental Cost, Relocation of utilities and R & R cost) is Rs. 581.265 crores. The total civil construction cost is 625.707 crores. The total project cost of the project including Civil Works & Physical and price contingencies, IDC and other financing cost etc. is INR 782.134.

The EAC in its meeting held on 13th -15th July, 2011 finalised ToR including conduct of Public hearing. Public Hearing conducted on 19.10.2012 at Doddaballapura, Bengaluru North. The major issues are tree cutting, tree plantation, land acquisition, service road, compensation, etc.

During the discussion, the following points emerged:

- (i) Project road does not passes through any eco- sensitive area and within 10 km from eco- sensitive area.*
- (ii) The proposal indicates about 13.96 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be submitted as per OM dated 31.03.2011.*
- (iii) It is indicated that 20182.nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iv) Five wells and five ponds will be affected due to the project. Proponent shall construct on bridge on the ponds as committed.*
- (v) Explore the possibilities of using cold mix technology wherever possible particularly near wildlife sanctuary.*

- (vi) *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.*
- (vii) *R&R shall be as per the guidelines of State/Central Government.*
- (viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (x) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.26 Finalisation of ToR for rehabilitation and upgradation of existing two lane to four lane of Aurangabad-Dhule section of NH-211 from Km 290.200 to Km 376.000 and Km 390.000 to Km 452.800 excluding Gautala Autram Ghat section (Km 376.000 to Km 390.000) in the state of Maharashtra M/s NHA (F.No.10-34/2011-IA-III)

The Committee recommended to defer the project since the project proponent requested for deferment.

4.27 Finalisation of ToR for widening and upgradation of existing 2 lane to 2-lanes with paved shoulder of Dholpur at Chainage Km. 0.00 (junction of NH 11 B at chainage Km. 185.400) to km 9.900 at Uncha Nagla (junction of NH 11 at chainage Km. 26.800) of NH 123 (newly declared) in the state of Rajasthan and Uttar Pradesh. M/s NHA [F.No. 10-3/2013-IA-III]

As presented by project proponent, the project involves widening and upgradation of existing 2 lane to 2-lanes with paved shoulder between Uncha Nagla - Dholpur in the State of Rajasthan and Uttar Pradesh. The project road Uncha Nagla - Khanua - Rupbas - Dholpur the newly declared National Highway No. 123 (earlier SH-23 of Rajasthan) passes through two states (Rajasthan and Uttar Pradesh) of India having total length of approx. 77.900 km. The design length of the project road is 75.280 km (Ch. 0+000 to Ch. 75+280). Major length of project road passes through Rajasthan State

and a part of project road length i.e. about 12 km is passing through Agra district of Uttar Pradesh State. The project road starts at Km.0/000 in Dholpur on three legged junction with NH-11B (km 185/400). Start of the project road is approximately 1 km away from the junction of NH-11B with NH-3 (at km 54/300). The end point of the project is at Km 9/900 in Uncha Nagla on three legged junction with NH-11 (Km 26/800). The project road is passes through 56 villages out of which 30 are in Dholpur District, 21 are in Bharatpur District and 5 in Agra District. The road is passing through plain terrain. The land use pattern along the project road is predominantly agricultural with scatter stretches of built up areas. The total major junctions are 13 and minor are 58.

Approximately 170 ha of land is proposed to be acquired for the improvement of the project, out of which 25 ha is Govt. land and 145 ha is Private land. Total 305 KLD water is required for construction and other purposes including plantation, dust suppression and labor camps. Parvati River in district Dholpur and Gambhir River in the district Bharatpur are crossing the project corridor. The nearest thermal power plant is at Kota, which is beyond 100 km from the project site. About 4251 nos of trees are to be felled. There would be about 192 project affected families due to the realignment and bypasses. The total cost of the project is Rs. 473.21 crores.

The project does not pass through any National Park/Sanctuary/Wildlife area. A portion of the project road falls within 10 km area from Keoladeo National Park in Bharatpur District and Kaserbagh Wild Life Sanctuary in Dholpur District. Approximately 56 km of the project length fall within Taj Trapezium Zone (TTZ).

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

- (i) Project road falls about 520 m from the boundary of Keoladeo National Park at Bharatpur and 4250 m from Kesar Bagh Sancturay. Clearance from NBWL shall be obtained.*
- (ii) Project road of about 56 km passes through Taj Trapezium Zone (TTZ). Necessary permission shall be obtained from Hon'ble supreme Court as applicable.*
- (iii) The proposal indicates protected forest land is to be acquired. Necessary stage -I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (iv) It is indicated that 4251 nos. trees falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*

- (v) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (vi) *Explore the possibilities of utilising Fly ash.*
- (vii) *The project passes through two rivers, submit the details of the measures proposed to prevent impact to these rivers/ water bodies.*
- (viii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (ix) *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.*
- (x) *Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<http://moef.nic.in/Manual/Highways>".*

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

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

4.28 Finalisation of ToR for Indo-Bhutan Border Road (Sikaridanga to Rajagarh) chainage-0.00 km to 61.80 km in the State of Assam M/s Chief Engineer, PWD (NH/Works), Assam [F.No.10-2/2013-IA-III]

The Committee noted that the project road is neither NH or SH hence it does not attract EIA Notification, 2006, however, other environmental regulation including clearances under Forests(conservation) Act, 1980, Wildlife (Protection) Act, 1972 as applicable shall be obtained.

4.29 Finalisation of ToR for rehabilitation and upgradation of existing 2-lane to 2-lane with paved shoulder and 4-lane of Birmitrapur – Barkot section from km.211.200 to km.336.815 of NH-23 in the State of Orissa. M/s NHAI [10-1/2013-IA-III]

As presented by project proponent, the project involves rehabilitation and upgradation of existing 2-lane to 2-lane with paved shoulder and 4-lane of Birmitrapur – Barkot section from km.211.200 to km.336.815 of NH-23 in

the State of Orissa. The total length of the road is 125.615 km. ROW ranges from 16 m to 22 m in urban area & 30 to 60 m in other area. The estimated RoW is 60m for the proposed road alignment. Out of 125.615 km of the project road 35.200 km of road passes through under reserve or protected forest land namely Chadari km 223.800 to 227.600, Veduvras km 235.450 to 235.800, Hathibandha km 248.550 to 267.150, Kuchaita & Champajharan km 258.450 to 267.150, Kurhadhi Forest, km 270.600 to 276.600 Dundpat, Mandasila km 312.500 to 32.550. About 307.14 ha of agricultural land has to be acquired for the widening of this road. Forest land of about 70 ha (25 ha reserve land and 45 ha gramian forest) also has to be diverted.

Existing land use of the project road indicate that – major part of the project falls under deciduous forest area (36.5%), Forest Plantation area (21%), Water bodies (4%), Barren land including wasteland, sandy, scrub and rocky land (1.3%) and under agricultural crop are (27.7%) & Agricultural fallow (5.2%). There are 6 major bridges, 26 minor bridges and 230 culverts. It has been proposed that Major bridges new construction of 2 nos. to 2-lane bridges and 1 nos. to 4-lane bridge. Minor bridges: - New construction of 25 nos. to 2-lane bridges and 12 nos. to 4-lane bridges, 230 nos of culverts has been proposed for construction/widening. There are 6 intersections with NH-6, NH-215 and SH-10, Municipal Road/ town roads. Besides, there exist number of 29 minor junctions with access roads to small villages and habituated areas along the project road. Two vehicular Underpass at km 231.050 and 235.486 and three pedestrian underpass are proposed at km 212.380, 214.925 and 253.150. 3 Numbers of 2-lane ROB's & One 4-lane ROB's have been added to the existing 3 numbers of ROB's where 4-laning is proposed (from Vedvyas to Rajamunda stretch). There is no service road along the existing road. The proposed length of Service road is 4.36 km and Sleep road is 4.73 km. There is no by-pass on existing road. Three bypasses have been proposed at Birmutrapur (km 211.350 to km 216.190, Total length is 4.6km), Kurmunda (km 226.600 to km 260.300, total length is 3.2 km), and Lathikatha (km 252.000 to km 255.700, total length is 3.7km). The project road is proposed to be developed as Tolloed Road. Toll plaza has been proposed at km 182.000 and km 244.500. 9 (Nine) nos of Bus bays on both sides with bus shelters have been proposed for road user facilities. Three nos. of truck lay-byes are also proposed. Approx. 7280 trees are to be felled. 1149 structures, 19 religious structures, 8 nos. of educational institutional buildings and 6 Health Centers buildings which are on the proposed RoW will be affected partially/completely. There are 11 water bodies in the form of fishing pond, community pond, canal, ditches, streams and river along the project road. Approx. 375 KLD water will be required for the project road. The total cost of the project is Rs. 1471.01 crores.

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

- (i) *35 km of the project stretch passes through Reserve and protected forest areas. The proposal indicates about 70 ha forest*

land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.

- (ii) It is indicated that 7280 nos. trees falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- (iii) No obstruction to the water bodies*
- (iv) Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (v) Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*
- (vi) 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.*
- (vii) Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website “<http://moef.nic.in/Manual/Highways>”.*

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

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

4.30 Finalisation of ToR for development of 6-lane SPUR starting from Km 26.320 of Vadodara - Mumbai Expressway and terminates at Km 24.416 of NH-4B in the state of Maharashtra (total length is 94.390 Km) by M/s NHAI [F.No. 10-4/2013-IA-III]

As presented by project proponent, the project involves development of 6-lane SPUR starting from Km 26.320 of Vadodara - Mumbai Expressway and terminates at Km 24.416 of NH-4B in the State of Maharashtra. The alignment is part of development of 8 lane Vadodara-Mumbai Expressway from km 499.000 of NH-8 in Maharashtra to Km 80.000 of Ahmedabad-Vadodara Expressway (NE-1) in Gujarat. The proposed length of the SPUR is 94.390 Km with proposed RoW along the entire stretch is 100 m except in stretch of road passing through Matheran Eco-Sensitive Zone where PRow

is 80 m. The project road is passing through districts of Thane and Raigadh. The project involves procurement of soil/earth from the borrow areas. Approx. 110.93 ha of forest land is involved. Approx. 197 structures and trees falling within proposed RoW will be affected due to proposed development. A tunnel of 4.4 km length is proposed which starts from km 71.675 (left) and km 71.741 (right) and ends at km 76.071 (left) and km 76.121 km (right). The length of tunnel in Matheran Eco-sensitive Zone is 3.88 km. It is proposed to provide 157 culverts in the project corridor in order to maintain natural hydrology in this project area. The proposed alignment of SPUR is crossing many streams. The major streams are Tansa River, Kamvadi River, Vatsa River, Kalu river, Barvi river and Sandoli river. 10 major, 19 minor, 2 utility bridges have been proposed. 1241.55 ha of land will be acquired to build the expressway and associated facilities. The total cost of the project is Rs. 6143.44 crores.

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

- (i) *Project stretch falls within 10 km radius from the boundary of Tungareswar Wildlife Sancturay and Kernala Bird Sanctuary. Clearance from NBWL shall be obtained.*
- (ii) *The project alignment crosses through Mathern Eco- sensitive zone where the tunnel of length 4.4. km has been proposed. Clearance from the Mathern Eco- sensitive Authority shall be obtained as applicable.*
- (iii) *The proposal indicates about 110.93 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted along with final EIA report.*
- (iv) *It is indicated that 9000 nos. trees falls within proposed RoW, however, efforts shall be taken to minimise old well grown tree cutting. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance. Details to be submitted.*
- (v) *Submit the details of the Tunneling, involvement of blasting, likely impacts along with mitigative measures.*
- (vi) *Ensure CRZ area if any involved in the project.*
- (vii) *Explore the possibilities of cooled mixed technology instead of hot mixed technology*
- (viii) *Submit the details of the road safety audit and plans for meeting the IRC safety requirements.*

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

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

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

4.31 Environmental Clearance for 2 lane with paved shoulder of Ajmer-Nagaur Section KM.0/0 to 161/0 of NH-89 by M/s Superintending Engineer, PWD, NH Circle, Bikaner (F. No. 10-96/2011-IA-III)

As presented by project proponent, the project involves 2 lane with paved shoulder of Ajmer - Nagaur Section km.0/0 to km. 161/0 of NH-89. Present section of NH-89 traverse from km 386/540 of NH-8 in Ajmer and ended at km 161/0 of NH-89 at Nagaur. The section traverse through Ajmer and Nagaur Districts of Rajasthan state. The existing RoW is in the range of 20 m to 30m. Most of the trees along the NH-89 are Neem and Babool. The other trees along the stretch are Neem, Khejdi, Sheesham and Peepal. The 1.4 km length of alignment is passing through revenue forest from chainage 16.600 km to 18.00 km, 6.751 ha forest land need to be acquired for the project. There is 01 no. temple is going to be affected which need shifting. The existing ROW passes through a number of villages along the stretch apart from the urban areas of Tilora, Thanwala, Tehala, Padukala, Lampolai, Merta, Ren, Kuchera, Inana and Nagaur. The proposed bypasses (38.6 km) are Ajmer-Pushkar Bypass-22 km length (ii) Thanwala bypass – 3.35 km (iii) Padu kala bypass- 3.0 km, Ren bypass – 2.35 km (v) Kuchera bypass – 4.2 km (vi) Inana bypass - 3.7 km. Length of realignment due to curve improvement is 4.55 km and 27 km section of existing road is proposed for raising. Proposed length of project highway is 148.25 km. 1 no. ROB at Ren, 1 no. Grade Separated Structure at Start Point (junction with NH-8) and 3 nos. Vehicular Underpasses are proposed. 2 number toll plaza and 1 no. truck lay bays (Both side) and 9 no. bus byes (Both Side), 1 no. Major Bridge at Saraswati River and 5 nos. Minor Bridges (1 no. reconstruction and 4 nos New construction) are proposed. Existing junctions are 64 (12-major and 54 minor). The average requirement of water for the project is 450 KLD. The EMP cost is Rs. 1.8015 crores and cost of land acquisition and R&R is Rs. 267.771 crores.

The total land requirement for the project is 262.333 ha. out of which 34.053 ha is Govt land, 191.529 ha is Private land and 6.751 ha is revenue forest land. 931 nos of trees (519 nos in Nagaur district and 412 nos in Ajmer district) are to be felled.

The proposal was examined by the EAC in its 107th meeting held on 15th – 16th December, 2011 and finalized ToR including conduct of Public Hearing. Public Hearing conducted at Nagaur on 17.08.2012 and at Ajmer on 11.09.2012. The major issues are tree cutting & plantation, compensation, relaxation in toll charge for local traffic, etc.

During the discussion, the following points emerged:

- (i) *The proposal indicates about 6.751ha forest land is to be acquired. Necessary stage –I forestry clearance shall be obtained as per OM dated 31.03.2011 and submitted.*
- (ii) *It is indicated that 913 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iii) *Passing through seasonal river Saraswati and irrigation canals. There shall be no disposal of debris in to the water bodies during construction. The runoff/catchment shall not be disturbed.*
- (iv) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- (v) *R&R shall be as per the guidelines of State/Central Government.*
- (vi) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (vii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (viii) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.32 Environmental Clearance for Nagaur - Bikaner road from Km.161/0 to Km.278/0 of NH-89 by Superintendent Engineer, PWD, NH-Circle, Bikaner, Rajasthan. (F. No. 10-112/2011-IA-III).

As presented by project proponent, the project involves development and operation of existing from 2-lane to 2-lane with paved shoulders for Nagaur - Bikaner road (from Km.161.000 to Km.267.325) of NH-89 in the State of Rajasthan. The project road starts from Nagaur Bypass starting at km 180.500 of NH-65 and ends at km 267.325 of NH-89 at a junction with the Ring road of Bikaner in Udai Ramsar village. Project road passes through plain terrain of Bikaner and Nagaur Districts. There are 29 villages along the corridor with a total length 108.260 km. The project road does not pass through any notified Protected Area/Wildlife Sanctuary/National Park/Biosphere Reserve. Existing RoW width varies from 19-54 m. Proposed ROW in horizontal alignment is kept as 45m, except re-aligned portions and bypass locations (60m). The land acquisition involvement is 233.52 ha, mainly in bypass/realignment section and sections where available ROW is not adequate. 14.73 ha of Forest land need diversion-Nagaur district (6.55ha) and Bikaner district (8.18ha). Two new bypasses are proposed at Nagaur (1075km) and Nokha (16.03km). There are 9 culverts, 8 major and 75 minor junctions, 5 railway level crossings and no existing bridge. The project road is proposed with 81 culverts (retained – 1, bypassed-8, new construction – 80), 5 major junctions (retained- 2, bypassed-6, new construction – 3), 63 minor junctions (retained – 37, bypassed – 41, new construction – 26). 4 ROBs are been proposed at km 187.500, km 201.952, km 246.532 and km 254.950. 11.58 km service road proposed to be provided. 42 bus bays (21 on each side of the road), 2 truck lay byes and 2 toll plazas (km 176.200 and km 236.300) are also proposed. only 203 trees are to be felled. 314 KLD water will be required during construction phase. A total of 142 structures including private, government and community properties, are falling under the ROW will be partially/completely affected. The total civil cost is Rs 378.08 crores, EMP cost is Rs. 7.85 crores and R&R cost is Rs. 2.2 crores.

The proposal was examined by the EAC in its 109th meeting held on 9th – 10th February, 2012 and finalized ToR including conduct of Public Hearing. Public Hearing conducted at Bikaner on 09.08.2012 and at Nagaur on 07.09.2012. The public demanded 4 lane divided carriage way to minimise accident, etc.

During the discussion, the following points emerged:

- (i) *The proposal indicates about 14.73 ha forest land is to be acquired. Necessary stage –I forestry clearance shall be submitted as per OM dated 31.03.2011.*
- (ii) *It is indicated that 203 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained*

for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.

- (iii) Endeavour should be made to realign the RoW so as not to affect the existing ponds/water bodies. In case, the alignment cannot be modified, it should be ensured that the existing capacity of the pond should be increased by atleast 50%. Further, it should be ensured that natural drainage to the pond is not adversely affected.*
- (iv) Explore the possibilities of using cold mix technology wherever possible.*
- (v) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- (vi) R&R shall be as per the guidelines of State/ Central Government.*
- (vii) IRC guidelines shall be followed for widening & up-gradation of road.*
- (viii) The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (ix) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.33 Finalization of ToR for improvement of Meka Roing Hunli to NH double lane specification in Arunachal Pradesh by M/s Brig. Arjun Rawat HQCE (P) Udayak c/o GGAPO Superintending Engineer, PWD, NH Circle, Bikaner (F. No. 10-94/2012-IA-III)

The Committee noted that the project road is neither NH or SH hence it does not attract EIA Notification, 2006, however, other environmental regulation including clearances under Forests (conservation) Act, 1980, Wildlife (Protection) Act, 1972 as applicable shall be obtained.

4.34 Environmental Clearance for NH-79 Chittorgarh-Neemuch (MP Border) section by four laning and Nimbahera – Pratapgarh section of NH-113 2 laning in the State of Rajasthan by M/s Superintending Engg. PWD NH Circle, Kota (F. No. 10-81/2011-IA-III)

The proposed project NH-79 from Chittorgarh - Neemuch (MP Border) Section (Km 183.000 to Km 221.400) by 4-laning and 2- laning of NH-113 from Nimbahera - Pratapgarh section (Km 5.4000 to Km 80.000) in the State of Rajasthan. The existing length of the road is 43.100 km (NH-79) and 74.600 km (NH-113). The proposed designed length is 44.082 km (NH-79) and 72.915 km (NH-113). The project road traverses through two district viz. Chittorgarh,Pratapgarh in the state of Rajasthan. The alignment of section – 1(NH-79) being passes through the 21 no's of City/villages/towns including Chittorgarh, Senth, Ochari, Jalampura, Arniya Panth, Shambhupura, Samri, mahmudganj, Satkhanda, rawliya, Bhopali, , Lakshmipura, Ahirpura, Jaliya, Charliya Brahman, Bagreda and Nimbahera. The alignment of Section-2 (NH-113) being passes through the 36 no's of City/villages/towns like: - Nimbahera, Maddo, Sanpaliya, Aminpura, Sagwadai, Narsingh, Badi, Narsa khedi, Baseda, Semarthali, Karunda, There are No environmental sensitive areas within 15 km. Project road does not pass through National park/Sanctuary/Wildlife corridor/ eco sensitive zone. The project road passes through Reserved Forest area from km 45/280 to 48/950 in Barol block (length 3.670 km) and km 49/080 to 49/900 (length 0.82 km) in Kala Khat block NH-79.Total 11.99 ha of forest land is to be required for widening purpose. The proposal for diversion of reserved forest land has been submitted to forest division. The total land required for the proposed project is 342.42 ha. (135.50 ha land on NH-79 and 206.92 ha land on NH-113). The existing carriageway varies from 2 lane to 2 lane with paved shoulder. It is proposed to widen NH-79 on Chittorgarh-Neemach (MP Border) Section (Km 183.000 to Km 221.400) by Four Laning and Nimbahera-Pratapgarh Section (Km 5.400 to Km 80.000) of NH-113 by Two Laning .The existing ROW varies from 8 m to 45 m, whereas the proposed ROW is 45-60 m.

There are 3 nos. of bypasses, Proposed NH-79 & NH 113 i.e. Shambhupura Bypass (194+450km to 197+000), Bari (13+000km to 15+600km) and Chotti Sadari (24+550km to 31+900km). There are 2 no Major Bridge, 26 Minor Bridges, 147 Culverts Existing while Proposed improvement involves widening of 2 major bridge, 29 minor bridge, 157 culvert, while new construction involves 2 minor bridges, in reconstruction involves 3 minor bridge, 2 slab culvert and 1 pipe culvert and 13 slab culvert proposed for rehabilitation. 3 ROB, 3 flyovers, 6 VUP, 21.474 km Service/slip Road, 02 Truck laybye, and 03 toll plaza have also been proposed in the section. Approx. 7521 numbers of trees are likely to be felled. For NH-79(4897 Tree) & NH-113 (2624 Tree) the tree cutting permission except Reserved forest area is already taken from concern authority. The average water requirement are 600 KLD. Total Project Cost is

Rs. 456.54crores (Including Civil cost Rs. 408.97 crores, R&R Cost, Utility Shifting Cost 8.5 Crore, 36.77Crore, and EMP cost Rs. 2.3 crores).

The EAC in its meeting held on 17th -18th October, 2011 finalised ToR including conduct of Public hearing. Public Hearing conducted on 08.11.2012 at Chittorgarh and 22.11.2012 at Pratapgarh. In general Public welcomed the project and the major issue is compensation.

During the discussion, the following points emerged:

- (i) *The proposal indicates about 11.99 ha forest land is to be acquired. Necessary stage –I forestry clearance obtained.*
- (ii) *It is indicated that 7521 nos. trees to be felled for the project. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- (iii) *Explore the possibilities of using cold mix technology wherever possible.*
- (iv) *Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.*
- (v) *R&R shall be as per the guidelines of State/ Central Government.*
- (vi) *IRC guidelines shall be followed for widening & up-gradation of road.*
- (vii) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- (viii) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.35 Environmental Clearance for 4 laning (105.7 Km) SH –16 (Bhiwani bypass to Rohtak District Border) and SH-17 (Near Nagal Shirohi to Bhiwani), Haryana by M/s. Haryana Public Works Department. (F.No. 10-54/2011-IA.III).

As presented by the Project proponent, the proposal involves 4 laning (105.7 Km) SH -16 (Bhiwani bypass to Rohtak District Border) and SH-17 (Near Nagal Shirohi to Bhiwani), Haryana. Project stretch starts from Narnaul bypass from km 4+500 of MDR (near km-11 of SH-17) and terminates at km 113.750 of SH-16 on Bhiwani-Rohtak district border. However, the initial 30.687 km stretch of MDR-129 is not taken into consideration since MDR is not considered for environmental clearance as per EIA notification 2006 and Amendment 2009. Total Length: Total length of SH-16 and SH-17 is 105.7 km (excluding 30.687 km of MDR-129), Bypass length= 20.63 km (3 bypasses) Narnaul bypass – km 4.500 of MDR-129 to km 18.500 of SH-17 (8 km) Nangal Shirohi bypass – km 27.600 of SH-17 to km 31.300 of SH-17 (3.7 km), Bhiwani bypass – km 101.350 of SH-17 to km 129.250 of SH-16 (8.93 km). Road under District/State: Mahendragarh and Bhiwani District (Haryana State), Realignment: 4 locations excluding bypasses. The important settlements: Nangal Shirohi, Jatuwas Mor, Mahendragarh, Sisoth, Paladi, Pali, Akoda, Mandola, Dadri, Kithlana, Nimriwali, Bamla and Kharak. There are no Major Rivers. The Terrain is Plain. Proposed ROW: 40 m, but at some isolated locations like tollplaza, wayside amenity, truck laybye, etc. More land has been proposed in order to accommodate these facilities. Existing Carriageway: 6.8-7.0 m. Proposed Configuration: 2x7.25 m c/w, 2x1.5 m paved shoulder, 2x1.5 m earthen shoulder and 2.0/4.5 m median width. Road Geometry: The geometric design for Bypass and Mainline SH-17 and SH-16 has been done considering the design speed of 100 kmph with a maximum super elevation of 5%, except at few stretches of the bypass where it has been restricted to 80 km/hr. The preliminary vertical alignment design for project road has been done using a ruling gradient of 2% with a maximum of 3.3% at critical stretches. Major Bridges: Mainline – Nil, bypass – Nil, Minor Bridges: Mainline – 8 nos. bypass – 4 nos. Underpasses: Vehicular: Mainline: Nil, Bypass: Nil /Pedestrian Underpasses: Mainline: Nil, Bypass: Nil. Flyover/ROB: Mainline- 1, Bypass – 2. Culverts: Box culverts – 78. Slab culverts – 7. Pipe culverts – 27. No. of trees likely to be felled: About 24378 nos. of trees to be felled from protected forest within ROW against which compensatory afforestation shall be of 260000 trees. Quantum of Land Acquisition: About 125 ha of land are being acquired from title holder in Mainline and 95 ha land for Bypass. Forests Clearance for diversion of 178.64 ha was obtained vide letter no. 8-75/2011-FC dated 16.07.2012. Total basic construction cost of SH-16 and SH-17 is Rs 797 crores.

The project road is Category 'B' as per EIA Notification, 2006 however since it falls within 10 km from Interstate boundary, it is treated as Category 'A'.

The EAC in its 103rd meeting held on 13th -15th July, 2011 finalised ToR including conduct of Public hearing. Public Hearing conducted on 01.03.2012 at Bhiwani and Mahendragarh Districts.

During the discussion, the following points emerged:

- i) *The committee noted that the proposed widening is affecting 5 water bodies (ponds). 40 % of the capacity shall be added to the affected ponds, undertaking to provide.*
- ii) *Joint tree enumeration committee with Forests department indentified as 24378 nos of trees required to be cut. Necessary permission from competent authority shall be obtained for tree cutting. Compensatory tree plantation shall be carried out and cost provision should be made for regular maintenance.*
- iii) *The proposal indicates about 178.64 ha forest land is to be acquired. Stage-I approval has been obtained vide letter dated 09.01.2013.*
- iv) *No wildlife within 10 km radius.*
- v) *Explore the possibilities of using cold mix technology wherever possible.*
- vi) *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.*
- vii) *R&R shall be as per the guidelines of State/ Central Government.*
- viii) *IRC guidelines shall be followed for widening & up-gradation of road.*
- ix) *The responses/commitments made during public hearing shall be complied with letter and spirit.*
- x) *All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.*

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

4.36 Environmental and CRZ Clearance for widening and improvement of existing 2-lane to 4/6 lane of NH-17 from Kannur (km.148) to Vengalam (km.230) in the State of Kerala by M/s NHAI [F.No. 10-37/2010-IA.III]

The Committee suggested the project proponent to circulate the complete response on each issues raised in the representation against the project. The matter will be reconsidered after the proponent submits the detailed information.

4.37 Finalization of ToR for Mega Industrial Park in Bidkin, Maharashtra by M/s Delhi Mumbai Industrial Corridor Development Corporation Ltd. [F.No. 21-69/2012-IA.III]

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

4.38 Finalisation of TOR for the development of Industrial Estate at Growth Centre, Bawal, distt. Rewari, Haryana by M/s Haryana State Industrial & Infrastructure Development Corporation Ltd. [F. No 21-57/2012-IA. III]

The Committee recommended merger of TORs for Phase II, III & IV of the industrial estate.

Extra item

5.1 CRZ clearance for expansion of beach resort at Sy. No. ¼, 25/A, 2/19B, & 434 in Uthandi village Kancheepuram District, Tamil Nadu by M/s Malvika Resorts, Chennai [F. No. 11-119/2010-IA.III].

As presented by the project proponent, the proposal involves construction of a additional rooms in the beach resort at Sy. Nos. 1/4, 2/19B, 25 A, 434 at Uthandi Village, Tambaram Taluk, Kancheepuram District, Tamil Nadu. The total plot area is 23831.64 sq. m out of which the landscape area will be 4359.84 sq.m, roads and pavements will 2819.94 sq.m. No development zone within 0 - 200 m of HTL is 17487.58 sq.m and the area between 200 -500 m of HTL is 6344.00 sq.m. Earlier, the NDZ area was left out in calculation of FSI, and as per the CRZ Notification, 2011, 33 % of NDZ area can be utilized for FSI calculation. Accordingly, additional rooms of 66 are (total 100) proposed. The overall FSI coverage is 33 % and building height is 9 m.

The Tamil Nadu CZMA has recommended the expansion.

During the discussion, the following points emerged:

- (i) *The bus parking arrangement shall be conflict free with sufficient turning radius. The pedestrian movement between the bus bays and the buildings be designed in a pedestrian friendly manner.*
- (ii) *It is noted that the proponent has sought clearance from Central Ground water board for extraction of Ground water for the Beach*

resort. No ground water shall be extracted without the requisite clearance form the Competent Authority.

- (iii) *All the recommendation of CZMA shall be complied with.*
- (iv) *There shall be no disposal of waste in CRZ areas.*
- (v) *The construction shall be as per the CRZ Notification, 2011 including the FSI. Coverage shall not exceed 33% and building height shall not exceed 9.0m.*

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

Recommended items

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

The proposal was examined by the EAC and recommended for grant of CRZ clearance. However, it is noted that there is no formal recommendation of KCZMA which is pre- requisite for grant of CRZ clearance.

The matter was again considered by the EAC in its meeting held on 28th -29th January, 2013. The EAC has decided to keep the earlier recommendation in abeyance and suggested the Ministry to seek proper recommendation from KCZMA.

6.2 CRZ Clearance for sea water intake and brine discharge from 1.2 MGD desalination plant for 400000 TPA Rebar Mill & 55.000 TPA Ferro Chrome Plant at Gopalpur Ganjam District, Odisha by M/s Tata Steel Ltd. [F.No.11-63/2012-IA.III]

The proposal was examined by the EAC in its meeting held in September, 2012 and recommended for grant of CRZ clearance subject to condition that Proponent shall shift the sump and pump house beyond 500 m from HTL and submit the size of the sump.

The proponent accordingly, shifted the sump and pump house beyond 500 m from HTL and submitted the details.

During the discussion, the following points emerged:

- (i) *Though the sumps and pump house are located beyond CRZ area, in view of its proximity to Sea, Necessary prior permission shall be obtained for construction of sump from the competent*

Authority as applicable. Copy of the clearance shall be submitted to the Regional Office, MoEF prior to the commencement of the work.

- (ii) Screens and trash bars shall be provided to avoid entry of fishes and fish larvae in to the system.*
- (iii) All the recommendations of the CZMA shall be followed.*
- (iv) There shall be no disturbance to the sand dunes.*

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

120th Meeting of the Expert Appraisal Committee for Building Construction, Coastal Regulation Zone, Infrastructure Development and Miscellaneous projects held on 28th -29th January, 2013, Scope Complex, Lodhi Road, New Delhi

List of Participants

Expert Committee

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

MoEF officials

12. Shri E. Thirunavukkarasu	Scientist 'C', MoEF
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