

**Ministry of Environment, Forests and Climate Change 135<sup>th</sup> meeting of Expert Appraisal Committee for Projects related to Infrastructure Development, Coastal Regulation Zone, Building/Construction and Miscellaneous projects held on 30<sup>th</sup> June – 2<sup>nd</sup> July, 2014, Conference Hall, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi – 110 022.**

**Opening Remarks of the Chairman.**

The Chairman welcomed the members to the 135<sup>th</sup> meeting of the Expert Appraisal Committee.

2. Confirmation of the Minutes of the 134<sup>th</sup> Meeting of the EAC held on 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> May, 2014 at New Delhi.

The EAC confirmed the minutes of the 134<sup>th</sup> Meeting.

**1. Consideration of old Proposals**

<b>10.30 A.M to 1.30 P.M</b>	
<b>3.1</b>	<p><b>CRZ Clearance for intake and outfall facilities for 1X350MW Coal based Supercritical Thermal Power Plant at Ankulapatur Village, Chillakur Mandal, SPSR Nellore District, A.P. by M/s VSF Projects Limited, Hyderabad [F.No. 11-79/2012-IA.III].</b></p> <p>The project is being implemented in Ankulapatur Village, Chillakur Mandal, SPSR Nellore district of Andhra Pradesh. The project site is located at a distance of about 18 kms from National Highway (NH-5) and 14 kms from Krishnapatnam and 60 kms from Nellore.</p> <p>The Project envisages installation of 1 module of 350 MW generating facilities consisting of pulverized coal fired super critical boiler, steam turbine generator with associated auxiliaries, creek water cooling systems, power evacuation system, water system and all other facilities which are required for such thermal power plants.</p> <p>The proposed 1 x 350 MW Coal Fired Power Project consists of one number of pulverized coal fired supercritical steam generator connected to a reheat type condensing steam turbine and generator with water cooled condenser and all other required auxiliaries.</p> <p>The steam generator required for the 350MW unit will be rated to generate about 1000 tonnes/hour of superheated steam at a pressure of about 258 kg/cm<sup>2</sup> and superheat temperature of 588°C. The steam generator will be equipped with facilities for HFO/LDO firing for start up and flame stabilization up to 30% BMCR conditions.</p> <p>The steam turbine will be of 3000 rpm, tandem compound single re-heat condensing type machine with extractions for regenerative feed water heating. The</p>

	<p>turbine would be designed for main steam pressure of 255 kg/cm<sup>2</sup>(a) and temperature of 585°C.</p> <p>Water for the plant will be drawn from the creek. The total requirement of water will be around 3178 m<sup>3</sup> per hour. Storage of 19068 m<sup>3</sup> capacity to hold 6 hours requirement of water will be constructed at the plant site.</p> <p>The power generated from the plant will be evacuated at 400 kV level through PGCIL grid lines.</p> <p>The power generation facility uses the most commonly encountered Rankine Thermodynamic Cycle. This facility generates electricity by producing steam in a steam generator and expanding the steam through a turbine that is coupled to a generator. The steam will then be condensed in a condenser, and the condensed steam will be heated again in the steam generator.</p> <p>The coal handling system receives the coal and then stacks, reclaims, crushes and conveys the same to the coal bunkers near the steam generator. Coal will be fed from the coalbunkers and pulverized to powder. Forced draft fans supply combustion air to the steam generator and the primary air fans transport pulverized coal into the steam generator. Induced draft fans remove the flue gases from the steam generator and exhaust them to the plant stack (chimney). Within the steam generator, pulverized coal is mixed with air and combusted, and the combustion energy is used to produce the steam. The high pressure and high temperature steam, produced by steam generator is led to steam turbine.</p> <p>The Turbine shaft will be coupled to the Generator shaft which in turn rotates at a speed of 3000RPM in the stator coils , producing electricity at 20KV level and will be stepped up to 400KV Level through a Generator Transformer. The power generated will be connected to the power grid.</p> <p>The issue before the EAC is the intake/outfall structures for sea water and its O&amp;M etc. The EAC was of the view that the estimates were unrealistic.</p> <p><b><i>The Committee noted that the proponent has not submitted the basis for the calculations for the Operation and Maintenance of the intake and out fall facilities. The Committee suggested to submit the basis for the calculation along with the O&amp;M costs for similar projects which are currently under operation. The Committee deferred the proposal.</i></b></p>
3.2	<p>Extension of validity of ToR granted for Port at Positra, Gujarat to M/s Port of Positra (F.No. 10-65/2007-IA.III)</p> <p><b><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></b></p>

3.3	<p>CRZ Clearance for extension of Fish Landing Centre at Junglighat, A&amp;N by M/s Directorate of Fisheries, A&amp;N Administration [F.No.11-61/2013-IA-III]</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
3.4	<p><b>Amendment in built up area in the CRZ Clearance granted for construction of a Beach Resort in S.F.No.211/2B2, 211/2C, 211/2D, 215/1B2, and 215/1D of Nemilli Village, Chengalpattu Taluk, Kancheepuram District. Chennai. M/s Adayar Gate Hotels Ltd. [F.No. 11-9/2014-IA.III]</b></p> <p>Original application seeking CRZ clearance for the development of Beach Resort was submitted to MoEF in 2007 and Environmental Clearance form MoEF, GOI under the existing provisions of CRZ Notification, 1991 was obtained vide 11-78/2007-IA.III dated 15.04.2008. Construction initiated with all necessary approvals, the project is nearing 80% of completion.</p> <p>In the mean time, the project proposes additional amenities and parking mainly accounting for the staff and visitors; results in increased Non-FSI area while maintaining the FSI and Plot area. Project's Total Built up area increases to 21,567.78 Sq.m, accounting the increased Non-FSI area towards additional parking &amp; amenities and also the entire covered parking areas as well [As per MoEF O.M. F.No-19-127/2011 dated 02.04.2012].</p> <p>Project presented to Tamil Nadu State Coastal Management Authority on 19.12.2013 and got the proposal recommended to MoEF. Project secured an amendment to EC from the State Environmental Impact Assessment Authority under EIA Notification 2006. Project seeks an amendment with respect to increase in total built up area to the earlier issued Environmental Clearance under CRZ Regulations.</p> <p>The total Plot Area, Sq. m. is 56600Sq.m. Situated in the Nemmeli Village project area falls within 500 m. from HTL and categorizes as CRZ-III as per CRZ notification 2011. recommendations of Tamil Nadu State Coastal Management Authority [in its 75<sup>th</sup> meeting held on 19.12.2013] for CRZ clearance communicated to MoEF by the Additional Secretary to Tamil Nadu State Government vide letter no. 27954/EC.3/2013-dated 30.01.2014.</p> <p>The total Plot Area is 56600.00 Sq.m. 100.00% no area under Development Zone is 29198.12 Sq.m. 51.59% the total built up Area is 21567.78 Sq m access road width is 30m. internal road width is 10m. maximum Height 7.435 FSI Achieved is 13851.38 Sqm. CRZ classification CRZ III project Cost is Rs. 96.45 Crores.</p> <p><i>The Committee noted that the amendment proposed by the proponent has to be brought with the maps indicating the original proposal and the new proposal. The maps should clearly show the deviation from the original structure existing at the site viz-a-viz the proposed modification and its set back from the main highway. The proponent shall also submit the FSI which was permissible at the time of earlier construction and the present permissible FSI. Permission from the</i></p>

	<p><i>concerned authority for the FSI shall also be submitted. The project proponent shall also explain the non-FSI area within the total permissible area.</i></p> <p><i>The Committee also suggested that a sub-Committee shall visit the site with the following members: Sh. R. Radhakrishnan, Shri S.K. Sinha and Representative of MoEF (RO, Chennai)</i></p>
3.5	<p><b>CRZ Clearance for proposed RCC proof building construction at Sy no. 25/9 to 14, Rushikonda Village, Bheemlili Beach Road, Division no. 06, Zone-I, GVMC, Vishakhapatnam. M/s Ananthakoti Raju Developers Pvt. Ltd.[ F.No.11-15/2014-IA.III]</b></p> <p>The PP presented the proposal for construction of resort at Survey no. 25/9 to 14, Rushikonda Village, Bheemlili Beach Road, Division No. 06, Zone-I, GVMC, Vishakhapatnam. The geographical location of the site is 17°47'14.11"N latitude and 83°23'4.20" E Longitude on the road connecting Visakhapatnam to Bheemuniapatnam.</p> <p>Three no. of blocks namely Main building, Function Hall &amp; Meditation Hall which comprises a Stilt, G + First Floor are proposed to be constructed. The total site area is 4152.05 Sq.mts and the total Built up area (Stilt +G + First floor) will be of 2289.05 Sq mts. The Stilt area has been totally allocated for Parking only.</p> <p>HTL demarcation was done by IRS, Anna University. An area of 3771.94 Sq.mt fall in 200-500 m from HTL of CRZ-III and 380.11 sqm is falling within No Development Zone i.e in 0-200 m from HTL as per the approved Coastal Zone management Plan of the area.</p> <p>The water requirement is projected as 3.75 KLD for drinking and 8.0 KLD for other functions. Total Fresh water will be met from GVMC on chargeable basis. GVMC consented supply of water vide letter dated 21.10.2013. The sewage will be treated in STP which comprises of Screen Chamber, Collection Tank, Equalization Tank, Aeration Tank, Secondary clarifier and Territory system like Sand filter and activated carbon filter. The treated waste water will be used for lawn development, green belt area usage and Toilet flushing. Total land allocated for green belt development will be of 2084.34 Sq.mts. The solid waste generated is 20 kg/day will be sent to GVMC – Kapuluppada dumping site.</p> <p>The APCZMA has recommended the project vide letter dated 01.03.2014.</p> <p>The project estimated cost is Rs. 1.15 crores and out of which 0.30 lakhs will be spent for Environmental Management.</p> <p>As desired by the Committee in the earlier meetings, the proponent has submitted detailed drawings showing the parking during peak utilization accommodating 4 buses and 47 cars and 54 two wheelers.</p> <p>Traffic Circulation plan with directions for free flow of vehicles in the project layout has also been submitted along with Emergency Evacuation Plan. Green belt density has been increased and detailed drawing has been submitted. An Appendix</p>

	<p>has been added to the Energy Savings report showing the break-up of energy savings at individual item level. An Appendix has been added to the Energy Savings report showing the break-up of energy savings at individual item level.</p> <p><i>The Committee noted that the improvements suggested by the Committee in the last meeting have been incorporated by the proponent. The Committee recommended the proposal with the following comments in the EC letter for strict compliance by the proponent.</i></p> <ul style="list-style-type: none"> <li><i>i. Maintain minimum set back of 7.5 mts towards south of the administrative block.</i></li> <li><i>ii. As committed the width of the roads and the corners of the internal road should be increased so that emergency fire fighting vehicle can pass easily all around the peripheral driveway.</i></li> </ul>
<p><b>3.6</b></p>	<p><b>Amendment in EC granted for JSW Jaigarh Port Ltd [F.No.10-17/2006 -IA.III]</b></p> <p>JSW has been granted clearance for developing an all weather Green Field Port at Jaigad, district Ratnagiri, Maharashtra on 31.07.2009. The expansion proposal was recommended in the 122nd meeting of the EAC held on 13th–14th March, 2013 and granted CRZ and Environmental Clearance on 19<sup>th</sup> December, 2013. A few components of the expansion proposal were not included in the clearance, hence the proponent requested for the inclusion of the following components which are part of the expansion proposal:</p> <ul style="list-style-type: none"> <li><i>i. Breakwater Extension by 200 m.</i></li> <li><i>ii. Capital dredging amounting to 12 million m3.</i></li> <li><i>iii. Reclamation of 42.5 ha of back up land behind, POL, Container and other berths.</i></li> <li><i>iv. CFS, Logistic Facility, Transit sheds, Port operation and administrative buildings, canteen and cafeteria, associated utilities and amenities.</i></li> <li><i>v. Approach channel and other port related facilities.</i></li> </ul> <p>PP also requested for the following corrections: Reference to the direction of cargo movement (Import/Export) to be removed, as the movement could be either way. Item no. 14 to be corrected as ‘Chemical’ in place of ‘Ethanol’, as recommended by the Maharashtra Coastal Zone Management Authority.</p> <p>EAC after deliberation suggested to the PP to submit the complete documents/ Forms etc to consider the request.</p> <p><i>The Committee noted that the proponent has proposed to substitute word ‘chemical’ with ‘Ethanol’ as indicated in the earlier EC. When asked which chemical the PP is handling, the PP mentioned that the EIA studies have been conducted for the chemicals viz. Acetic Acid, Ethyl Acetate, Phenol, Toluene, Ethanol, Methanol, Benzene, SolventC9 (NaphthaC9), Vinyl acetate, Hexane.</i></p> <p><i>The Committee asked the PP to explain the EIA studies for each of the</i></p>

	<p><i>chemicals mentioned in the EIA report along with the Risk Assessment details. The PP said they are not ready with the presentation, and will explain in the next meeting. The Committee suggested to the Ministry to verify the facts in the documents submitted by the proponent at the time of getting the earlier Environmental Clearance.</i></p>
<p><b>3.7</b></p>	<p><b>CRZ Clearance for setting up of sea water intake structure and outfall HDPE pipeline for sea water requirement for the Zirconium plant Pazhayakalay Village, Thoothukudi Dist. By M/s Dept. of Atomic Energy [F.No.11-76/2013-IA.III]</b></p> <p>The Department of Atomic Energy has set up Zirconium Complex in the coastal village of Pazhayakalay, Tuticorin District, Tamilnadu to produce 500MT of Zirconium Oxide every year which will be further converted into 250MT of Nuclear Grade Zirconium Sponge. The sponge is required to meet the requirement of Zirconium alloys namely Zircalloy-2, Zircalloy-4, Zr-Nb alloys. They are prime candidate materials for all the structures of the nuclear reactor core including the seamless coolant and calandria tubes.</p> <p>The design water requirement of this plant is to be met through 20MGD supply scheme of TWAD. The annual average rain fall in this area is around 500 mm. The major portion is during October to December. The ground water, availability also being very less in quantity has higher levels of TDS and hardness closer to the Gulf of Mannar. Considering the acute water scarcity in this area and recommendations of public hearing and District authorities, it is proposed to install a desalination plant based on Reverse Osmosis process within the premises of Zirconium Complex to meet the raw water requirement so as to minimize external reliance.</p> <p>The marine facilities for the desalination plant will consist of i) laying of submarine pipeline for intake ii) outfall into Madiketan odai. The quantity of sea water drawn from the sea (Gulf of Mannar) will be 206 cubic meter/hour to get a product of 60 cubic meter/hour. The proposed intake system will consist of HDPE pipelines laid on the sea floor with an intake head of at a distance of 750 meters distance into the sea. The reject water of 146 cubic meters will be released into the Madikettan Odai flowing at the north west boundary of plant site. No Objection Certificate from the Public Works Department for the disposal of reject into the Madiketan Odai has been received and furnished to Dept of Environment, Govt. of Tamil Nadu. The desalination plant and the Zirconium Complex are outside the Coastal Regulation Zone. The sea water intake system is falling in CRZ. The total project cost is Rs.20 Crores. Tamilnadu State Coastal Zone Management Authority has recommended this proposal.</p>

	<p>In the 133<sup>rd</sup> EAC meeting the Committee observed that the proponent has not provided details of intake structure, diameter of the intake pipeline etc. The location of the outfall structure was also not been mentioned in the EIA report and also on the 1:4000 scale map. The Committee advised the proponent to submit the details along with the recommendation of the State CZMA.</p> <p><i>The Committee noted that the PP has obtained consents from the TNPCB which covered the discharge of trade effluent into the Madikettan Odai (drain) which joins the sea as well as approval from TNPWD. The Committee would have preferred disposal of effluent into the deep sea or any safe position, however, since the TNPCB has already given a specific clearance for the discharge of the effluent in to drain, it is presumed that the TNPCB is convinced that this effluent does not have toxic elements which require treatment.</i></p> <p><i>The EAC recommended the proposal with a stipulation that TNPCB should conduct regular check on the disposal of trade effluent of the desalination plant in to the drain and verify that it is safe and not violating any environmental norms.</i></p>
<p><b>3.8</b></p>	<p><b>CRZ Clearance for Structures by M/s Naveen Hotel and M/s Shetty Trust at Murdeshwar, Karnataka [F.No. 11-77/2011-IA.III]</b></p> <p>Murudeshwar complex, is a small hillock jetting into the Arabian Sea on three sides and land on one side is situated at latitude 14° 05' 38" N and longitude 74° 29' 00" E in Bhatkal Taluk, Uttara Kannada District, Karnataka.</p> <p>The project site has a total area of 80937.13 m<sup>2</sup>, on survey numbers 840/1 (73976.5 m<sup>2</sup>) and 840 (4613.4 m<sup>2</sup>) of Mavalli village.</p> <p>M/s R.N. Shetty Trust has constructed a few guest houses, choultries, temple complex, Maharajagopura, parking places, shelter for temple priests and hotel, RNS Residency, considering the vast growing inflow of tourists and pilgrims to Murudeshwar since 3 decades. Most of the structures are renovated and developed prior to CRZ notification 1991.</p> <p>However, the project was stuck in many legal issues pertaining to violation of CRZ Norms. In this regard, The Hon'ble High court of Karnataka directed MoEF, New Delhi to constitute a Committee and accordingly the 3 member Committee has visited and gave a report recommending the project for a "Post Facto Clearance" subject to the project proponents submitting the EIA report of Murudeshwar complex. In the year 2007, the EIA report was submitted to the NCZMA and MoEF. MoEF, New Delhi in its 108th EAC meeting held on 10.01.2012 considered and appraised the Project and informed to revise the EIA report along with HTL demarcation.</p> <p>M/s Naveen Hotels and RN Shetty Trust entrusted Dept. of Aquatic Environment Management, College of Fisheries, Mangalore to revise the EIA report.</p>

	<p>Accordingly, College of Fisheries prepared the EIA report in 2012 and submitted to MoEF, New Delhi for onward consideration. MoEF reconsidered the project in its 123rd meeting held on 15.04.2013 and appraised the project in detail and informed the PP to obtain recommendations from KCZMA and directed to obtain Environmental Clearance from SEIAA, Karnataka for onward reconsideration.</p> <p>By their letter dated 28.09.2013, PP has stated that the project built up area is less than 20,000 sqmts and hence doesn't attract EIA Notification, 2006 and its Amendments. KSCZMA vide letter dated 15.04.2014 recommended the above proposal to MOEF, Govt. of India for issue of CRZ clearance. In the course of the presentation the PP indicated that some of the properties belong to a trust and others were commercial hotels that clarification of the two was not available to the Committee.</p> <p><i>The Committee advised that the proponent has to make a clear legal distinction identifying, which structures are part of the Trust and which are of the commercial ventures. The proponent has to submit the building plans which were approved by the local planning department, land mutations showing area belonging to the trust or to the Hotel. The proposal shall then be scrutinized for the buildings which belong to the Trust and which belong to M/s Naveen Hotels Ltd. Accordingly a decisions shall be taken by the EAC.</i></p>
<p><b>3.9</b></p>	<p><b>Extension of TOR granted for Hazardous Waste Management facility Phase –II of Integrated Waste Management Facility in Karnataka at village Madanhatti, distt Kolar, Karnataka by M/s SMS Infrastructure Ltd. [F.No. 10-19/2012 - IA.III]</b></p> <p>The proposal involves development of an Integrated Waste Management facility at Madanhatti village in Kolar District, Karnataka. To ascertain the market scenario SMS IL undertook a survey for realizing the potential, availability of input material with respect to quantities estimated to be available in this region. This project will serve as a single facility for Hazardous Waste, Biomedical Waste, E Waste and Waste Oil Management. It will have various facilities such as Common Hazardous Waste Treatment Storage and Disposal Facility, Common E Waste Management Facility, Common Bio medical Waste Treatment Storage and Disposal Facility.</p> <p>Proposed Integrated Waste Management Facility shall be divided into three sub facilities and each of the sub facility shall work as an Exclusive Waste Management Facility namely, Hazardous Waste Treatment &amp; Disposal Facility, Bio Medical Waste Treatment &amp; Disposal Facility, E-waste Recycling &amp; Management Facility. Hazardous Waste Management Facility shall have Advanced Thermal Treatment Unit based on Plasma Technology with Heat Recovery and Power Generation as main treatment and disposal components. The entire Hazardous Waste Management Facility shall be planned on 27 Acres of Land. This unit shall have a capacity to treat 20 MTPD of Incinerable Hazardous Waste. Secured Landfill Facility shall be spread over approximately 20 Acres of Land having a Total Landfill capacity of 1.4 to 1.5 Million Tones of Landfill Waste. The Landfill shall be developed</p>



	<p>in Phases. Used Oil Recycling Unit shall have a total recycling capacity of 40 TPD. Hazardous Waste Co-Processing Unit will be designed to handle 30 TPD of Hazardous Waste. Bio Medical Waste Treatment &amp; Disposal Facility shall have incineration capacity of 2.5 TPD of Bio Medical Waste and shall also have autoclave and other ancillary units. E-Waste Recycling and Management Facility shall have E-waste management capacity of 4000 TPA. SMSIL have already initiated process of getting Consent to Establishment from Karnataka State Pollution Control Board for E-Waste Recycling and Management Facility, Bio Medical Waste Treatment &amp; Disposal Facility and Hazardous Waste Co-Processing Unit which do not fall under the purview of EIA Notification 2006 (SO 1533) and subsequent amendments thereof.</p> <p>The above proposal was considered in the 110<sup>th</sup> EAC meeting held on 5<sup>th</sup> – 7<sup>th</sup> March, 2012, and the Committee recommended the proposal for grant of ToRs.</p> <p>It has been mentioned by the PP that while conducting the public hearing certain inputs have been received regarding hydro-geological studies, rain water harvesting etc. Based on the discussions in the Public Hearing the proponent has decided to undertake additional detailed study on the above matter and incorporate in the EIA report.</p> <p><i>Based on the request of the proponent the Committee recommended to extend the validity of the ToR for a period of one year.</i></p>
3.10	<p><b>ToR for the expansion of Dighi Port at Dighi, Raigarh, Maharashtra by M/s Dighi Port Ltd.[F.No.10-8/2005-IA.III]</b></p> <p>As presented by the proponent the site is a naturally protected harbor. Located at a distance of 200 km south of Mumbai &amp; 42 NM South of Mumbai Port. Located at Rajpuri Creek, in Raigad approx. 200 kms south of Mumbai Site Longitude 18°16' 31" N and Latitude 72° 58' 14"E, south of Mumbai. Surrounding headlands provide a natural breakwater making Dighi an all weather port with high tranquility. Natural approach channel with depth of 6m at lowest low water level. Tidal window of 2.5m could be used for navigational purposes. 2 Km wide waterfront for free maneuvering of vessels and barges. No channel congestion and restriction on turning circle.</p> <p>The proposed project involves expansion of the existing port project (First Phase) with additional six berths. The area of each berth will be 350m x 35m. The project falls under CRZ-I area and as per CRZ Notification, 2011, the said project is permissible in this area. Total dredging will be 18 million cubic meters for 16.5 m depth. The dredge spoil will be disposed off at a site of 5km x 5km between two dumping locations as selected after analysis by NIOT, Chennai. Reclamation of total 6 million cubic meters will be done at the North bank, 4 million cubic meters and at South bank, 2 million cubic meters. A vast hinterland can be Dighi's domain. Immediate hinterland encompasses industrial areas Khopoli, Roha, Mahad, Patalganga, Nagothane and Pune. Extended hinterland encompasses Goa, Madhya Pradesh, Gujarat and land locked Northern States. Konkan railway and the National</p>

	<p>Highway - 17 are each at a distance of 45 km from Dighi and Central Railway at a distance of 34.4 km State Highway (SH) 92, SH 95, &amp; SH 97 leads to the site. Alternative routes like SH 90 / SH 98, can facilitate to and fro movement of cargo from Dighi Port. The total cost of this project is Rs. 1500 Crores</p> <p><b><i>During discussions, the Committee finalized the following additional TOR</i></b></p> <ol style="list-style-type: none"> <li><i>i. The port proposes to a total of six numbers of births on either side of the creek. A hydrodynamic modelling study should be conducted regarding the flow of the creek water till the end of the creek-let for the existing scenario and the post project scenario.</i></li> <li><i>ii. Morphological changes due to extension of port on adjoining areas of the coast should be studied. Also, impact of dredging and dredge disposal on land as well as sea should be studied.</i></li> <li><i>iii. The type of cargo which is going to be handled at the port should be specifically mentioned in the EIA report for the liquid, gas, chemicals container cargo, etc</i></li> <li><i>iv. Risk analysis and disaster related study should be conducted thoroughly for the proposed cargo</i></li> <li><i>v. The landuse and landcover of the proposed port site should be shown on the latest Google map, SOI toposheet and NRSA Imagery for the year January-March 2014</i></li> <li><i>vi. Comprehensive EIA study should be conducted</i></li> <li><i>vii. Recommendation from the SCZMA.</i></li> </ol>
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<b>2.00.PM to 6.00 P.M</b>	
3.11	<p><b>CRZ Clearance for construction of captive coal jetty and intake outfall pipeline for sea water drawal for saurashtra TPD, at Bhatvadia Jamnagar, Gujarat by M/s Universal Crescent Power Private Ltd. [F.No. 11-28/2013-IA.III]</b></p> <p>As presented by the proponent, MoU was signed on 12<sup>th</sup> January 2009 with Govt. of Gujarat during “Vibrant Gujarat Global Investor’s Summit” for setting up of 10000 MW power plants in the state of Gujarat. Accordingly, UCPPL is developing an imported coal based 3960 MW Saurashtra Super Thermal Power project in three stages, each comprising of 2x660 MW units near village Bhatvadia village of Kalyanpur Taluka, Jamnagar district of Gujarat. The Captive Coal Jetty with Break Waters is proposed at coastal site in Gojiness village of Kalyanpur Taluka, Jamnagar district of Gujarat.</p> <p>TOR for the project was issued by MoEF vide vide letter J-13012/28/2010-IA.II (T), dated Aug 11, 2010. The public hearing was held on 20<sup>th</sup> Sep, 2011 at project site at Bhatvadia village. The Environment Clearance has been granted by</p>

	<p>MoEF vide letter dated 27.11.2012. The CRZ clearance has been recommended by Gujarat Coastal Zone Management Authority (GCZMA) vide letter dated 02.04.2013.</p> <p>Low ash, Medium Calorific Value Coal to be procured from Indonesia. CSA for coal supply has been signed with M/s Bayan Resources, Indonesia. Coal Required for Stage-I (2X660MW)- 5.0 MTPA, Stage-I &amp; II -10.0 MTPA and stage-I, II &amp; III -15.0 MTPA. Coal Storage in the Plant area planned for 30 Days.</p> <p>HFO - 2X2000M<sup>3</sup> equivalent to One month storage plus provision for extension 1x2000M<sup>3</sup> in each subsequent stages. LDO- 2X500M<sup>3</sup> equivalent to One month storage plus provision for extension 1x500M<sup>3</sup> in each subsequent stages. Fuel Transportation shall take place in ships to a Captive Coal Jetty at Gojiness Village and then by suitably designed cross country conveyor.</p> <p>Sea water from the Arabian Sea shall be used. About 12476 m<sup>3</sup> /hr of raw water will be required for the station. 8777 m<sup>3</sup>/hr of hot C.W. including waste water shall, however, be returned to the sea. Total 1281 Acres (Govt. Land 1000 Acres and Private Land 281 acres) of land in Bhatvadia Village shall be used for <b>4000MW</b> power plant.</p> <p>Bhatvadia village is sparsely populated. About 405 Hectares (1000 Acres) belong to Gujarat Government and 281 Acres is Private Land. Two units of 660 MW turbine generator sets fed by steam from coal fired supercritical are proposed. Cooling system is with sea water which is saline water. Closed recirculating cooling water system deploying Natural Draft Cooling Tower of 87,800 M<sup>3</sup>/Hr is envisaged. Coal Handling jetty with break-water, Seawater intake pipeline with intake head, Marine outfall pipeline with diffuser, Dredging in approach channel and turning circle and dredged material will be used for construction of break waters and land filling in Coal conveyor Corridor. Marine eco-sensitive zone, if any, needs to be clarified.</p> <p><i>It has been observed by the Committee that the proponent has not taken the ToR for the captive jetty and the breakwater component from the CRZ and Infrastructure Committee. The proponent has appeared before the Committee directly for obtaining CRZ clearance for the above mentioned component.</i></p> <p><i>The Committee deferred the proposal and suggested the proponent to seek ToR for the component of jetty and breakwater and the final CRZ and EC shall be accorded once the PP has submitted the EIA report and recommendation from the SCZMA for the above components. The existence of any Marine eco-sensitive zone, if any, needs to be identified.</i></p>
3.12	<p><b>Expansion of Srikurmam Heavy Mineral Sand Project at Vatsavalasa &amp; Tonangi Villages in Gara Mandal in Srikakulam District, Andhra Pradesh by M/s Trimex Sands Limited [F.No. 11-67/2013-IA.III]</b></p>

The proposal is for expansion of Mineral Sand Mining from 2 MTPA to 6 MTPA & Mineral Sand production from 0.63 MTPA to 0.93 MTPA. Mine lease area is 7.20 Sq. Km for mining of heavy mineral sand having Ilmenite, Rutile, Zircon, Garnet, Sillimanite & 59.27 Ha Plant Area located at Vatsavalasa & Tonangi Villages, Gara Mandal, Srikakulam District, Andhra Pradesh.

The State Govt of Andhra Pradesh has granted a mining lease for mining of heavy mineral sand having Ilmenite, Rutile, Zircon, Garnet, Sillimanite minerals from 23.02.2004 to 22.02.2034 in 7.20 Sq.Km area at Vatsavalasa & Tonangi Villages, Gara Mandal, Srikakulam District, Andhra Pradesh. The Ministry of Environment & Forest has granted Environmental and CRZ clearance for the project for 2.0 MTPA. The PP has submitted application for expanding mining capacity from 2.0 MTPA to 8.0 MTPA, in July 2011.

The proposal was considered by the Committee to determine Terms of Reference (TOR) during 19<sup>th</sup> Meeting of EAC held during 21 – 23<sup>rd</sup> September 2011. It was decided that a sub Committee of EAC may undertake a site visit before making recommendations for TOR.

The project was further considered by EAC during 23<sup>rd</sup> EAC Meeting held during January 23 – 25<sup>th</sup> 2012 wherein the PP made a request to allow them to start collecting environmental data for the purpose of preparing the EIA / EMP Report pending visit of sub committee. The matter was placed before the EAC for their consideration. After deliberating the matter, the Committee agreed that the proponent may be allowed to collect baseline data for preparation of EIA/EMP report for the forthcoming pre-monsoon season 2012.

A duly constituted subCommittee of the Expert Appraisal Committee from MoEF visited the project site on 17<sup>th</sup> March 2012 and inspected the project activities and also went through the compliances of the existing Environmental Clearance conditions submitted by the project proponent.

MoEF has issued the Terms of Reference (ToR) for undertaking detailed EIA study in accordance with the provisions of the EIA Notification dated September 2006 vide Lr.No J – 11015/175/2011 – IA.II (M) dated 6th July 2012.

In due course, the project proponent has decided to reduce the capacity of expansion from 8.00 MTPA to 6.00 MTPA due to technical and market issues. In this regard, the PP got the permission from MoEF for downscaling the earlier proposal of expansion from 8.0 million tons per annum to 6.0 million tons per annum vide letter No. J-11015/175/2011-IA.II (M) dated 09.09.2013.

The TOR issued by MoEF is complied and the point-wise compliance status is included in the Final EIA report submitted to MoEF on 18.02.2014. The point-wise compliance of TOR issued by MoEF was addressed by the PP and discussed in detail during the meeting. The Regional Office of the MoEF, Bangalore has certified

compliance of the existing EC conditions and the same is submitted along with the Final EIA.

The Mine lease area is 7.20 Sq. Km & Plant area is 59.27 Ha situated outside ML area. There is no forest land in the lease area. Scheme of Mining for a further period of five years from 2009-2010 to 2013-2014 was approved by the Indian Bureau of Mines vide letter no AP/SRK/MP/Garnet-2/Hyd dated 18/6/2009 and by Atomic Minerals Directorate for Exploration and Research (AMD) by vide letter no AMD/MPA/3M/TSPL/720Ha/2009 dated 17.08.2009. The latest mining plan for the project is approved by AMD Vide Lr no AMD/MRG/TSPL/SM/720Ha/2014 dated 15.05.2014.

It is reported by the Project Proponent (PP) that the mine working will be opencast mechanized mining method involving dry mining and dredging. No drilling and blasting or sorting of the material at mine site are necessary. Run-off mine ore will be mined and concentrated with advanced environmental friendly equipment's and technology, wherein ore mining, concentration, backfilling and afforestation on reclaimed land takes place simultaneously, thus limiting the gap between mining and rehabilitation to pre-mining stage to only a few months.

Mined/dredged heavy mineral sand is screened, slurried and pumped to a pre-concentration plant where latest imported equipment's to concentrate minerals in the ROM into three to four mineral rich concentrates. The concentrates from the Plant will be further transported to a Mineral Separation plant for separation of individual minerals.

Heavy mineral sand from lower layer having high slime content will be additionally cleaned in a cleaning plant before it is pumped to the Plant. The excavated area will be simultaneously refilled with tailings generated from pre-concentration plant and afforested with local suitable plant species and make the ecological balance of the area.

It is reported by the PP that total Mineral Reserves are about 27.98 million tonnes with mineral resources 37.45 million tonnes. Life of the mine is about 8 years.

It was reported by the PP that solid waste generation will be about 22.958 million tonnes of silica sand which form the reject quantity during the first five years when 27.65 million tonnes of ROM will be handled. The plant waste/tailings contain shells, silica & silt/slime and this waste sand will be dewatered by cyclones. The tailings which form about 83% of ROM will be transported/pumped back for refilling the mined out areas and subsequent afforestation.

The total water requirement for the project is estimated as 750 m<sup>3</sup>/hr. The PP already holds permission to draw 500 m<sup>3</sup>/hr from the Vamsadhara River. The Department of Irrigation, Government of AP has already recommended the additional quantity of 250 m<sup>3</sup>/hr.

It was reported by PP that mining will be carried out below the ground water table, however no mine dewatering is involved. A comprehensive hydrogeological study carried out by Andhra University is submitted along with Final EIA.

It was reported by the PP that there is no wildlife sanctuary/tiger reserve/national park, etc within the 10 km radius area around the mine lease. Schedule I species i.e Olive Ridley Turtle is found the study area. A detailed conservation & intervention plan is prepared and submitted by PP along with final EIA & EMP Report

Baseline studies were carried out during summer season 2012. All the parameters for air, water, and noise quality were reported to be within prescribed standards. The study on the impact of the mining on Olive ridly turtle, traffic, ground water, flora & fauna etc are also carried out and submitted along with final EIA. HTL/LTL demarcation by authorised agency also carried out and report submitted.

It was informed by the PP that the Public Hearing for the project was conducted on 29.12.2012 near Project site. The PH was chaired by District Collector, Srikakulam. The issues raised during public hearing are considered and discussed in the final EIA. It was informed by Project Proponent that as per the villagers requirements, they would take care of local employment; health issues, providing education and assistance in vocational training etc.

The cost of the project is Rs140 Crores. Capital budget for environmental protection measures is 1064.00 lakhs and annual recurring cost is 1616 lakhs after expansion. It was reported by the project proponent that there is no court case against the project.

*It has been observed by the Committee that the block has a long patch of forest between the proposed mining area and the HTL. The project proponent has proposed a depth of mining to a depth of nine meters based on the international and also some practices being followed at the project in Orissa.*

*The PP indicated that he has an approved mining plan from the Mining Dept while the approval from IBM is under process. The CRZ EAC being a Committee for protection of **coastline** of the country is really concerned about mining practices which involve excavation, whether manual or mechanical with such depth upto 9 meter, and its impact on the GW and **coastline**. Even though the activity is beyond the 100 HTL, the PP has indicated that the excavated areas will be backfilled and there will be buffer of 15 m between the excavation area and the forest area. The Committee is of the view that it should get the clear guideline from the MOEF who may like to consult with the IBM and Atomic Minerals Division. whether such proposals with depth of excavation of such range are to be recommended*

	<p style="text-align: center;"><i>While examining this case the MOEF may also like to go through the SCZMA recommendations imposed on the proponent regarding the proposal.</i></p>
3.13	<p><b>Amendment in EC granted for CETP plant at GIDC Industrial Estate, Ankleshwar, District Bharuch, Gujarat by M/s Ankleshwar Cleaner Process Technology Centre Ltd.[F.No.10-96/2010 -IA.III]</b></p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
3.14	<p><b>CRZ Clearance for Offshore LNG terminal in the offshore region of Digha, West Bengal. M/s H-Energy East Coast Pvt Ltd. [F.No11-12/2014 -IA.III]</b></p> <p>The proposed development is an offshore LNG floating storage and Regasification (FSRU) terminal of 8 MMTPA ultimate capacity, in the offshore region of Digha, West Bengal. H-Energy East Coast Private Limited (HEECPL), a subsidiary of H-Energy group of companies proposes this development with intent to supply natural gas to the eastern and northern states of India through the proposed Haldia- Jagdishpur pipeline of GAIL India. The key components of the proposed development are:</p> <ol style="list-style-type: none"> <li>1. <b>Floating Storage Regasification Unit (FSRU)</b> - which is a floating structure (at ~ 50 m water depth) moored to the seabed via a turret mooring system. Systems required for LNG pumping, vaporization, BOG (boil-off gas) handling, and natural gas transmission to shore are located on the deck of the FSRU. LNG will be stored in membrane tanks and LNG carriers will transfer LNG to FSRU through hard loading arms. Regasification will be carried out by sea water based Intermediate Fluid Vaporizers.</li> <li>2. <b>Sub-sea pipeline</b> (~115 km long) with flexible Risers (connecting FSRU with a Pipeline End Manifold located on sea-bed) and onshore pipeline segment (of approx. 2 km length),</li> <li>3. <b>Onshore Receiving Facility (ORF)</b> with gas send-out to a proposed gas network, which will occupy an approximate land area of 10 acres containing support infrastructure such as , pig receiving station, metering facility and at a later date, compressors.</li> </ol> <p>The proposed location of FSRU will be within the area limits of the Kolkata Port Trust. The FSRU is planned to be located in the Exclusive Economic Zone beyond the territorial waters of the Indian coast, hence out of purview of both the EIA 2006 and the CRZ 2011 Notifications. However, a component of the proposed development is proposed to be located in the territorial waters and the coastal land. A part of the subsea pipeline (connecting the FSRU on offshore waters and the onshore receiving facility) as part of the</p>

proposed development will pass through the CRZ-IV zone, and the remaining portion of the pipeline is proposed to be laid through different zones of the CRZ, including CRZ-I and CRZ-III. In addition to this, the alternative proposed locations of the Onshore Receiving Facility (ORF) are likely to be either within the CRZ-III/I zone or outside it. Both the pipeline carrying re-gasified LNG and the ORF are allowable activities in these zones, for which CRZ clearance is being sought. West Bengal State CZMA has recommended the proposed development, and HEECPL is committed to implementing its recommendations.

The proposed development is not anticipated to pose any significant adverse impact on the coastal communities or their livelihoods, since the land requirement for the onshore receiving facility is very small (~ 10 acres) and HEECPL is evaluating various available options for siting the Onshore Receiving Facility to ensure that any such potential adverse impacts associated with meeting the land requirement is either minimized or completely avoided. The proposed development is assessed by ZSI not to interfere with marine ecological habitats of the area, and the cold water discharge from LNG re-gasification has been modeled by IIT Kharagpur, so as to expose the existing marine habitat to minimal risks. Key benefits that the proposed development is expected to bring are:

- Provide cheaper and cleaner source of energy leading to growth of gas based projects and reduce of cost of industrial production
  - Accelerate socio-economic development in West Bengal, Jharkhand and Bihar
  - Supplement depleting domestic energy resources
- Enable peak loads for electricity to be met with gas based power

The EAC in its 133<sup>rd</sup> meeting advised the proponent to submit the details regarding design details of the risers system and submarine pipeline, location of ORF, Maximum damage distance at the worst case scenario superimposed on the landuse map at ORF and the measures proposed to prevent issues relating to fishing boat movement close to the shore over the pipe line. Regarding the riser system and submarine pipeline it has been informed by the proponent that the third party inspection is conducted by the agencies like DNV, ABS, NORSK etc and they certify the design and after construction and after the operation starts. Other details submitted by the proponent have been verified by the EAC.

***The Committee recommended the proposal for Environmental Clearance with the following conditions in the Clearance letter for strict compliance by the project proponent***

- The proponent shall submit the inspection report prepared by DNV, ABS, NORSK etc along with the six monthly compliance report*



	<ul style="list-style-type: none"> <li>ii. <i>All standards and codes shall be followed while designing the riser system.</i></li> <li>iii. <i>As committed the entire pipeline shall be buried</i></li> <li>iv. <i>Regarding location of ORF it has been informed that the site is fixed at village Petuaghat of Purba Medinipur district of west Bengal. The approximate area is 13 acres. The nearest settlement is Kanai Chatta which is approximately 1 km towards the east. The entire site falls in CRZ III.</i></li> <li>v. <i>No mangroves should be disturbed during construction and operation of the ORF</i></li> <li>vi. <i>Most appropriate riser configuration for dynamic riser will be selected</i></li> <li>vii. <i>Detachable turret buoy system should be used, which can be dropped appropriately in the mid-water during hurricane</i></li> <li>viii. <i>Bend stiffeners and bend restrictors shall be provided on dynamic section</i></li> <li>ix. <i>Risers shall be provided with additional protection by a cover of articulated concrete mattress</i></li> <li>x. <i>Outermost layer will be selected to ensure sufficient resistance to damage</i></li> <li>xi. <i>Pipeline will be buried below seabed and hence will be protected from external interference</i></li> <li>xii. <i>As an additional safety measurement, Marker buoys will be installed to indicate the presence of pipeline</i></li> <li>xiii. <i>Concerned authorities will be well informed about the as-laid pipeline</i></li> <li>xiv. <i>The design will be approved by IACS ( International Association of Classification Societies)</i></li> <li>xv. <i>Concrete coated submarine pipeline will be buried in accordance with OISD requirements in proximity to the coastline, to prevent potential interference with human activities (fishing, anchoring)</i></li> <li>xvi. <i>Area in which the submarine pipeline is proposed to be laid, falls under the KoPT jurisdiction, who would establish a safety zone by placing buoys along the entire route of the pipeline</i></li> <li>xvii. <i>HEECPL will support disclosure of the information on the existence and whereabouts of the submarine pipeline to the fishing communities, through KoPT and the Fisheries Department, Govt. of West Bengal</i></li> </ul>
3.15	<p>CRZ Clearance for proposed pipeline for water supply by laying 1200 mm diameter watermain by constructing 1700 mm diameter micro tunnel at a depth of 10m at plot bearing CS No. 263 across Malad Creek, Mumbai by M/s Municipal Corporation of Greater Mumbai [F.No.11-29/2014-IA.III]</p> <p><b><i>The EAC decided to defer the project since the PP has not circulated the papers.</i></b></p>
3.16	<p><b>Amendment and Extension of validity of CRZ and Environmental Clearance granted for the development of Shipyard cum Minor port complex at Kattupalli, Ponneri Taluka, Tiruvallur District, Tamil Nadu by M/s L&amp;T Ship Building Limited [F.No.10-130/ 2007-IA.III(P)]</b></p>

L&T Shipbuilding Limited (LTSB), a joint venture between Tamil Nadu Industrial Development Corporation Limited (TIDCO) and L&T, has developed Shipyard cum Port Complex at Kattupalli, Thiruvallur District, Tamil Nadu. LTSB has obtained the Environmental/CRZ Clearance vide Letter No. 10-130/2007-IA.III dated July 03, 2009 and Tamil Nadu Pollution Control Board (TNPCB) has accorded Consent to Operate (CTO) dated November 16, 2012 and renewal dated July 04, 2013.

LTSB has commissioned its operations on January 30, 2013. Since commencement of operations, LTSB has received several enquiries/request from various importers/exporters for handling of the following cargo at the Kattupalli Port:

- RoRo Vessel to handle automobile such as cars and Heavy Vehicles such as Earth Movers and Trucks
- Liquid Non-Hazardous Cargo (Edible Oil, CBFS, Base Oil, Lube Oil, etc.,)
- Break bulk cargo such as Granite, Gypsum, Barytes, Lime Stone, etc.,

Considering the enquires/requests received from various importers/exporters and to utilize the existing port facilities optimally, LTSB proposes to strengthen their traffic by handling Automobile (Ro-Ro) and Liquid Non-hazardous cargo and revised traffic of Project/Break Bulk Cargo in addition to Containers, General Cargo and Break bulk etc., which are currently being handled at the developed facilities.

The prior environmental /CRZ clearance was obtained for about 25.0 MTPA which includes 2.0 Million TEUs per Annum of Container (around 24.0 MTPA) and 0.5 MTPA of Steel Cargo and 0.5 MTPA of Project Cargo/Break bulk/General Cargo. Based on the present traffic projections the total traffic volume is about 24.65 MTPA. The proposed handling capacity will be well within the capacity for which prior environmental/CRZ clearance is obtained.

As such, no revision in the port layout is envisaged due to handling of the proposed cargo, except for re-allocating storage areas for the mentioned cargo. Also, no major additional requirements and structural changes at the Port are anticipated. The facilities developed/yet to be developed for handling container and break bulk cargo vessels will meet the requirement of handling the proposed cargo. The facilities developed/ yet to be developed such as navigational channel, berthing structures etc., will be adequate to meet the requirements to handle the vessels for handling the proposed cargo.

The General Condition (XII) of the Environmental/ CRZ Clearance letter

	<p>says that <i>“In case of deviation or alteration in the project including the implementing agency, a fresh reference shall be made to this Ministry for modification in the clearance conditions or imposition of new ones for ensuring environmental protection”</i>.</p> <p>Accordingly, LTSB sought an amendment to Environmental/ CRZ Clearance to handle the revised cargo traffic. The application for amendment in CRZ clearance was submitted to TNSCZMA and during its 76<sup>th</sup> meeting, the application was appraised and recommended the proposal vide its Minutes of Meeting for handling the revised cargo traffic including Containers, Ro-Ro, Project Cargo, Break Bulk/general cargo (Barytes/Gypsum/Limestone/Granite/Steel Cargo), Edible oil, CBFS, Base Oil, Lube Oil and Non- Hazardous Liquid Cargo.</p> <p><b><i>The Committee recommended the proposal for extension of validity of CRZ clearance for a period of 5 years. However, it deferred the proposal for amendment in the CRZ clearance to handle the revised cargo traffic as indicated during the presentation. The Committee sought the following information</i></b></p> <ul style="list-style-type: none"> <li><i>i. Quantity of cargo to be handled along with details on storage and pollution control measures</i></li> <li><i>ii. Safety measures for liquid cargo</i></li> <li><i>iii. Details of transportation of cargoes</i></li> </ul>
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**2<sup>nd</sup> Day: 1<sup>st</sup> July, 2014.**

#### **4.0 Consideration of New Proposals**

<b>10.00 A. M to 1.00 P. M</b>	
4.1	<p><b>Finalization of ToR for Tsomgo passenger ropeway, Sikkim by M/s Dept. of Tourism &amp; Civil Aviation, Govt. of Sikkim (F. No. 10-12/2014-IA.III)</b></p> <p>As presented by the proponent the proposal involves a Monocable continuously circulating Gondola System ropeway. Capacity considered is 800 passengers per hour, to be equipped initially for 400 PPH. Horizontal length is 650 m. Difference in level is 250 m. There will be 2 numbers of Boarding &amp; De-boarding Stations. Passenger capacity per cabin will be 6. Line speed (M/Sec) is 0-3. Rope dia is 34 mm. Motor rating is 132 KW.</p> <p>The NOC of the Army for taking up this project was sought for and received on 12<sup>th</sup> February 2006 as this project area is close to the Nathula Border. After following due procedure the license agreement for construction and operation of Passenger Ropeway near Tsomgo Lake on Build, Own, Operate and Transfer (BOOT) basis was given to M/s Conveyor and Ropeway Services Pvt. Ltd. on 22/05/2009. On 13<sup>th</sup> April 2010 final approval for diversion of 0.8273 ha of Forest</p>

land for this purpose was granted by Ministry of Environment & Forest, Government of India. The same was intimated to the Tourism Department, Forest & Wildlife Management Department on 22/04/2010 and the Forest Land was handed over to the Tourism Department on 3<sup>rd</sup> May 2010. Subsequently the State Level Expert Appraisal Committee (SEAC) meeting for detailed examination, screening and verification of the Ropeway Project was held on 07/06/2010. Several inadequacies were observed by the Committee in the project report. The Tourism Department was asked to complete the details of the observation of the Committee and also to arrange a field visit by the committee. The corrected Environmental Impact Assessment clarifying the observation made by SEAC was submitted on 17/07/2010.

The inspection of the project site was carried out by the SLEAC (State Level Expert Appraisal Committee) on 30/07/2010. The inspection report of the Committee was submitted on 05/08/2010. The State Environment Impact Assessment Authority (SEIAA) accorded Environmental Clearance in accordance with the provisions of Environmental Impact Assessment Notification No. 1533 (E) dated 14<sup>th</sup> September 2006 based on the recommendation of the State Level Environmental Appraisal Committee (SEAC) in its meeting held on 05/08/2010. The letter granting Environmental Clearance along with the conditions to be adhered to was issued by the chairman, State Level Environmental Impact Assessment Authority, on 11/08/2010 and work commenced accordingly. The work is at present on the verge of completion.

A legal notice was served by Shri. Arunav Tewari, Advocate, Supreme Court of India on behalf of his client, Mr. Pradeep Kumar Mittal, Advocate, Supreme Court of India, New Delhi relating to environment issue. The contention is that environmental clearance was issued on basis of Environment Impact Assessment Notification, 2006, instead of the notification no. S.O. 3067(E) dated 1<sup>st</sup> December 2009. Now the form for obtaining clearance has been prepared and the same is being submitted for approval in the MoEF

*The Committee noted that the project had already been started in the year 2010. The proponent informed that they have obtained approval for diversion of 0.8273 ha of Forest land from Ministry of Environment & Forest, Government of India on 13<sup>th</sup> April 2010. The proponent has obtained Environmental Clearance in the year 11/08/2010 from SEIAA, Sikkim. However, later a petition was filed in the court since the proposal attracts EIA Notification 2006 and the proposal has to obtain EC from the MoEF since the elevation of the project site is more than 1000 mts. Therefore the proponent applied for the EC at the Central Level.*

**The Committee sought further details on the following from the PP:**

- i. *Whether EIA study was conducted while obtaining EC from the SEIAA, Sikkim based on ToR issued by SEIAA, Sikkim*
- ii. *Whether any sanctuary is existing in the vicinity of the site*

	<p>iii. <i>The status of project as on date</i></p> <p><i>The Committee suggested that the proponent has to submit all the documents including ToR issued by the SEIAA, Sikkim, EIA report prepared by the proponent and the final Clearance obtained from SEIAA, Sikkim. The Committee also advised MS, SEIAA, Sikkim to attend the next meeting of EAC to clarify the issues.</i></p>
4.2	<p><b>Finalization of ToR for development of Dholera Greenfield International Airport Navagam, Gujarat by M/s Airport Authority of India [F.No.10-85/2011-IA.III]</b></p> <p>As presented by the PP, the proposal is for development of new Dholera green field International Airport at Khasra No. 100, Navagam in District-Ahmadabad in Gujarat State. Airport Reference Point for proposed airport is 72°18'27" E Longitude 22°21'35" N Latitude. The proposed Airport covers an area of 3525 Acres (1426.523 ha) which is Govt land. No forest land or private land is involved in the project.</p> <p>Earlier, the proposal to locate the airport within CRZ area was not accepted by the Ministry since it is not permissible. Now, the coastal area has been excluded. The HTL/LTL demarcation has been carried out by Institute of Remote Sensing, Anna University, Chennai.</p> <p>The proposed airport will have 2 Runways, 06L/24R, Length of 2910 m in Phase-I and 06R/24L, Length of 4000m in Phase-II. The proposed airport will have 2 Parallel Taxiways of length of 2910m in Phase-I and 4000m in Phase-II. Terminal Building will be capacity for 600 domestic and 600 International Passengers. The area of terminal building will be 25200sqm in Phase-I, additional 12600sqm in Phase-II and 37800sqm in Phase-III. Parking Area at the proposed airport will be 14400sqm (for 140 Cars) and green belt/ landscaping area will be 81180sqm.</p> <p>For operation phase of the proposed airport, power requirement will be 6 MW in Phase-I, 2 MW in Phase-II, and 2 MW in Phase-III. Air Conditioning requirement will be 1700 tons in Phase-I, 650 tons in Phase-II, 2350 tons in Phase-III. ATF Storage will be 3500 KL at the airport for refueling of Aircraft. There is no sensitive area like Wildlife Sanctuary, National Park, Bio-sphere within 15 km distance from the proposed Airport.</p> <p>Total water requirement will be 198 m<sup>3</sup>/day which will be extracted through bore wells after obtaining necessary permission from Competent Authority. Municipal Waste Generated from the proposed airport will be 950 Kg/day.</p> <p><i>The EAC after deliberation in its earlier meeting suggested the PP to</i></p>

*submit details of justification of site selection along with alternative sites considered and details of creek/ estuary with Google map. The proponent has submitted the requisite documents and after examining the documents the EAC recommended the proposal with the following ToRs for the alternative where there is no building or aviation assistance facility in any creek area or any future expansion plan along the heavily intersected creek area to the south, besides the proposed runway.*

- (i) Examine the impact of the proposed activity on the coastal environment.*
- (ii) Submit the details of the heritage structures within 10 km of the project site and likely impacts along with mitigation measures.*
- (iii) Examine and submit details of levels, quantity required for filling, source of filling material and transportation details etc. Submit details of a comprehensive Risk Assessment and Disaster Management Plan including emergency evacuation during natural and man-made disaster integrating with existing airport*
- (iv) Examine road/rail connectivity to the project site and impact on the existing traffic network due to the proposed project/activities. A detailed traffic and transportation study should be made for existing and projected passenger and cargo traffic.*
- (v) Examine the details of afforestation measures indicating land and financial outlay. Landscape plan, green belts and open spaces may be described. A thick green belt should be planned all around the nearest settlement to mitigate noise and vibrations. The identification of species/ plants should be made based on the botanical studies.*
- (vi) Examine the details of water requirement, use of treated waste water and prepare a water balance chart. Source of water vis-à-vis waste water to be generated along with treatment facilities to be proposed.*
- (vii) Rain water harvesting proposals should be made with due safeguards for ground water quality. Maximize recycling of water and utilization of rain water.*
- (viii) Examine details of Solid waste generation treatment and its disposal.*
- (ix) Examine and submit the details of Noise modeling studies and mitigative measures.*

	<p>(x) <i>Identify, predict and assess the environmental and sociological impacts on account of the project/activities.</i></p> <p>(xi) <i>Examine baseline environmental quality along with projected incremental load due to the proposed project/activities.</i></p> <p>(xii) <i>The air quality monitoring should be carried out as per the notification issued on 16<sup>th</sup> November, 2009.</i></p> <p>(xiii) <i>Examine separately the details for construction and operation phases both for Environmental Management Plan and Environmental Monitoring Plan with cost and parameters.</i></p> <p>(xiv) <i>Submit details of corporate social responsibilities (CSR).</i></p> <p>(xv) <i>Any further clarification on carrying out the above studies including anticipated impacts due to the project and mitigative measure, project proponent can refer to the model ToR available on Ministry website "<a href="http://moef.nic.in/Manual/Airport">http://moef.nic.in/Manual/Airport</a>".</i></p> <p><b><i>Public hearing to be conducted for the project in terms of provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan</i></b></p> <p><b><i>A detailed EIA/EMP report should be prepared as per the above additional TOR and the Manual, and should be submitted to the Ministry as per the Notification.</i></b></p>
4.3	<p><b>Finalization of ToR for Port Project of Shree Renuka Energy Ltd, Uttara Kannada, Karnataka by M/s Shree Renuka Energy Limited. [F.No10-11/2014 -IA.III]</b></p> <p><b><i>The EAC decided to defer the project since the PP did not attended the meeting.</i></b></p>
4.4	<p><b>Finalization of ToR for Setting up of Doddaballapur Apparel Park Phase I &amp; II Bangalore Rural District, Karnataka by M/s KIADB [F.No21-5/2014. -IA.III]</b></p> <p>As presented by the proponent, the project was Developed as Doddabollapura Apparel Park Phase-I and Phase-II by KIADB at Doddabollapura Taluka, Bangalore Rural District, Karnataka State. The total Area developed under Phase-I &amp; II of Apparel Park is 182.55 Ha. [Phase-I is 75.78 Ha. and Phase-II 106.77 Ha]. The existing industrial area is a large scale Textile Apparel Park developed and started operations from 2004-05.</p> <p>There are 36 industries in Phase-I and 42 industries in Phase-II under operations.</p>

	<p>Each have obtained CFE &amp; CFO from KSPCB prior to start their operations. Bombay Rayon and Ever Blue Apparel Ltd. Industries which have obtained EC from the concerned authorities. Entire land belongs to KIADB. It is proposed to establish only Category B new industries like Foundry, Engineering and Fabdications works, Starch industry and party to Textile industry. Estimated project Cost: Rs. 115 Crores</p> <p><i>The Committee noticed that since many industrial units in the Phase – I and Phase – II of the industrial area are already established before year 2006 there is no point in considering the proposal for Environmental Clearance. The Committee also advised KIDB that the fresh industries which may come up in the industrial area (Phase – I and Phase - II) have to seek Environmental Clearance separately and individually.</i></p>
4.5	<p><b>Finalization of ToR for Setting up of Kedechuru Industrial Area Kedechuru village, Karnataka by M/s KIADB [F.No21-8/2014-IA.III]</b></p> <p>As presented by the proponent the proposal involves development of Kadechuru Industrial Area at Kadechuru village, Yadgiri district by M/s Karnataka Industrial Areas Development Board (KIADB). The proposed area to be developed is 1311.18 Ha (3240 acres). Entire land belongs to KIADB. It is proposed to establish only Category B multi product industries. Estimated Project Coast is Rs 1134 Crores</p> <p>For the source of power during operational Phase a sub-station of suitable load will be established to meet the total industrial load. Power back-up facility will not be provided by KIADB, it is the responsibility of individual industries. Total water requirement during operational Phase will be 3.24 MLD. The source will be sangam river (6 kms) and partly form groundwater through bore-wells. The existing Land Use is categorized as agricultural land.</p> <p><b>During the discussions, the Committee finalized the following additional ToRs for carrying out EIA studies:</b></p> <ul style="list-style-type: none"> <li>(i) <i>Since the tributary of river Sangam is passing through the middle of the industrial area, a detailed study for the watershed of the tributary has to be conducted including the impact of the establishment of industrial area on the tributary as well as Sangam river.</i></li> <li>(ii) <i>Details of the tributary along with its flood plain demarcated by the Irrigation Department</i></li> <li>(iii) <i>Hydrological aspect of the area</i></li> <li>(iv) <i>Details of water tank/pond existing on the north of the proposed industrial area</i></li> </ul>



	<p>(v) <i>Landuse / land cover details of the proposed industrial area</i></p> <p>(vi) <i>Details regarding project boundary passing through any eco-sensitive area and within 10 km from eco- sensitive area.</i></p> <p>(vii) <i>Reasons for selecting the site with details of alternate sites examined/rejected/selected on merit with comparative statement and reason/basis for selection. The examination should justify site suitability in terms of environmental damages, resources sustainability associated with selected site as compared to rejected sites. The analysis should include parameters considered along with weightage criteria for short-listing selected site.</i></p> <p>(viii) <i>Submit the details of the trees to be felled for the project.</i></p> <p>(ix) <i>Submit the details of the infrastructure to be developed.</i></p> <p>(x) <i>Submit the details of the road/rail connectivity along with the likely impacts and mitigative measures</i></p> <p>(xi) <i>Submit the present land use and permission required for any conversion such as forest, agriculture etc.</i></p> <p>(xii) <i>Submit details regarding R&amp;R involved in the project</i></p> <p>(xiii) <i>Zoning of the area in terms of 'type of industries' coming-up in the industrial area based on the resource requirement.</i></p> <p>(xiv) <i>Submit the details of Water Management studies</i></p> <p>(xv) <i>The project boundary area and study area for which the base line data is generated should be indicated through a suitable map. Justification of the parameters, frequency and locations shall be discussed in the EIA.</i></p> <p>(xvi) <i>Submit Legal frame work for the implementation of Environmental Clearance conditions - to be clearly spelt out in the EIA report.</i></p> <p>(xvii) <i>Submit Roles and responsibility of the APIIC/developer etc for compliance of environmental regulations under the provisions of EP Act.</i></p> <p>(xviii) <i>Site justification of the identified industry sectors from environmental angle and the details of the studies conducted if any.</i></p>
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	<p>(xix) <i>Ground water classification as per the Central Ground Water Authority.</i></p> <p>(xx) <i>Adequate buffers for separate industries to be located away from one another and from residential neighbourhoods – Specific details like buffer distance and this will be enforced with role and responsibilities, the act provisions shall be submitted.</i></p> <p>Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan. The Public Hearing should be conducted based on the ToR letter issued by the Ministry and not on the basis of Minutes of the Meeting available on the web-site.</p> <p>A detailed draft EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.</p>
4.6	<p><b>Finalization of ToR for Setting up of Devakathikoppa Industrial Area Devakathikoppa Village, Karnataka by M/s KIADB [F.No. 21-7/2014 -IA.III]</b></p> <p>As presented by the proponent the proposal involves development of Devakathikoppa Industrial Area at Devakathikoppa &amp; Siddlipura village, Shivamogga district by M/s Karnataka Industrial Areas Development Board (KIADB). The proposed area to be developed is 228.65 ha (565 acres). Entire land belongs to KIADB. It is proposed to establish only Category B new industries like Foundry, Engineering and Fabrications works, Starch industry and party to Textile industry. The estimated project Cost is Rs. 115 Crores</p> <p><i>The Committee observed that since the total area of the proposed project is less than 500 Ha and only B category projects are proposed in the Industrial Area and the proposal doesn't attract General Condition of the EIA Notification 2006, the proponent has to apply at the state level for obtaining the Environmental Clearance.</i></p>
4.7	<p><b>Finalization of ToR for Setting up of Kolhar Industrial Area 2nd Phase, Kolhar Village, Bidar, Karnataka. M/s KIADB [F.No21-6/2014. -IA.III]</b></p> <p>As presented by the proponent the proposal involves development of Kolhar Industrial Area at Kolhar Village, Bidar district by M/s Karnataka Industrial Areas Development (KIADB). The proposed area to be developed is 599.99 acres(242.81 ha). Entire land belongs to KIADB. It is proposed to establish only Category B new industries. The estimated project Cost is Rs. 210 Crores. State, national boundaries Andhra Pradesh-Karnataka boundary is at a distance of about 8.6 kms from the project sit. Bidar Fort is approximately 8.0km from the project site.</p>

	<p>For the source of power during operational Phase a sub-station of suitable load will be established to meet the total industrial load. Power back-up facility will not be provided by KIADB, it is the responsibility of individual industries. Total water requirement during operational Phase will be 0.6 MLD. The source of water will be Karanja dam which is approximately 13.05 kms away from the project site and partly from groundwater. The existing Land use is classified as barren Land</p> <p><i>The Committee observed that since the quality of map produced by the proponent was of very poor quality and the toposheets were also not available at the time of presentation, the Committee deferred the proposal and advised the proponent to produce the requisite maps. The proposal shall be further considered once the above observations are fulfilled.</i></p>
4.8	<p><b>Finalization of ToR for Setting up of Kuduthini Industrial Area, Kuduthini Village, Bellary District, Karnataka by M/s KIADB [F.No21-4/2014. -IA.III]</b></p> <p>As presented by the proponent the proposal involves development of Kuduthini Industrial Area at Kuduthini village, Bellary district by M/s Karnataka Industrial Areas Development Board (KIADB). The proposed area to be developed is 669.35 ha (1654 acres). Entire land belongs to KIADB. It is proposed to establish only Category B new industries, majorly sponge iron and iron rerolling mills. The estimated cost of the project is Rs. 300 Crores (including development and land compensation cost). A Water Body, The Tunga Bhadhra Canal is approximately 2.8km from the project site.</p> <p>For the source of power during operational Phase a sub-station of suitable load will be established to meet the total industrial load. Power back-up facility will not be provided by KIADB. It is the responsibility of individual industries. Total water requirement during operational Phase will be 1.65 MLD. The source of water will be Tungabhadra Canal. The existing Land use is classified as rain-fed Seasonal Agricultural Land</p> <p><i>The Committee observed that since the quality of map produced by the proponent and the toposheets was of very poor quality the Committee deferred the proposal and advised the proponent to produce the requisite maps. The proposal shall be further considered once the above observations are fulfilled.</i></p>
4.9	<p><b>Finalization of ToR for development of a new Greenfield Airport at Ankleshwar, Gujarat by M/s Gujarat State Aviation Infrastructure Company Limited [F.No10-13/2014 -IA.III]</b></p> <p>As presented by the proponent Ankleshwar is one of the larger industrial townships in Bharuch district of Gujarat with a population of 140,839 (2011 Census). Presently air connectivity for Ankleshwar town is only through Surat and Vadodara airports located at a distance of 73 and 72 km respectively. Air connectivity is required to boost developments proposed at Dahej Port one of the top industrial zones in the country, including setting up of the petro chemicals special investment region (PCPSIR). Air connectivity will also be required for the</p>

industrial city of Bharuch which currently has a population of 3.7 Lakhs. Hence given the high per capita income of population of these industrial cities and the need to cater to the high presence of industrial base the development of airport at Ankleshwar by GUJSAIL will be crucial. Proposed airport expected to boost tourism, augment enhancement of industrial growth and lead to multifold employment generation in the region.

The project site is located on the North-Eastern side of Ankleshwar immediately abutting the NH-8. It lies at a distance of 3.6 km from Ankleshwar and 5.5 km from Bharuch-the district headquarter. Geo-coordinates are 21<sup>0</sup> 39'4.93" & 21<sup>0</sup>40' 21.08" N (latitude) and 73<sup>0</sup> 3'50.38"(longitude) . SOI Toposheet No is F43N2 (1:50,000 Scale)

Total Land Requirement is 80 hectares which is under possession of GUJSAIL. Of the total project area 45 ha is represented by mono-crop agricultural land with wheat, jowar and tuwar being the major crops cultivated. Nearly 30 ha of the project area is characterized by scrubland. No forest land exists within the project area. No human settlements have been identified within the project area hence there will be no resettlement and rehabilitation of project affected persons.

Key Project Components includes Runway, Taxiway and Apron Layouts including Isolation Bay. Navigational Aids like VOR/DME and Visual Aids like PAPI/AVASIS. City Side Facilities includes technical Block Cum ATC tower Passenger and Cargo Terminal, Airport Fire & Rescue Services including M&T Workshop, Aviation Fuel Facilities. Airport Utility Services (Power Supply, water supply, sewerage system, drainage system, etc.). Landside facilities like car parking, horticulture and commercial exploitation including Aviation Academy and Flying Club, etc.)

NH-8 shall be serve as road connectivity for the airport, discussions are ongoing with NHAI officials. Regarding water supply during operational phase approx. 70 KLD of water will be required which is planned to be met through Ankleshwar Water Supply Department/GIDC. During both project phases, 400KW of power will be required which will be managed from the feeders of GIDC at Ankleshwar. Emergency power supply will be met through (2x200 KW) DG sets. Efficient network of drains shall be provided to ensure that the airport should flood free even during monsoons. Surface runoff from aircraft parking areas to be routed through oil water separators. Efficient systems for sewage collection and treatment and solid waste management would be installed.

***The Committee noted that the proposed site is very close to the National Highway No. 8 which is a busy highway. The Committee advised the proponent to provide the NOC from the NHAI/Ministry of Road and Surface Transport, DGCA and Airport Authority of India with a special mention on the setback limits from the highway.***

***The Committee recommended to defer the proposal and shall consider the proposal once the above observations are fulfilled***

4.10	<p><b>Finalization of ToR for construction of standalone ring road/by pass link road around Srinagar City in the State of J&amp;K by NHAI [F.No.10-33/2013-IA.III]</b></p> <p>The Proposed Srinagar Bypass starts at km 277/800 of existing NH 1A and ends at Wyul junction on Sonmarg road of NH 1D. Total length of the project road is 60.783km. The project road is planned in two phases as Phase-I and Phase-II. Phase-I starts from Galander and ends at Narbal junction. Phase-I has been proposed for four laning and it comprises around 39.00kms of total project road. Phase-II starts form Narbal junction and ends at Wayul junction on existing NH-1D. This section of bypass has been proposed for two lanning with paved shoulder and it comprises 21.8 kms of the total project road. Portion of around 5 kms of the existing (BRO) road will also be utilized in this phase. The terrain of the entire project road is plain except from km 15+600 to km 23+580 which is rolling/mountainous. The project passes through 5 districts viz Pulwama, Budgham, Baramulah, Bandipora and Gandharbal in the state of J&amp;K. The project road passes through 10 Tehsils viz Pampore, Pulwama, Chadora, Budgham, Beerwa, Pattan, Chaterbal, Sumbal Sonawari and Laar. The proposed ROW is 60m in plain section and more than 60 m (up to 120m) in some places in rolling section as required for slope protection. No National Park, Wildlife Sanctuary and Critically Polluted Identified Area notified by CPCB are located within a 10kms radius from the proposed project road. Approximately 378 ha land proposed to be acquired for the proposed bypass. The nature of land is 70% agricultural, 20% Barren/Govt. and remaining 10% other lands (Orchard + Built-up area).No Forest land is likely to be diverted for the project road. Hokersar Wet land is located 500m (approximately) away from the proposed project road.</p> <p>The project road is crossing 3 rivers (Doodhganga, Shaliganga and Jhelum river), around 32 streams and 64 canals/nallahs. There will be 3 nos. of major bridges, 28 nos. minor bridges and 257 nos. culverts are proposed in the project road. ROB/RUB has been proposed at two locations km 2.3 &amp; km 25.9 on railway crossings of the project road. 3 flyovers, 10 vehicular underpasses and 14 pedestrian/cattle underpasses have been proposed in the project road. Tentative length of service road is 13 km proposed at 10 locations. Major and minor junctions shall be improved as per requirement given in IRC codes. Toll plaza is proposed at 1 location i.e. at km 31.5 before Narbal junction. Approximately 479,000MT fine aggregate, 4,400,000MT coarse aggregate, 223,000 MT Cement and 3730000 CM earth work will require during construction of the project road. Total requirement of water is estimated about 854.80 KLD and that requirement will be fulfilled from rivers and underground water resources after taking prior</p>

	<p>approval from concerned authorities. About 17929 trees (approximate 295 trees/km) mainly popular trees are likely to be felled in non-forest area. 153 structures are likely to be affected including utilities like hand pumps. The estimated budget for environment management, monitoring and including compensatory afforestation has been earmarked as approximately Rs 5.83Crore. The estimated cost for Resettlement &amp; Rehabilitation is approximately Rs. 248.55Crore. The estimated civil cost of the project road is Rs. 799.2Crore. The estimated total cost of the project road is Rs. 1053.58Crore.</p> <p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <ul style="list-style-type: none"> <li><i>i. Local species of plants to be planted along the proposed highway</i></li> <li><i>ii. Being an eco sensitive area, due precautions shall be taken while constructing the road to protect the natural heritage and eco sensitivity of the area after due interaction with related experts.</i></li> <li><i>iii. Due care should be taken to provide road side railings and walk bridges at village crossings as well as appropriately designed exits/clovers in accordance with the IRC specifications at major road intersections</i></li> <li><i>iv. Extra care be taken to provide features in view of law and order sensitivity.</i></li> </ul>
4.11	<p>Finalization of ToR for Expansion and modernization of PNB Port Shahabaj Village Raigad, Maharashtra by M/s PNP Maritime Services Pvt Ltd. [F.No.10-14/2014-IA.III]</p> <p><b><i>The EAC decided to defer the project since the PP did not attended the meeting.</i></b></p>
<b>2.00.PM to 5.00 P.M</b>	
4.12	<p><b>Environmental Clearance for construction of Commercial Building for Head Office of State Bank of Hyderabad at plot No. 1/A. Hyderabad Knowledge City in Sy No. 83/1 Raidurg Panmaktha, Serlingampally Mandal, Ranga Reddy, Andhra Pradesh by M/s State Bank of Hyderabad [F.No21-10/2014-IA.III]</b></p> <p>As presented by the proponent the State Bank of Hyderabad is constructing a commercial building for Head Office of State Bank of Hyderabad at plot No. 1/A. Hyderabad Knowledge City in Sy No. 83/1 Raidurg Panmaktha, Serlingampally Mandal, Ranga Reddy, Andhra Pradesh by M/s State Bank of Hyderabad.</p> <p>Total site area is 20,239.40 sq.m or 5 acres achieved ground coverage 8,330 sq.m. Built up area is 29,082 sq.m. Maximum height of the building is 25.50 meter. Total population is 1145. fresh water demand is 92.78 KLD. Source of Water is the municipal from Hyderabad Metropolitan Water Supply and Sewage Board (HMWSSB). Total Sewage generation is 46.99KLD. Power Demand is 2396.53 KW (Treated and Re –used). Source of Power is Andhra Pradesh Central Power Distribution Company Limited (APCPDCL). Stand by DG sets will be 3 X 1010 KVA and 1 X 320 KVA. Solid waste generation will be 0.74 T/Day.</p>

	<p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <ul style="list-style-type: none"> <li><i>i. The internal roads should be 9 meter wide</i></li> <li><i>ii. The recycled water shall be treated for odor before using it in flushing</i></li> <li><i>iii. The rainwater harvesting plan should be vetted by the CGWA</i></li> <li><i>iv. Adequate space for green belt should be provided to accommodate at least 3 layers of vegetation at the periphery</i></li> </ul>
4.13	<p><b>CRZ Clearance for laying additional pipelines (off shore segment ) for disposal of treated effluent into the gulf of Khambhat, parallel to the adjusting pipelines at Dahej Taluk Bhadra, District Bharuch Gujarat by M/s Gujarat Alkalies and Chemicals Ltd. [F.No.11-50/2012-IA.III]</b></p> <p>As presented by the project proponent, the proposal involves laying additional pipeline (offshore segment) for disposal of treated effluent in to the Gulf of Khambhat, parallel to the existing pipeline at Dahej Taluk Vagra, District Bharuch, Gujarat from the Gujarat Alkalies and Chemicals Ltd.</p> <p>M/s GACL established in 1973 and manufacturing Chemicals Caustic soda including the by products viz chlorine, Hydrogen, HCL etc. The wastewater generation is 5566 KLD. Presently the wastewater is treated by individual plant and sent to the final effluent lagoon of 10,000 KL capacity. From lagoon, the treated waste water is pumped in to the Sea through underground pipeline as per NIO recommendation. The pipeline is 12 km length and discharged at 10 m CD with multi-port diffuser. The proposed pipeline is 6.2 km length and 280 mm OD and disposal point is down stream of the Kalpasar reservoir.</p> <p>The pipeline is passing through CRZ-I (intertidal) – 4 km &amp; CRZ –III-0.9 km. The Gujarat CZMA recommended the project.</p> <p>The matter was considered in the 115<sup>th</sup> EAC meeting held on 16<sup>th</sup> -17<sup>th</sup> August, 2012 and the Committee advised the proponent to submit the status of compliance to the conditions of earlier clearances, submit the Valid consent orders and Submit authenticated CRZ map from an authenticated agency on 1:4000 scale superimposing HTL-LTL and layout plan on the map.</p> <p>The proposal was recommended in the January 2014 meeting of EAC. However, a letter was issued on March 28, 2014 to explore the possibilities to reuse and recycle the treated effluent.</p> <p>It has been explained by the proponent that out of 5566 m<sup>3</sup>/day of effluent, a total quantity of 620 m<sup>3</sup>/day shall be recovered. Since the effluent has a high level of TDS the only recovery is from condensate water which shall be recovered and recycled.</p>

	<p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <ul style="list-style-type: none"> <li><i>i. The recovered condensate shall be recycled and reused within the premises</i></li> <li><i>ii. The project shall be implemented in such a manner that there is no damage whatsoever to the mangroves/other sensitive coastal ecosystems.</i></li> <li><i>iii. The effluent to be disposed of shall meet the standards prescribed by Gujarat Pollution Control Board.</i></li> <li><i>iv. The pipelines both intake and outlet shall not cause any hindrance to the movement of the local communities including the fishermen.</i></li> <li><i>v. A continuous and comprehensive post-project marine quality monitoring programme shall be taken up. This shall include monitoring of water quality, sediment quality and biological characteristics covered in the EIA studies.</i></li> <li><i>vi. It shall be ensured that there is no displacement of people, houses or fishing activity as a result of the project.</i></li> <li><i>vii. It shall be ensured that due to the project, there is no adverse impact on the drainage of the area and recharge of groundwater. No groundwater shall be tapped in the project area falling in Coastal Regulation Zone.</i></li> </ul>
4.14	<p>Environmental Clearance for Residential and Commercial construction project at Ghatkesar, Ranga Reddy, Andhra Pradesh by M/s Serene Park Constructions [F.No. 21-28/2014 -IA.III]</p> <p><b><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></b></p>
4.15	<p>Environmental Clearance for Residential and Commercial construction project at Balanagar, Ranga Reddy, Andhra Pradesh by M/s Global Home and Hearth Pvt Ltd [F.No. 21-27/2014 -IA.III]</p> <p><b><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></b></p>



4.16	<p><b>Construction of Major Bridge across Bankot Creek between Kolmandla in Raigad District and Veshvi in Ratnagiri District on Revas Reddy Road MSH-4 by M/s PWD Mahad/Dhruv Consultancy Services Pvt Ltd [F.No. 11-34/ 2013 - IA.III]</b></p> <p>Public Works Department (PWD), Mahad proposes Bridge across Bankot Creek between two districts Raigad &amp; Ratnagiri. Latitude/longitude at Bagmandla end are 17° 59' 25.03" N/73° 02' 27" E and at Bankot end are 17° 58'31"N/73° 02'21"E. The proposed bridge is at Bankot creek joining Raigad and Ratanagiri district in Konkan division, Maharashtra State.</p> <p>This is a proposal of construction of 1800mt Length Bridge across the creek with 2 connecting approach roads on both the sides. The bridge with 2 cable stayed spans of 100m. Each with single pylon and rest of the structure with 50m. Spans with cantilever box PSC box girders. The proposed site falls in CRZ-I and IV. Total three alignments have been proposed across the Bankot creek viz, Alignment A, Alignment B and Alignment C.</p> <p>Out of these, Second alignment is not suitable for bridge construction as the villages like Bagmandala and Vesavi are situated on northern and southern bank. Hence, land acquisition could be major hindrance. In case of third alignment major mangroves are observed along the approach roads. However, first alignment close to creek mouth, though comparatively more in length than that of two alignments, seems to be most appropriate for this development also no mangroves were observed on first alignment. The MCZMA has recommended the project vide letter no.CRZ-2011/CR-48/TC-4 dated 28.05.2013.</p> <p>The matter was earlier considered in the 129<sup>th</sup> EAC meeting. The EAC after deliberation advised to re-evaluate and submit the alternate alignments presented and discussed during the presentation in terms of cost, tentative area of mangroves which is going to be effected, connectivity with the road etc. Senior officer of the level of Chief Engineer shall be deputed for the meeting for the appraisal of the project.</p> <p><b><i>The Committee recommended to defer the proposal with the following observations</i></b></p> <ol style="list-style-type: none"> <li><i>i. The proponent should submit the detailed engineering drawing of the bridge along with the details of traffic movement at the junction of the road and the bridge at both the banks, along with required angles at junctions.</i></li> <li><i>ii. Details on the existence of marine life should be submitted and likely impact on the same.</i></li> <li><i>iii. Arrangements for barges and trailers which are using the water ways for local transportation should be made during the construction of the project.</i></li> </ol>

4.17	<p>CRZ clearance for widening and reconstruction of Mithi River Bridge at Mahim Causeway, Dharavi, Vaiterna and Tansa by MMRDA. [ F.No.11-64/2012-IA.III]</p> <p><i>The EAC decided to defer the project since the PP did not attend the meeting.</i></p>
4.18	<p><b>CRZ clearance for installation of coal conveyor belt at Trombay Thermal Power, Maharashtra by M/s Tata Power Company Ltd [F.No.11-26/2014-IA.III]</b></p> <p>As presented by the proponent the need of sustained power supply and issue of power availability to Mumbai 24X7, the commercial capital, there is need to reassess the power generation processes and also the costs associated with the same. The increase in the cost of LSHS/ LSWR, the main fuel of Unit #6, TTPS is finding generation from this unit becoming expensive which may become unaffordable to the consumers. Keeping in view the need for sustained, uninterrupted as also affordable power supply for Mumbai, Tata Power proposed modernization of existing Unit #6 by change of fuel to use low sulphur imported coal (sourced from outside India) in place of LSHS/LSWR.</p> <p>Unit #6 (500 MW) is currently operated at lower capacity only with LSHS/ LSWR and sporadically on gas as and when available. Due to paucity of desired quality (low sulphur) LSHS/ LSWR locally which should be able to meet the norms of the environment, it needs to be imported at very high cost resulting in uneconomical generation cost of power from Unit #6. Also, Natural gas is not available in sufficient quantity and is unlikely to be available in near future also. TTPS had carried out the techno-economic assessment of gap between demand and supply of power, planned that the existing Unit #6 should be operated at full capacity with low sulphur imported coal. The proposed change in fuel for the Unit # 6 with coal firing was felt extremely necessary to meet the demand of power at reasonable cost to consumers in Mumbai region.</p> <p>The presently operating plant of Unit #6 is proposed to be converted to low sulphur coal as fuel. There will not be any change in the production process after proposed modernization as the only change will be imported coal in place of existing fuel LSHS/ LSWR. The generation capacity of the unit after the proposed modernization of Unit #6 will be same as it will continue to generate 500 MW.</p> <p>It is estimated that with the use of imported coal, TTPS shall remain within existing limits of emission and additional ash generated shall be utilized by extending current facilities. Considering Gross Calorific Value (GCV) of 5000 Kcal/ kg of fuel coal, the coal requirement for Unit #6 is expected to be 6000 TPD. Annual requirement is estimated to be 2.0 Million MT.</p> <p>Presently Unit #6 requires 66,000 m<sup>3</sup>/hr of sea water for condenser cooling</p>

which is taken from the Thane Creek. It has been estimated that there will not be any change in the water requirement.

To address the issue of additional coal handling, it is important to note that TTPS has its own captive coal berth facility for handling and unloading of coal for other units at Trombay. The captive coal berth has installed unloading capacity of 2.4 million Metric Tonne (MT) per year, which is proposed to be suitably augmented with additional equipment to unload coal for Unit #6. This will increase the coal unloading and handling capacity of the Captive Coal Berth from 2.4 Million MT/ year to 4.4 Million MT/ year. Additional coal storage facility will be created next to the coal berth for storing coal up to 2 Lakh MT. The facility will be supported with the mechanized coal handling system to handle coal in an environment friendly manner with constant spraying of water. The existing coal berth will be optimally utilized with additional equipment without increase in the length of berth.

To avoid any coal particles getting entrained in air, two coal conveyors are proposed from the captive coal berth to the Unit #6 for feeding the coal from the West side of the power Plant. The coal conveyor will be partially of belt type and partially pipe type with the proper covering arrangement to avoid dust emission. All existing system of captive coal berth will be utilized during the proposed modernization and there is no anticipation of any additional construction except installation of equipments for coal unloading such as additional coal unloader for enhancing coal unloading capacity, stacker reclaimer and conveying system. Since the existing plant shall be used with current lay out with minimal disturbance through optimum use of facilities, additional land requirement is not envisaged.

Total Ash generation from TTPS would be around 530 MT/day, however, ash generation from proposed modernization of Unit #6 will be 270 MT/ day taking the ash content in the coal of about 4.5% to 5.5%. The total Fly Ash generation from Unit #6 will be about 216 MT/ day whereas bottom ash generation will be about 54 MT/ day. Fly ash will be utilized in Ready Mix Concrete in nearby Mumbai area. Bottom ash will be stored in hydro bins and same will be utilized in brick making.

***The Committee deferred the proposal and sought the following***

- i. PP shall submit copy of EC obtained from the Thermal Committee for the change of fuel from Gas to Coal.*
- ii. The height of the boundary of the coal stack yard should be 9 meters with protective screening and 3 layers vegetative cover. Project Proponent shall provide additional plantation at the gaps to enhance proper filter screen. Details should be submitted. Water sprinkling details be also provided.*
- iii. The points raised in the Public hearing regarding the coal stacking area and the coal handling area shall be submitted to the Ministry.*

3<sup>rd</sup> Day: 2<sup>nd</sup> July, 2014

### Consideration of New Proposals

4.19	<p><b>Environmental Clearance for setting up a Group Housing and Commercial Project at F.P.No.150 T.P.No.19(Final) Village-Manjalpur District Vadodra. M/s Ansal Colonisers &amp; Developers Pvt Ltd. [F.No21-9/2014 -IA.III]</b></p> <p><i>The Committee noted that the SEIAA, Gujarat has already been constituted last month; therefore the Committee is not in a position to appraise the proposal. The Committee advised the Ministry to forward the proposal to the SEIAA, Gujarat for further necessary action.</i></p>
4.20	<p><b>CRZ Clearance for proposed Combined Treated Effluent Disposzal Pipeline Project upto deep sea off Kolak Coast, Vapi, Gujarat M/s Wel-treat Enviro Management Org [F.No.11-49/2013-IA.III]</b></p> <p>As presented by the PP the proposal involves laying pipeline for disposal of treated effluent from Common Effluent Treatment Survey No.73 on the south bank of river Kolak in Village Morai.</p> <p>The proposed pipeline project envisages individual member unit collection and conveyance system, storage &amp; pumping station and further onshore and offshore pipeline upto deep sea outfall disposal point as identified by NIO. The storage and pumping station location will have dedicated receiving sumps, Off Spec Sumps for individual member units and a common storage sump along with pumping station (Dry well and wet well type). Inlet and outlet at the pumping station location will have online monitoring system of pH and TOC having Online TOC Meter, pH meter, DO meter and Magnetic Flow meter analoged with SCADA is considered.</p> <p><b>Segment 1: Collection &amp; Conveyance System for Treated Effluents from member units.</b> Individual industries pumping main lines will be laid along Bill Khadi and South Bank of river Kolak upto pumping Station location at Village Saran- 1.85 Km length.</p> <p><b>Segment 2: Onshore Pipeline</b> Onshore pumping main catering for 15 MLD capacity starting from the storage and Pumping Station upto Landfall point after Pataliya Bridge near Village Bhimpore passing along South bank of river Kolak - 7.1 Km length. Landfall point location is at 22° 27' 45.04" N and 72° 52' 16.83" E. Landfall point is inwards of the river mouth of Kolak in order to protect mangroves.</p>

### **Segment 3: Offshore Pipeline**

Offshore Pipeline passing on river bed in estuary portion of river Kolak upto the Outfall point (as identified by NIO): Length 7.15 Km – Outfall point location is at 20° 29' 41.62" N and 72° 48' 50.99" E.

**Pipeline Material considered** – HDPE 500 mm diameter (onshore) and 400 mm diameter (offshore) as it is flexible and have strong monolithic joints. 3.37 Km length of proposed pipeline from 100 m set back line to LFP (CRZ-III) , 3.885 km length of proposed pipeline from LFP to LTL ( CRZ-I, B) and 3.265 km length of proposed pipeline from LTL to Disposal Point (CRZ-IV).

Total cost of the project will be ~**INR 49 Crores**. Cost of Collection and Conveyance System & Onshore Pipeline will be **INR ~16.5 Crores**, Pumping Station and Allied Works will be **INR ~14.5 Crores**, Offshore Pipeline will be **INR ~18.0 Crores**.

GCZMA has recommended the project and granted NOC for the project. The matter was considered in the 134 EAC meeting and the PP was suggested to submit the details of mangrove areas, laying pipeline in mangrove area, destruction of mangroves if any along with compensatory mangrove plantation etc. Details of measures proposed to check the inlet and outlet quality of treated effluent from member units. The details of the compliance of the norms by the member units. The safety of offshore pipeline directly on the sea bed under strong currents should be justified with proper design basis and deployment methodology.

EAC also requested the concerned officer from GPCB for discussions relating to the compliance of the norms by the member units

***The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.***

- i. The census of the mangrove area should be done by satellite imagery, photography and videography and a copy should be submitted along with the six monthly compliance report.*
- ii. No mangrove should be disturbed during construction and operation of the pipeline*
- iii. The Committee advised the representative of GPCB that they should monitor the compliance of the inlet and the outlet discharge norms by the member units*
- iv. As committed the member units shall only use waste paper for the preparation of pulp and no chlorine shall be used during the process.*
- v. Online monitoring of the inlet and the outlet of the discharge effluent shall be maintained.*
- vi. The GPCB should ensure that there is no illegal outfall point discharges any effluent into the river/creek.*

	<p>vii. <i>GPCB should conduct surprise visits and conduct environmental audit of the member units.</i></p> <p>viii. <i>Once in a year the leakage test shall be conducted using a color dye and the report should be submitted along with the compliance report to GPCB/ regional office of MoEF</i></p> <p>ix. <i>Health Status of the mangroves should be checked by Satellite Imagery (NRSA). Primary Data should be compared with the present satellite image which determine the prestin or deteriorate conditions / status of mangroves.</i></p> <p>x. <i>As committed mangroves Plantation should be carried out in case of accidental damage to the mangroves in consultation with Forest Department.</i></p> <p>xi. <i>Each of the member unit has an ETP and should discharge treated effluents as per Consent Conditions.</i></p> <p>xii. <i>Treated Outlet of each of the member units should be provided with Online TOC, pH and Flow Meter for continuous monitoring of outlet at Guard Pond. Further these effluents should be pumped to the Common Collection Sump Location.</i></p> <p>xiii. <i>As committed, in case of not meeting norms thr effluent should be recycled back (alarm of TOC) with Auto Valve system and outlet pump stoppage. This will be ensured on automation basis in each of the member industry and monitored by GPCB as well as WEMO.</i></p> <p>xiv. <i>As committed a second check should be provided at the pumping station location by establishing a waste water monitoring system at the central Pumping Station location.</i></p> <p>xv. <i>All the online measurements should be recorded as well as connected with PLC and SCADA connectivity.</i></p> <p>xvi. <i>As committed online monitoring system (of pH, TOC and Flow Meter) should be installed at each of the individual member unit's outlets along with auto return valve arrangements for return of effluents not meeting norms. This should be monitored by GPCB as well as WEMO to ensure treated effluents matching the norms are disposed off into the pipeline from point of generation.</i></p> <p>xvii. <i>A second check should be kept at the pumping station location where in the quality of inlets will be checked and can be returned in case of rare case accidental discharges from member unit not meeting the norms. This should be ensured by WEMO at the pumping station location.</i></p> <p>xviii. <i>In addition to the ballasting with RCC blocks as an additional safety feature special lateral anchoring systems as committed should be provided at every 200 m intervals all along the pipeline. These lateral anchors will be provided on either side of pipeline with chains and shackles which will safeguard the pipeline from drag and shift even in case of extreme turbulence during depressions and cyclonic effects.</i></p>
4.21	<p><b>Environmental Clearance and CRZ clearance for the construction of North Cargo Berth –III and IV and dredging at Berth II, III, and IV at Tuticorin Port, Tamil Nadu by M/s V.O. Chidambaranar Port Trust. [F.No.11-</b></p>

**139/2010-IA.III]**

V.O.Chidambaranar Port situated in the Gulf of Mannar was declared as a Major Port by the Government of India in July, 1974. V.O.Chidambaranar Port has eight general cargo berths, one container Terminal, two coal jetties, one oil jetty, one North Cargo Berth and one Shallow Draught Berth. The present maximum draught of the Port is 12.80m.

The present cargo handling capacity of V.O.Chidambaranar Port is 33.34 Million Tones. During the year 2013-14, V.O.Chidambaranar Port handled 28.64 Million Tonnes of cargo. The traffic forecast (Business Plan) for V.O.Chidambaranar Port, shows 40.90 Million Tonnes during the year 2014-15 and 59.10 Million Tonnes in the year 2020-21. Keeping in view the future growth in cargo traffic, V.O.Chidambaranar Port has taken up the two projects under PPP model (1) North Cargo Berth-III (2) North Cargo Berth-IV. The cargo profile for the new berths proposed by the Port is by bulk cargoes. The cargoes will be handled by providing mechanized handling facilities and despatch the majority cargo through railway to reduce air pollution. The capacity addition of North Cargo Berth-III and North Cargo Berth-IV is 18.30 Million Tonnes per annum.

The length and Width of each berth is 306 m & 22.90m respectively. The estimated cost of North Cargo Berth III is Rs.420 Cr. and North Cargo Berth IV is Rs.355.00 Cr. The Capacity of each berth is 9.15 Million Tonnes. The North Cargo Berth-II is under construction after getting the MoEF clearance vide letter dated 13.08.2007. The proposal of dredging in front of Berths and basin to the required depth of 14.10m for 6.10 Million cum is also planned by the Port. The detailed project report for dredging was prepared by Indian Institute of Technology, Chennai is also submitted.

V.O.Chidambaranar Port had filed an application seeking environment clearance for construction of North Cargo Berth-III, North Cargo Berth-IV including dredging on 19.11.2010. The Expert Appraisal Committee during its meeting held on 18.01.2011 had recommended ToR for EIA study and MoEF vide letter dated 27.05.2011 had communicated the ToR to the Port. The EIA study has carried out by M/s.Centre for Environment, health and safety, Annamalai University, Chidambaram, Tamil Nadu who is one of the accredited EIA consultants of MoEF QCI No.16. In the mean time V.O.Chidambaranar Port requested MoEF for revalidation of ToR and the MoEF vide letter dated 07.11.2013 extended the validity of ToR upto May, 2014 and insisted for public hearing. The public hearing for the project was held on 27.12.2013. The minutes of the public hearing was forwarded to MoEF by the Tamil Nadu Pollution

	<p>Control Board.</p> <p>In the meantime due to the requirement of CRZ clearance for the project, V.O.Chidambaranar Port prepared CRZ map through Institute of Remote Sensing, Anna University, Chennai. Port filed application seeking CRZ clearance in the Tamil Nadu Pollution Control Board, Tuticorin on 02.09.2013. The District Coastal Zone Management Authority during its meeting held on 06.02.2014 recommended the project to State Coastal Zone Management Authority for CRZ clearance. The Tamil Nadu State Coastal Zone Management Authority in its meeting held on 05.05.2014 has recommended the proposal to MoEF. Based on the recommendation of the Tamil Nadu State Coastal Zone Management Authority, the Department of Environment and Forest, Government of Tamil Nadu vide its letter dated 30.05.2014 has recommended the proposal for CRZ clearance. The Public Hearing of the project was held on 27/12/2013 and 6/02/2014</p> <p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <ol style="list-style-type: none"> <li>i. Dredging shall be done within the existing break water as committed</li> <li>ii. Dredging shall only be conducted by cutter/suction method and dredge spoil should not be disposed in open sea that will impact corals of Gulf of Manar.</li> <li>iii. The berth III and IV should not handle any oil or chemical related cargo. No storage of oil and chemical shall take place.</li> <li>iv. Wind screen shall be provided all along the coal stack yard</li> <li>v. Since the port is in the vicinity of the Eco Sensitive Zone the storage of rock phosphate and copper concentrates shall only be in leak proof silos. The coal shall be stacked in the closed masonry wall with sprinkler arrangement. The stack yard should be weather proof. A detailed design in this regard shall be submitted.</li> <li>vi. All recommendations of TNCZMA shall be strictly adhered to</li> <li>vii. A study report shall be submitted for the leachate generation at the coal stack yard and the suggestive mitigative measures.</li> <li>viii. Regarding requirement of clearance from NBWL, the Committee advised Ministry to examine the matter in view of the proposed ESZ Notification.</li> <li>ix. The proposal will require Wild Life clearance if the project falls in the ESZ</li> <li>x. Dredging activity should be carried out so that it in no way affect the corals. CWLW will supervise the working</li> </ol>
4.22	<p><b>ToR for development of Outer Harbour at V.O. Chidambarnar Port by M/s V.O. Chidambaranar Port Trust.[F.No.10-9/2014-IA.III]</b></p> <p>V.O.Chidambaranar Port is situated in the Gulf of Mannar was declared</p>



as a Major Port by the Government of India in July, 1974. Presently it is functioning with eight general cargo berths, one container Terminal, two coal jetties, one oil jetty, one North Cargo Berth and one Shallow Draught Berth and the maximum draught vessels handled are 12.80m. The present cargo handling capacity of the Port is 33.34 Million Tones and during the year 2013-14, the Port handled 28.64 Million Tonnes of cargo. As the capacity augmentation in the present harbor has reached the saturation level and to meet the future demands, the Port has proposed to develop an Outer Harbour by extending the present breakwaters.

Port prepared feasibility report during 2007 for the project "Development of Outer Harbour at a project cost of Rs.4350 Crores, consisting of 9 berths in phase-1 development. Based on the feasibility report, VOC Port had submitted application for issuance of 'No Objection Certificate' to Ministry of Environment & Forests, New Delhi on 29.05.2007. The Expert Appraisal Committee in its meeting held on 21<sup>st</sup> and 22<sup>nd</sup> June, 2007 at Mangalore recommended TOR for EIA study and MoEF vide letter dated 06.07.2007 communicated the TOR to Port. The Environmental Impact Assessment Report was prepared through National Institute of Oceanography, Goa and submitted application to the Tamil Nadu Pollution Control Board for conducting the Public Hearing. The Public Hearing for the project was conducted on 16.07.2010. The Minutes of the Public Hearing was sent to the Secretary, Ministry of Environmental and Forests, New Delhi from Member Secretary, Tamilnadu Pollution Control Board, Chennai Dated 10.08.2010.

In the meantime the Ministry of Shipping vide letter dated 18.09.2012 directed the port to go for feasibility study again. Due to continuous growth of Cargo Traffic and Industrial development in and around Tuticorin, and change in the traffic pattern witnessed in the past few years, the Port reviewed the DPR earlier done by M/s CES during 2007 for the project "Development of Outer Harbor" Subsequently a Detailed Project Report was prepared in December 2013 through M/s. I- Maritime Consultancy Private Limited Navi Mumbai.

As per DPR the total length of breakwater is 9911 meters with North Breakwater 4512 meters and Southern breakwater 5399 meters and DPR provides for construction of 17 berths (Coal-6 nos and Container berth – 10 nos, POL-1no) in different phase's viz. Phase I, II, III and IV with a draught of -16m in front of berths. Phase-1 consists of coal berth-2nos & container berth -3 nos and to be commissioned by 2019-24. The width of channel is 300 meters and length of the Channel is 7500m. The total project cost for phase 1, Phase 2, Phase 3 and Phase 4 is worked out as INR 23431.92 Core.

It has been requested by the proponent to the Expert Appraisal Committee to exempt the port from Public Hearing as the port has conducted public hearing for the project on July 2010 and recently in Dec 2013 port has conducted public hearing for another project.

(i) *ToR shall be issued only for EC and CRZ clearance for Phase – I*

	<p>(ii) <i>Dredging and disposal mechanism shall be included on the basis of modeling study. The model should be calibrated/validated with forcing from prevailing coastal currents due to tides, winds and ocean currents. The site being close proximity to coral island, Dredge Spoil Management and Monitoring plan with online monitoring and Modelling to avoid impact on corals should be prepared similar to what has been adopted in corals islands of Australia</i></p> <p>(iii) <i>The port has been in operation for the past more than 30 years and the current status of both terrestrial and marine environment must be available along with appropriate mitigative measures, EMP, DMP, Risk management, firefighting facilities etc. Submit a comparative studies to examine the impacts due to various activities.</i></p> <p>(iv) <i>Impact arising out of handling of cargo shall be examined. The system must be identified and augmented to meet the present requirement in terms of risk assessment, EMP, DMP etc.</i></p> <p>(v) <i>The impact of the dredging and disposal of the dredged material should be studied in-depth depending upon the toxic metal contents of this material and the location of its disposal, using modelling studies.</i></p> <p>(vi) <i>Marine ecological study should be conducted</i></p> <p>(vii) <i>Submit HTL/LTL map prepared by an authorized agency on 1:4000 scale superimposed with project layout. Submit recommendation of SCZMA.</i></p> <p>(viii) <i>Details of the shore line studies to study the erosion and accretion.</i></p> <p>(ix) <i>Submit the details of Oil Spill Contingent Management Plan. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed</i></p> <p>(x) <i>Submit the details of dredging quantity and quality in terms of toxic metals (atleast Cr+6, Arsenic, Mercury, and lead) and its disposal with quantity (reclamation/ dredging disposal site. If disposal is proposed in the sea, its location, the justification for selecting such location and its effect on marine environment, effect of fishes, etc.</i></p> <p>(xi) <i>Submit details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs. Comprehensive common environmental monitoring by Port Trust and other PPPs located within the port shall be prepared in a scientific way</i></p> <p>(xii) <i>Submit details of Risk Assessment, Disaster Management Plan including emergency evacuation during natural and man-made disaster like floods, cyclone, tsunami and earth quakes etc.</i></p>
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	<p><i>Compliance to the MSIHC Rules shall be discussed. Existing infrastructure and its adequacy and additional infrastructure, if any shall be discussed.</i></p> <p>(xiii) <i>Submit the details of proposed cargo handling along with the dust control measures at different cargo handling stages shall be elaborately discussed.</i></p> <p>(xiv) <i>Environmental aspects, mitigation measures and post project monitoring shall be submitted project – wise.</i></p> <p>(xv) <i>Submit the details of CSR planned.</i></p> <p>(xvi) <i>Submit the Details of Hazardous Wastes generated, and precautions planned during handling, compliance with Hazardous Waste Rules.</i></p> <p>(xvii) <i>Details of the existing and proposed green belt, with suitable plan.</i></p> <p>(xviii) <i>Submit the details of the Environmental Cell.</i></p> <p>(xix) <i>Submit the details of the fishing activity and likely impact due to the activity.</i></p> <p>(xx) <i>The General guidelines as per the annexure-II to this Minutes shall also be considered for preparation of EIA/EMP.</i></p> <p><b>A detailed draft EIA/EMP report should be prepared in terms of the above additional TOR and should be submitted to the PCB for conduct of PH. Public Hearing to be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</b></p> <p><b>A detailed final EIA/EMP report after addressing issues raised during Public hearing and be submitted to the Ministry as per the Notification.</b></p>
4.23	<p><b>Environmental Clearance for development of Integrated Municipal Waste Management and handling facility at Village Patavi, Shahjadpur, Dist Ambala, Haryana by M/s Municipal Corporation Ambala [F.No.10-79/2012-IA.III]</b></p> <p>As presented by the project proponent, the proposal involves development of Integrated Municipal Waste Management and handling facility at Village Patavi, Shahjadpur, Dist, Ambala, Haryana. The total Land Requirement is 17.09 Acre, Water requirement is 40 KLD, Power requirement is 150 KW. Total cost of the project is 12.02 Crores. No National Parks, Wild life sanctuaries, Wild Life Corridors, Biosphere Reserves, Migratory routes for Birds exist within 10 km radius of the project site.</p> <p>As per EIA Notification dated 14.09.2006, as amended on 01.12.2009,</p>

	<p>this project falls under Category “B” but shall be treated as Category “A” as General Condition (GC) is applicable as the Project site falls within 10 kms of Haryana – Punjab state boundary.</p> <p><b><i>The Committee deferred the proposal and suggested the proponent to seek following:</i></b></p> <ul style="list-style-type: none"> <li><i>i. Map showing the Funnel areas of the Air force airport superimposed the location of the MSW site should be submitted</i></li> <li><i>ii. Latest waste quantification and characterization report should be submitted</i></li> <li><i>iii. Since the DPR was prepared long back, revised collection and transportation plan should be submitted along with the priority area for collection and along with its quantification.</i></li> <li><i>iv. The Committee advised the Ministry to take appropriate steps for taking credible action, as the construction at the site was initiated prior to seeking of Environmental Clearance for the proposed project</i></li> </ul>
4.24	<p><b>ToR for Integrated Common Hazardous Waste Treatment, storage and disposal facility (TSDF) at Plot No.9701-16, GIDC, Ankleshwar district, Bharuch Gujarat. M/s Bharuch Enviro Infrastructure Limited.[F.No.10-10/2014-IA-III]</b></p> <p>TOR for Proposed expansion of secured landfill (Phase III) of existing Common Hazardous Waste Treatment, Storage and Disposal Facility at plot number -9701 –9716, 9402 to 9406, 9407-9410, 7027, 7926, 7925, G-7 &amp; 8, Road 1 To 4 GIDC Industrial Estate, Ankleshwar, District- Bharuch, Gujarat.</p> <p>The present proposal is to utilize the area between Phase I and Phase II portion for the construction of Phase III of existing Common Hazardous Waste Treatment, Storage and Disposal Facility (TSDF) at plot number -9701 –9716, 9402 to 9406, 9407-9410, 7027, 7926, 7925, G-7 &amp; 8, and Road 1 to 4 GIDC industrial estate, Ankleshwar, District- Bharuch, Gujarat. The capacity of Phase-I of secured landfill is 6 lacs MT which is fully utilized and capped. The capacity of Phase II of secured landfill is 17 lacs MT, which was commissioned in 2007. Till March 2014 12 lacs MT Tonnes of waste has been disposed. Remaining capacity of 5 Lacs MT is equivalent to approximately 3 years land filling at the current rate.</p> <p>Project falls under Category A, Schedule 7(d) of the EIA notification, dated 14th Sep, 2006 and subsequent amendments thereafter. Ankleshwar being one of the Critically Polluted areas as notified by the Central Pollution Control Board. The co-ordinates of the site are 21°36'58.60"N, 73°2'59.78"E. The proposed capacity of the phase III expansion is 11.58 Lacs Tonnes with void space of 7.72 lacs m<sup>3</sup>.</p> <p>The facility is located in an industrial zone of Ankleshwar developed by</p>

Gujarat Industrial Development Corporation, which is one of the largest industrial estates of Asia encompassing more than 1000 industries. This Industrial Estate of GIDC has number of Chemicals, Pesticides, Pharmaceuticals, Dyes, Dye Intermediates and other allied industries. As per the Hazardous Waste (Management, Handling and Transboundary Movement) Rules, 2008 of Environment Protection Act, 1986, hazardous waste generated by industries has to be collected, transported, treated and disposed in a designated/notified TSDF Facility.

The land available for a third phase at the Site is limited to the area between Phases I and II, these phases having been developed as two separate landfills approximately 30 m apart at ground level. The proposed design for Phase III comprises four cells constructed in line from east to west along the base of the valley between Phases I and II. The waste in Phases I and II is overlain by a gas vent blanket which is itself vented by vertical vent pipes which pass through the cap/cover. Three leachate chambers are located to the north of Phase I which allows pumping from the leachate pipes from the northern half of the phase will be replaced with a narrower vertical HDPE well which extends through the Phase III basal liner to the final cover level.

Water supply is already available from GIDC which will be used for proposed construction. Leachate / Effluent from landfill will be treated in the existing Multiple Effect Evaporator (MEE) plant. Whenever MEE is not in operation, leachate will be sent to CETP of Enviro Technology Limited at Ankleshwar. The manpower requirement during Construction phase will be 100 & during operation phase will be 15. The labours and workers will be hired from nearby villages. No additional power is required. The existing source of electricity is Gujarat Electricity Board (GEB). In case of power failure, D.G. Set can be used (2nos 600 KVA capacity each). The estimated cost of the project is about Rs 30 crores.

***The proposal is for landfill site for the phase – III of the project, which is a category B project. However, since the site is within Ankeleshwar which is a critical polluted area therefore General Condition applies and the proposal is considered at the central level.***

***Since the project is for expansion of existing TSDF site, a compliance report is required from the Regional Office.***

***The Committee recommend the proposal with following additional ToR***

- (i) *CPCB guidelines shall be followed during construction and operation phases*
- (ii) *Groundwater monitoring wells should be installed all around the site for periodic monitoring.*
- (iii) *Data used for preparation of EIA report should not be more than 3*

*years old*

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

	<p>(xviii) <i>Submit details of a comprehensive Disaster Management Plan including emergency evacuation during natural and man-made disaster</i></p> <p>(xix) <i>Submit the details of green belt</i></p> <p>Public hearing to be conducted for the project as per provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan.</p> <p>A detailed EIA/EMP report should be prepared as per the above additional TOR and should be submitted to the Ministry as per the Notification.</p>
4.25	<p><b>ToR for Setting up of port facility at Sagar Island with Rail Connectivity in district South 24 Parganas, West Bengal [F. No. 10-15/2014-IA-III]</b></p> <p>In the immediate phase it is proposed to handle 54 MTPA (2019-20) by 9 berths &amp; and two breasting dolphins for POL. For the ultimate phase it is proposed to handle 127.8 MTPA (2039-40) by 11 berths &amp; and two breasting dolphins for POL. cargo, to be handled: coal, iron ore, iron &amp; steel products, fertilizer, container, POL etc.</p> <p>Rail connectivity from Kashinagar halt is nearly 27 km and road connectivity from nh-117. a rail cum road bridge over river muriganga will also be part of this project.</p> <p>The project is located at Sagar island, district south 24 Parganas, West Bengal. Its graphical coordinates are latitude 21°43'52"n to 21°40'36"n and longitude 88°01'25"e to 88°03'50"e. It is proposed that 554 hectares of the land shall be reclaimed (approx). The land for the project is to be made available through reclamation of river foreshore by dredged material and there would be no acquisition of land at project site. However, for rail-road connectivity, there will be requirement of additional land by acquisition of 83.5 ha. (50 ha for rail &amp; 33.5 for road connectivity).</p> <p>Make up water requirement will be 1460 m<sup>3</sup>/day. The source of water is Hooghly river. Water will be made available from water treatment plant. Power requirement will be 50 MW. WBS&amp;EDCL will supply the power</p> <p>Wastewater from port areas will be treated in a wastewater treatment plant based on extended aeration system. entire treated effluent meeting the relevant standard will be used in greening, suppression of dust and other non critical purposes within the port area. Excess water, if any, will be discharged to surface water after following CPCB norms. Domestic wastewater will be treated in septic tank-soak pit system.</p> <p>Fugitive dust shall be the main air pollutant, for which dust suppression</p>

	<p>system will be installed at relevant points.</p> <p>Shore bins with three compartments for receiving three different categories of solid wastes from vessels (oily wastes, vegetable wastes, non biodegradable wastes) will be available. sewage reception facilities from ships will be available for treating in sewage treatment plants. oily water generated from ships will also be received &amp; recycled by registered re-refiners having approval of moef. solid waste (of domestic and commercial nature) will be disposed of in consultation with the</p> <p>Total capital cost for port with rail connectivity (20 years project period will be rs. 13,576 crores (currently for total phase i &amp; ultimate phase).</p> <p><i>The Committee suggested that a sub-Committee shall visit the site with the following members: Shri Ramanamurty, Shri S.K. Sinha and Representative of MoEF</i></p>
4.26	<p><b>Environmental Clearance for proposed Research &amp; Development Institute at Sy No. 37/P, Gopanpally Village, Serilingampally Mandal, Rangareddy District, Andhra Pradesh, M/s National Institute of Animal Technology [F.No.21-24/2014-IA.III]</b></p> <p>NIAB (National Institute of Animal Biotechnology) is aimed to take up research in the cutting edge areas for improving animal health and productivity. The institute's focus of research will be on genetic epidemiology, transgenic technology, infectious diseases, bioinformatics, reproduction, breeding and nutritional enrichment. The institute aims at translational research leading to the development of novel vaccines, diagnostics and improved therapeutic molecules for farm animals.</p> <p>The location of the project is survey no. 37/ P, Gopanpally Village, Serilingampally Mandal, Ranga Reddy District, Telangana. Proposed Activity are research &amp; Development Institute with Laboratory complex (LGF+UGF 3 floors) Animal House (GF+1) BSL-III (GF+1) Hostel (LGF+UGF+3), Residential Type III (GF+1), Security lodge (GF) Animal farms (5 no.s) &amp; Parking area. Estimated Project Cost is Rs. 100Crores. Total Land required is 100 Acres (404685.64 Sq.m). Total Built –up area is 41,730 Sq.m</p> <p>The topography of the site is slightly sloping towards west &amp; Southern side of the project site. The elevation of the site is ranging from 99 m to 135m. land use of the proposed site is dry and barren land with sparse vegetation. Site is well accessible by road connecting Gachibowli and Outer ring road which is adjacent to the site. Nearest railway station is Lingampally which is at a distance of 5.2 kms. KBR National Park, Mrugavani National parks are at a distance of 8.8 Kms. and Bio-Diversity park si at a distance of 5.3 Kms form the proposed site. Water bodies like Malaka cheruvu (6.3 Kms), Khajaguda Cheruvu (4.7 Kms), Osman sagar (5.1 Kms) are present.</p>



	<p><b><i>The EAC decided to defer the proposal with the following observations:</i></b></p> <ul style="list-style-type: none"> <li><i>i. Internal roads should be 9 meters wide within the campus</i></li> <li><i>ii. Detailed plan for animal waste treatment/disposal along with the details of sheds should be submitted</i></li> <li><i>iii. Energy conservation calculations should be submitted</i></li> <li><i>iv. Traffic circulation plan should be revised and submitted</i></li> <li><i>v. Review for the location of STP and arrangement for disposal of animal excreta should be carried out and details should be submitted.</i></li> <li><i>vi. The layout plan should be legible in the presentation. An A0/A1 size drawing should be submitted.</i></li> <li><i>vii. Details regarding disposal of biomedical waste and carcasses should be submitted</i></li> </ul>
<p><b>2.00.PM to 5.00 P.M</b></p>	
<p>4.27</p>	<p><b>CRZ Clearance for strengthening of existing revetment at eastern sea shore of Chennai Port along the sea shore adjacent to leased plot of M/s Suraj Agro Industries to old harbour entrance on eastern side in Chennai Port, M/s Chennai Port Trust [F.N0. 11-31/2014-IA-III]</b></p> <p>Chennai Port Trust has been experiencing shoreline erosion at its southern foreshore due to seasonal changes and also instability of the shore area. At present, the existing protection work in the form of revetment is being damaged due to cyclonic and stormy winds. In order to strengthen the existing revetment, it has been planned to provide protection works and formation of road over this coastal protection structure. In this regard IIT, Madras carried out study for design and type of structure to be constructed with numerical model etc. After detailed analysis IIT, Madras has recommended strengthening of the existing structure with revised cross-section details of shore protection.</p> <p>The proposed strengthening of existing shore protection extends from area adjacent to leased plot of M/s. Suraj Agro Industries to the Old harbour entrance on the eastern side to a length of 1.3 KM.</p> <p>The proposed shore protection will provide motorable accessibility to VTMS, revetment / Outer arm breakwater for maintenance purpose. The design of typical rubble mound section consists of the following components:</p> <ul style="list-style-type: none"> <li>i) Filter layer (10mm to 50 kg stones)</li> <li>ii) Core layer (1 to 100 kg stones)</li> <li>iii) Toe layer (0.50 to 1 Te. Stones)</li> <li>iv) Bedding layer (5 to 50 kg stones)</li> </ul>

	<p>v) Under layer (0.30 Te. To 0.60 Te. Stones)  vi) Armour layer 5 Te. Tetrapod  vii)Revetment slope of 1 : 2</p> <p>Estimated Project cost is Rs. 63 Crores.</p> <p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <p><i>i. The structure should be constructed as per the drawings submitted at the time of presentation</i></p> <p><i>ii. The structures should be constructed to the extent of repair of existing seawall and no additional length along the coast or seaward side is permitted.</i></p>
4.28	<p><b>Revalidation and Amendment in EC granted for setting up of Marine Facilities at Salaya to M/s Essar Ports [F.No.10-52/2007-IA.III]</b></p> <p>The EC / CRZ clearance was granted for the development of marine facilities at the Salaya creek by MoEF on 17.08.2009. However there was delay in getting the forest clearance hence the project could not be established as scheduled. The PP therefore requested for extension of the validity of the clearance by another 5 years.</p> <p>Further, the PP also requested amendments in respect of the diameter of the intake and disposal pipelines from 52 inch to 92 inch as well as closed hood type trough conveyors instead of closed pipe conveyors, as mentioned in their EC. The PP admitted that there was a mistake in earlier calculation of the pipelines diameter and that the actual size required was 92 inch. The PP gave justification for their request for change in pipe conveyor system for transport of solid cargo particularly coal and stated that for the transport of 5000 TPH, the conveyor belt required would be 3100 mm width and that belts of such width are not available in the market. They also said that pipe conveyors of 5000 TPH capacity have not been installed anywhere in the world. Hence, they requested approval to install closed hood type trough conveyors.</p> <p>The matter was discussed in the 133<sup>rd</sup> EAC meeting on 21/04/2014 for the validity extension and amendment in EC for sea water pipeline diameter and conveyor. It has been observed by the EAC that the project proponent to submit the details of the calculation/design of the disposal pipeline as envisaged earlier and now.</p> <p>The PP submitted the details as desired by EAC vide their letters dated 30.05.2014 &amp; 13.06.2014 and made presentation in the current meeting of the EAC giving justification for their request for change in pipelines diameter from 52 inch to 92 inch and corrected the design mistakes in their earlier submissions.</p>

	<p>The PP also requested to amend the minutes of the 133<sup>rd</sup> EAC meeting wide letter dated May 22, 2014 wherein the term ‘iron ore’ has to be replaced by solid cargo, particularly coal, for which the basic clearance was accorded and mentioned in the EC letter. Similarly the term ‘closed conduit conveyor’ has to be replaced by ‘closed hood type trough conveyors’ for which the clearance is being sought. The PP also mentioned that the available size of the conveyor belt as mentioned in the 133<sup>rd</sup> meeting has to be changed from 2740 mm to 2400 mm since on verification in the market the size 2740 mm is not available.</p> <p><i>The EAC after deliberations recommended extension of the validity of the EC / CRZ clearance by another 5 years. The EAC also recommended the amendments namely change in size of the seawater intake (2 nos) and return seawater release (2 nos) pipelines from 52 inch to 92 inch as well as closed hood type trough conveyors (2 nos) instead of closed pipe conveyors.</i></p>
4.29	<p><b>Extension of validity of Environmental Clearance granted for Construction of Eastern Peripheral Expressway (NE-II) passing through Kundli Ghaziabad Noida-Faridabad in the states of Haryana and UP to M/s NHAI [F.No.5-4/2007-IA.III]</b></p> <p>In order to decongest Delhi, the project of Peripheral Expressways around Delhi, comprising Western Peripheral Expressway (WPE) and Eastern Peripheral Expressway (EPE) connecting NH-1 and NH-2 from Western and Eastern side of Delhi, has been envisaged with objective to reduce pollution levels in Delhi besides not to allow the non-destined traffic inside Delhi which is presently compelled to travel through it in absence of any such facility. These Peripheral Expressways are to be access controlled six lane roads and are being monitored by Hon’ble Supreme Court of India through Monitoring Committee comprising Secretary, MoRT&amp;H as Chairman and Chief Secretaries of Govt. of UP, Govt. of Haryana and Govt. of Delhi, Chairman of NHAI and Chairman of EPCA as members. WPE is being executed by Govt. of Haryana and EPE is being executed by NHAI.</p> <p>The alignment of EPE starts near Kundli (km 36.083 on NH-1), traverses to cross river Yamuna (EPE Ch. Km 12.600) crosses SH-57 at km 15.360m (near Mawikalan) NH-58 km at 44.500 (near Duhai), NH-24 at km 52.190 (near Dasna), NH-91 at km 72.725 (near Beel Akbarpur), Kasna-Sikandra road (near Sirsa), Taj Expressway (near village JaganpurAfjalpur) at 91.900, river Yamuna (EPE chainage km 102.600), Atali-Chainsa Road (near village Maujpur) and ends at Palwal (km 64.330 on NH-2).</p> <p>The project was first approved by PPPAC on 05.11.2007 (TPC of Rs. 2334 Cr.) adopting 1997 Toll Rules. Single bid was received on 23.12.2008. Ministry vide letter dated 16.07.2009 directed NHAI to re-invite the bid with new Toll / Fee Rules 2008 after reassessment of Engineering. Revised project proposal was considered by PPPAC on 15.03.2010, 28.04.2010, 02.12.2010 and finally approved on 06.01.2011 with “No VGF” (TPC of Rs. 2699 Cr.)</p>

	<p>CCI approved the project on 20.04.2011 with a direction that PPPAC to examine and take a final decision on normal or 1.5 times Toll/Fee rates. PPPAC decided on 20.05.2011 that normal toll rates are applicable. Ministry circulated note for approval of CCI to allow 1.5 time normal toll rates. Ministry vide letter dated 13.06.2012 informed that Govt. has decided to apply normal toll rates as applicable for National Highways to 6-lane project.</p> <p>NHAI invited RFP from the pre-qualified bidders on 10.07.2012 for EPE project with a TPC of Rs. 2700 Cr with bid due date as 24.08.2012 and no bids were received even on the extended bid due date of 08.10.12.</p> <p>The project was updated and cost was modified to Rs. 4489 Cr. PPPAC approved the project in its meeting held on 17.01.2014 and CCI approved the project on 27.02.2014. RFP for the project was invited 3<sup>rd</sup> time but no bid was received up to Bid due date i.e. 04.04.2014.</p> <p>As no bids were received for EPE on due date i.e. 04.04.2014, A meeting under the chairmanship of Secretary (RT&amp;H) with Representatives of pre-qualified bidders was held for feed back on the reasons for not submitting bids for the project. The issue of non-receipt of bids, even after revision of the project and provision of 40% VGF, was discussed. The bidders expressed their apprehension regarding traffic estimation and financial viability especially in the context of the Project being a green field expressway.</p> <p>It was felt that as the Project was a green field project on a new alignment, there will always be apprehension on traffic volumes. The bidder concessionaires could not come forward with any concrete specific issues/reasons related to NHAI's assumptions, for not participating in the bid, therefore, it was decided that there is no option but to implement the project on EPC mode and seek necessary approvals for the same.</p> <p><i>The Committee recommended extension of ToR in keeping with the Supreme Court order i.e. up to July, 2018</i></p>
4.30	<p><b>Expansion and modernization of existing handling of Multicargo in the already approved container terminal, at Ennore Port Ltd., Tamil Nadu by M/s Kamarajar Port Limited (formerly known as Ennore Port Ltd.) [F.No.10-25/2005-IA.III]</b></p> <p>Kamarajar Port Limited (formerly Ennore Port Limited) is the 12<sup>th</sup> Major Port and the only Corporate Major port, under Ministry of Shipping, Govt. of India.</p> <p>Development of Kamarajar Port Project at a cost of Rs.1058.52 Crores</p>

was completed and commissioned in June 2001. Two Coal Berths were constructed in Phase-I and are dedicated to handle thermal coal for the Thermal Power Stations of Tamil Nadu Electricity Board (TNEB) located at North Chennai (630 MW), Ennore (450 MW) and Mettur (840 MW).

After the commissioning of Kamarajar Port, keeping in view the trade demand to handle other cargo items like LPG, POL, Chemicals, Edible Oils, Containers, etc., and the need for optimal utilization of the infrastructure already created in Phase-I, the Second Phase Expansion of Ennore Port was planned. Ministry of Environment and Forests had accorded Environmental Clearance vide letter No.10-28/2005-IA-III dated 19.05.2006 and CRZ clearance vide letter No. 30060/EC.3/2005-I, dated 6.12.2005 for the following projects including associated capital dredging of 15.5 million cubic meters.

- (i) Marine Liquid Terminal to handle 3 MTPA – in operation
- (ii) Coal Terminal to handle 8 MTPA-- in operation
- (iii) Iron Ore Terminal to handle 12 MTPA – terminal is a ready, commercial operation will be started on lifting of ban of Iron ore by State Government of Karnataka / Hon'ble Supreme Court.
- (iv) Container Terminal to handle 12 MTPA (700mtr quay length) and subsequently modified to handle 18 MTPA (1000 mtr qualy length) vide MoEF letter No.10-28/2005-IA-III dated 10.09.2007. CRZ clearance from Tamil Nadu State Coastal Zone Management Authority was also obtained. MoEF vide communication No. 10-28/2005-IA-III dated 30.03.2014 has extended the validity of the clearance up to 09.09.2015.

The three projects mentioned above viz., Marine Liquid Terminal (3 MTPA), Coal Terminal (8 MTPA) and Iron Ore Terminal (12 MTPA) were developed through Public Private Partnership on BOT basis.

The neighboring port of Kamarajar port, M/s. L&T Katupalli Port has developed a container and it is in operational. Similarly, Chennai Port has plans to develop a mega container terminal. EPL has also made a market survey to meet the trade requirements which is economically viable and found that there is also demand from the trade for handling various multi cargoes apart from container cargo. Moreover, due to global recession in market demand Kamarajar Port Limited (KPL) has taken up development of container terminal of 730 mts instead of 1000 mtrs to handle 16.8 MTPA (1.4 million TUEs). Based on the present market demand, the neighboring M/s. Katupalli Port is already operating container terminal and Chennai Port Trust is also planning to develop a mega container terminal. Hence, it was decided that to develop 730 mtr quay length for Container and to develop a Muticargo terminal of 2.0 MTPA capacity in the remaining 270 mtr quay length.

KPL has awarded the work of development of Container terminal to M/s. Adani Ports and Special Economic Zone Ltd., Gujarat on 14.2.2014 and

	<p>completion of the construction by end of 2016. The cargo handled in the multi cargo terminal will be clean cargoes like Granite, timber logs, Grains, bagged cargoes including sugar, cobble stone, steel cargoes, project cargo and small quantity of containers. The capacity of cargo handled in the multi cargo berth will be 2.0 MTPA. However, there will not be any change in the overall length of the terminal of 1000m of the container terminal already approved by MoEF.</p> <p>The major activity associated with the development of the multicargo terminal would be an increased quantity of cargo handling capacity from 18.0 MTPA to 18.8 MTPA i.e. a slight increase of 0.8 MTPA only. The proposal does not require any additional dredging. Moreover, the development of multi cargo terminal does not alter in any way any of the environmental parameters since only clean cargo is going to be handled. Hence impact would remain the same as it has been projected earlier.</p> <p>EPL has awarded the work to a consortium of M/s. Chettinad Builders Pvt. Ltd and South India Corp. Pvt. Ltd, Chennai, on 27.02.2014 and expected to complete the construction by end of 2016. The present Project Proposal is handling of Multicargo in the already approved container terminal in the areas under direct control and within limits and boundary of Kamarajar Port Limited. The project will not involve any new land acquisition or re-settlement / rehabilitation of population.</p> <p>In view of the above, it is requested that Environmental Clearance for the development of multicargo terminal may be accorded at a berth length of 270 mtrs which is within the overall 1000 mtrs, as expansion of the existing project of Container Terminal.</p> <p><b><i>The Committee recommended the proposal with the following comments in the EC letter for strict compliance by the proponent.</i></b></p> <ul style="list-style-type: none"> <li><i>i. Quantity of cargo should be handled in accordance with the details provided in the Form-I</i></li> <li><i>ii. All recommendations of the SCZMA should be strictly adhered to</i></li> <li><i>iii. All other conditions as prescribed in the earlier EC shall be complied with.</i></li> </ul>
4.31	<p><b>Environmental Clearance for Development of Airport at Bellora, Amaravati, Maharashtra by M/s Maharashtra Airport Development Co. Ltd. [F.No. 10-74/2010-IA.III]</b></p> <p>The proposed project covers development of existing Bellora Airport, which is located on the south-west of Amravati city at a distance of 14.50 km. The airport will be developed, operated and maintained by Maharashtra Airport Development Company Limited.</p> <p>This project was presented before the EAC in its 126<sup>th</sup> meeting held on</p>

19<sup>th</sup> -21<sup>st</sup> September 2013. The Committee asked for justification of variation between the number of trees mentioned during ToR and that in the EIA report. It may be mentioned that 2500 trees were included at the ToR stage, which was a preliminary count since land requirement and acquisition was not finalized at that stage.

Subsequent to the 126<sup>th</sup> meeting, a field study was undertaken. The total number of trees for which compensation has been paid are 15,999 including saplings of orchards. Out of which 11,675 are mainly fruit bearing plants like orange. Existing runway orientation is 08/26 and elevation is 341.50 m above msl. The airstrip was originally constructed by PWD in 1992. Total area required for the airport is 389 ha out of which 74.8 ha is available with MADC and additional 314.2 (including DVOR-17.78 ha; Jallu road area diversion- 4.70 ha.) ha is required which has been already acquired and compensation paid to affected persons by MADC.

The Airport will be developed in three phases, Phase I will be till 2027, Phase II will be till 2032 and Phase III will be after 2032. Peak hour passenger traffic as estimated will be 200 passengers in Phase I, 450 in Phase II and 600 in Phase III. Two flights (landing and take-off) per day of ATR-42-500 type of aircrafts will be operated at the Airport till 2022. 2 flights of ATR-72-500 and 1 flight of A-320 aircraft would be till 2027. After that 2 flights of ATR-72-500 and 2 flight of A-320 aircraft would be till 2032. Then 2 flights of ATR-72-500 and 3 flights of A-320 aircraft are proposed after 2032. There is no cargo movement predicted till initial 5 years. Beyond 2018, it is likely to be generated due to SEZ @ 400 tonnes per annum.

Total power requirement of 440 kW in phase I, 620 kW in phase II and 810 kW in Phase III, will be met through Maharashtra State Electricity Distribution Company Limited (MSEDCL). Two DG sets of 250 KVA as stand by will be provided for power back-up. Total water demand (potable & irrigation) will be 67.2 kid in Phase I, 76.2 kid in Phase II and 86 kid in Phase III and same will be met through municipal water supply. Waste water generated from airport will be treated in packaged STP and treated water will be used for irrigation green area.

3.23 km drain is proposed between taxiway and runway; 7.69 km b/w runway and perimeter road; 15.48 b/w taxiway and perimeter road for storm water management along with 18 rain water harvesting pits.

During operation phase, approximately 42 kg/day domestic solid waste will be generated from airport, which will be collected and disposed as per the Municipal Waste Management Rule, 2000. There is no environmental sensitive location like wildlife sanctuary/national park within the 10 km radius of the airport. As part of CSR activities computers shall be provided to the schools and improvement of health centres is proposed in Adgaon, Jalu, Nimbhora and Anjangaon Bari villages. Total project cost is estimated as Rs 264 Crores. Total EMP cost will be Rs 1.7 Crores and total land acquisition cost is Rs 64 Crores

	<p><b><i>The EAC decided to defer the proposal with the following observations:</i></b></p> <ul style="list-style-type: none"> <li><i>i. Energy efficiency calculations should be submitted</i></li> <li><i>ii. Details on infrastructure at the arrival and departure terminal should be submitted</i></li> <li><i>iii. Submit details regarding Rainwater harvesting system along with details of runoff calculations and location of recharging pits</i></li> <li><i>iv. Details regarding waste disposal should be submitted</i></li> <li><i>v. Revised parking plan along with traffic circulation plan should be submitted</i></li> <li><i>vi. Natural drains existing at the site should not be disturbed and plans should be submitted for their retention.</i></li> </ul>
4.32	<p><b>Environmental Clearance for CETP of 15 MLD at Bahadurke Road Dyeing Complex, Ludhiana, Punjab by M/s Bahadurke Textiles &amp; Knitwear Association.[F.No. 10-119/2011-IA.III]</b></p> <p>The proposal involves establishment of common affluent treatment plant at Bahadur Ke Road Industrial Area, Dyeing Complex, Ludhiana, Punjab. The site is located in industrial area as per the master plan. The design capacity will be 15000 KLD. It is proposed to serve about 20 industrial units of textile and dyeing of the area. The total land area is 15000 sq. mt. The power requirement is 2500 KW and it is proposed to generate power about 10 MW using biomass. The boiler capacity is 150 tones per hour. The total project cost is Rs. 162 crores. The proposed treatment consist of pre-treatment-screening, flow equalization, Primary treatment -precipitation/coagulation, flocculation, clarification (gravity settling). Secondary treatment -aerobic stabilization (through ASP comprising of aeration tank and secondary clarifier). Tertiary polishing – pressure depth filtration, activated carbon adsorption, Effluent conditioning, membrane treatment 3 stages RO, nano-filtration, Evaporation by multiple effect evaporator and agitated thin film drier.</p> <p>The fresh water requirement will be 5 KLD and will be met from ground source. The affluent treatment sludge will be around 15.9 MT per day to be dried on site and disposed as hazardous waste through State’s common TSDF facility. Boiler ash 15 MT per day to be disposed as soil conditioner (for agricultural activities) and landfill.</p> <p>The above proposal was considered in the 108<sup>th</sup> EAC meeting held on 10<sup>th</sup> – 11<sup>th</sup> January, 2012 and the final ToR letter was issued vide letter dated March 12, 2012. The matter was again considered in the 115<sup>th</sup> EAC meeting held on 16<sup>th</sup> -17<sup>th</sup> August, 2012 and the Committee recommended the proposal for</p>



	<p>grant of EC, however advised the proponent to submit the MoU between CETP and member units indicating the maximum quantity of effluent to be sent to the CETP along with the quality and also the out let norms to be complied by CETP.</p> <p>The PP submitted the MoU document in the Month of May, 2014 i.e. after approximately 2 years therefore the proposal was again referred to EAC for appraisal.</p> <p><b><i>The Committee recommended the proposal with the following comments in the EC letter for the strict compliance by the proponent.</i></b></p> <ul style="list-style-type: none"> <li><i>i. The Punjab Pollution Control Board shall conduct regular as surprise inspection of the CETP.</i></li> <li><i>ii. Online monitoring of the influent and effluent shall be conducted</i></li> </ul>
4.33	<p><b>Amendment in CRZ and Environmental Clearance granted for the expansion of Dhamra Port at Dhamra, Bhadrak Dist of Orissa. M/s Dhamra Port Company Ltd. .[F.No. 11-104/2009-IA.III]</b></p> <p>PP informed that Ministry has granted Environmental and CRZ Clearance for expansion of Dhamra Port on 01.01.2014.</p> <p>The capacity of the project has been indicated in the EC as “The cargo handling capacity is 71.3 MTPA including 36.34 dry bulk cargo (coal and limestone), 26.96 MTPA of liquid bulk cargo (crude and naphtha), one million containers and 8 MTPA of clean cargo (steel).”</p> <p>PP requested to amend the clearance as “The cargo handling capacity is 71.3 MTPA including 36.34 dry bulk cargo, 26.96 MTPA of liquid and gas cargo, one million containers and 8 MTPA of clean cargo as contained in the EIA report.”</p> <p>In response to the query the PP informed that the cargo mentioned in the EAC was based on the ToRs however, EIA has been done for the additional cargo also.</p> <p>The matter was considered in the 132<sup>nd</sup> EAC meeting and it was advised by the EAC that the Ministry should examine the Form-I &amp; ToRs vis-a vis the request of the PP before considering the matter further.</p> <p>While verifying the file, it has been observed that the proponent has submitted the Form-1 mentioning the details that Dhmra Port shall construct 11 additional Berths to handle 71.3 MTPA of cargo and 1 Million TEUs of containers, Dry Bulk Cargo – 36.34 MTPA (3 Berths), Liquid Bulk Cargo – 26.96 MTPA (2 jetties), Container and clean Cargo – 1 Million YEUs &amp; 8 MTPA (6 Berths). However the ToR and EC has been granted for “The cargo handling capacity is 71.3 MTPA including 36.34 dry bulk cargo (coal and limestone), 26.96 MTPA of liquid bulk cargo (crude and naphtha), one million containers and</p>

	<p>8 MTPA of clean cargo (steel).”</p> <p><i>The Committee advised the proponent to submit a revised Form – I since the ToR and the EC earlier granted only provide clearance to specific cargos and in such case amendment of the EC is not possible. The proponent has to submit the revised Form-I mentioning the details of cargo to be handled at the Port. The data used earlier for the preparation of EIA report may be used.</i></p>
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Extra Notes:

- i. In 134<sup>th</sup> EAC meeting item no 4.2, Development of Barge Handling Facility by M/s Chennai Port Trust, the condition “Barge jetty will only handle POL –III “ should be read as “Barge jetty will handle Furnance Oil, HSD, Edible Oil and water”
- ii. 4-laning of Painikuli-Rimuli Section of NH-215 from Km. 0.000 to Km. 163.00 in the state of Odisha [F. No. 5-20/2007-IA-III]

The matter was considered in the 134<sup>th</sup> EAC meeting and the Committee noted that the validity of EC has already been lapsed. Therefore the request of the PP cannot be considered however, it has been explained by the NHAI that they have requested MoEF for extension of validity vide letter dated 09/03/2012 and submitted a copy of the letter to the Ministry

- iii. The Widening of existing carriageway to 4/6 laning of Cherthalai (km.379.100) to Thiruvananthapuram (km.551.900) of NH-47 in the State of Kerala by M/s NHAI. The site visit has been conducted and the subCommittee has presented the report in the meeting. The EAC accepted the report and recommended the proposal for CRZ clearance.
- iv. Widening and improvement of 2 lane to 4/6 lane of NH-17 from Kannur to vengalam in the state of Kerala by M/s NHAI. The site visit has been conducted and the subCommittee has presented the report in the meeting. It has been observed by the sub-Committee during the site visit that there are some water logged area and mangroves in some stretches. The proponent is required to submit requisite action plan for the water logged area and mangrove conservation plan.

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