

**Minutes of the 265<sup>th</sup> meeting of Expert Appraisal Committee held on 23<sup>rd</sup> – 24<sup>th</sup> June, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbours, breakwaters, dredging7(e) and National Highways7(f)**

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The 265<sup>th</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 23<sup>rd</sup> – 24<sup>th</sup> June, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as Annexure-A.

### **1. OPENING REMARKS OF THE CHAIRMAN**

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities under taken by the Ministry under Infra-1 Division.

Regarding the project of M/s Hindustan Petroleum Corporation Limited (HPCL), Shri S. Jeyakrishnan, Member EAC (Infra1) informed the Committee that he will recused himself to appraise the proposal for Agenda No. 3.1 (proposal of M/s Hindustan Petroleum Corporation Limited (HPCL)) as he was earlier posted as Director on the Board of M/s Hindustan Petroleum Corporation Limited (HPCL).

### **2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING**

The Committee confirmed the Minutes of 262<sup>nd</sup> EAC meeting held on 25<sup>th</sup> & 27<sup>th</sup> May, 2021.

### **3. AGENDA WISE CONSIDERATION OF PROPOSALS:**

Agenda wise details of proposals discussed and decided in the meeting are as following:

#### **Agenda No.3.1**

**Proposed constriction of LPG Import Jetty with dispatch station at Survey No. 1504-A, Village Dahej, Taluka Vagra, District Bharuch, Gujarat by M/s Hindustan Petroleum Corporation Limited (HPCL) - Terms of Reference**

**[Proposal No. IA/GJ/NCP/214189/2021 and File No. 10/26/2021-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP*

*report. If any part of data /information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.1.1. The project proponent along with the EIA consultant M/s ABC Techno Labs India Private Limited has made a presentation through Video Conferencing and provided the following information-

3.1.2. The proposed project is for Construction of LPG Import Jetty (5.0 MMTPA) with Unloading Platform of 50x35m, Approach Trestle of approx. 4000x13m along with Offshore Facilities and a Dispatch Station for LPG Transportation through Pipeline at Survey No. 1504-A, Village-Dahej, Taluka-Vagra and District- Bharuch, Gujarat.

3.1.3. Govt. Land measuring approx. 35 acres is under allotment by Govt. of Gujarat for construction of on-shore pumping & dispatch station along with approach to jetty trestle.

3.1.4. The proposed project falls under 7(e), Category-A, Ports, Harbours, Breakwaters and Dredging as per EIA notification 2006. Total investment/cost of the project is Rs1333Crores.

3.1.5. Landuse/Landcover around 10 km radius of project site is as following:

<b>Landuse / Landcover</b>	<b>Area (Ha)</b>	<b>%</b>
Agriculture Crop Land	10.81	3.44
Mangroves	12.07	0.83
Saltpan	63.85	1.23
Barren/Unculturable/Waste lands/Scrub land	19.69	6.27
Open Scrub	2.62	3.84
Forest	3.87	0.46
Built-up land	1.44	11.39
Other Industrial Land	35.78	52.20
Water Body	163.92	20.33

3.1.6. Project area is generally flat. Some portion of the land surface is covered with mud flat and mangroves. The existing ground level in the proposed area is around -1.0m to 2m above chart datum.

3.1.7. About 5 KLD will be required for the domestic water requirement and the water will be sourced locally through approved sources/ govt. department.If ground water extraction is required necessary clearance will be taken from CGWA/state ground water authority.

3.1.8. The proposed project area has some portion of the land surface is covered with mud flat and mangroves to an extent of 600 m to 700m from the high water line(where

approach trestle for the proposed jetty is located). Mitigation measures to preserve the same shall be taken during the project development.

3.1.9. There is no diversion of forest land. There is no National Parks, Sanctuaries and Tiger Reserves etc are around 10km from the proposed project site. The project is not located in ESZ notified by MoEF&CC.

3.1.10. The proposed project site falls under CRZ- IA(Approach trestle), CRZ - III(Dispatch station) and CRZ-IVB (Jetty Head) as per CRZ Notification, 2011. CRZ map is under preparation by Anna University, Chennai.

3.1.11. Domestic liquid waste generated during construction phase / operational phase will be treated in Septic Tank and Soak Pit. No solid waste is expected from the facility.

3.1.12. Land acquisition and R&R issues: Approx. 35 acres government land is under allotment by Government of Gujarat for approach to the jetty trestle and construction of on-shore pumping & dispatch station.

3.1.13. Benefits of the project: The proposed project will have major positive impact on socio-economic progress of the region by overall improvement in living standard through creation of new jobs, increase in volume of general trade, general improvement in infrastructural facility with better transport and communication network.

3.1.14. During the construction phase, about 500 workers would be hired mostly from nearby areas. During the operational phase about 50 persons shall be employed directly/indirectly.

3.1.15. Details of Court cases: No court case is pending against the proposed project.

3.8.1 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265<sup>th</sup> meeting during 23<sup>rd</sup>- 24<sup>th</sup> June, 2021 and **recommended** for grant of Terms of References (ToR) with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. A detailed study on the impact of proposed activity on the mangroves and Mud flats in the proximity of the site be conducted and submitted.
- ii. Impact of the proposed activity on migratory birds during the construction phase and operation phase and its mitigation measures need to be conducted and submitted in coordination with Bombay Natural History Society (BNHS), an institute known for its pioneering work on migratory birds. A minimum one migratory season data from September to December is required.
- iii. Provide complete working plan for the installation of steel piles in the mangrove area. An animation needs to be prepared for the entire process of installation of piles in the mangroves area.
- iv. A plan for the disposal of debris generated during piling installation submitted.
- v. Management plan for noise generated during piling be submitted.
- vi. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
- vii. The ecologically fragile area including CRZ 1A area etc be demarcated and superimposed on the layout plan and submitted.

- viii. Risk analysis and its management plan for handling different types of liquid cargos (if handling) shall be conducted and submitted.
- ix. Detailed modelling studies to understand whether the selected site can withstand severe cyclones and develop design in accordance to due safety measures
- x. Erosion and accretion study at the mouth of the Creek of the proposed site be carried out and submitted.
- xi. Importance and benefits of the project should be submitted
- xii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- xiii. Recommendation of the Gujarat CZMA shall be obtained and submitted.
- xiv. Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map.
- xv. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- xvi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- xvii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- xviii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- xix. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- xx. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.
- xxi. Disaster Management Plan for the project shall be prepared and submitted.
- xxii. Details and status of court case pending against the project, if any.

- xxiii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- xxiv. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.
- xxv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing and specific studies (if any) include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- xxvi. In pursuance of Ministry's OM No. stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

### **Agenda No. 3.2**

#### **Development of All-weather, Multi cargo, Greenfield Captive Jetty(ies) for handling capacity 52 MTPA at JatadhariMuhan River, Dist. Jagatsinghpur, Odisha by M/s JSW Utkal Steel Ltd.- Further consideration for Environmental and CRZ Clearance.[Proposal No. IA/OR/MIS/74417/2018; File No. 10-68/2018-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

The aforementioned proposal was earlier considered in the 256<sup>th</sup> EAC meeting held during 3<sup>rd</sup>-4<sup>th</sup> March, 2021. The proposal was deferred for the want of following documents/ information:

- a. Study on impact of Coal and its movement/ storage shall be submitted. Details on whether the coal is shared with other units of JSW in India shall be submitted.
- b. Dredging work in creeks, its usage and disposal patterns need to be elaborated. The impact of disposal in sea to the nearby ports shall be evaluated and submitted.
- c. Clarity on transfer of FC of POSCO to JSUL is required. A number of new items

of work are included in project. Clarification is required whether new item of works were considered and approved at the time of transfer of FC to new PP.

- d. Details of identification of dumping and reclamation sites during Construction and Operation Phase be submitted.
- e. No objection certificate from the Paradip Port for this activity be submitted.
- f. Re-assess the marine ecology study performed by CSIR-NIOMumbai for its completeness, and resubmit detailed base line data and impact mitigation plan.
- g. Detailed Environmental Base line study and Mitigation plan along with the financial allocation be submitted.
- h. The Public Hearing (PH) issues and the commitment and mitigation measures/plans along with the budgetary provisions be submitted in a tabular form. EMP shall be revised by making financial allocations for activities for fulfilling these commitments.

At this instance, the aforementioned proposal was further placed before the EAC during 265<sup>th</sup> meeting on 23<sup>rd</sup> & 24<sup>th</sup> June, 2021. The project proponent along with the EIA consultant M/s WAPCOS Limited has made presentation through Video Conferencing and provided the following information-

3.2.1 JSW Utkal Steel Ltd. (JUSL) has proposed to set up a Greenfield ISP to produce 13.2 MTPA crude steel along with captive power plant (CPP) of 900 MW capacity, and cement grinding & mixing unit of 10.0 MTPA in Jagatsinghpur district, near Paradip in Odisha. The ISP would be served by Captive Jetty(ies) of handling capacity of 51.93 MTPA (~52.0 MTPA) (Import Cargo: 24.93 MTPA + Export Cargo: 27.00 MTPA), to be located adjacent to the steel plant near the mouth of Jatadhari Muhan River Creek. The captive jetty would cater to the import and export requirements of the ISP helping it reduce the infrastructure cost for the production of steel.

3.2.2 The proposed project falls under 7(e) - Ports, Harbours, Dredging, and Reclamation, of the schedule to the EIA Notification, 2006 and its subsequent amendments. Total cost of the project is Rs. 2104 Crore.

3.2.3 The proposal is a part of interlinked project. Proposed 13.2 MTPA integrated steel plant (ISP) along with captive power plant (CPP) of 900 MW capacity, and cement grinding & mixing unit of 10.0 MTPA has been submitted to the Industry I committee of MoEFCC on 05.05.2021 after completion of public hearing (PH). The proposal was considered by the EAC (Industry I) during 36<sup>th</sup> meeting held on 19.05.2021 and the committee suggested to submit additional information.

3.2.4 Land area of about 170 acres (68.83 Ha) would be required for the development captive jetty(ies) facility. The facility which included captive jetty(ies) and its backup area is proposed partially over forest and revenue land. Total 10 berths are proposed with a continuous quay length of about 3400 m. The captive jetty(ies) facility land would be developed partially by reclamation/grade improvement on the intertidal and areas beyond tide line. The jetty(ies) would be protected by two breakwaters for maintaining tranquillity in the basin and to facilitate direct berthing of capsized vessels.

3.2.5 A navigation channel of about 13 km long and about 310 m wide would be created through dredging, to a reduced depth up to 20 m CD and maintained. About 30 million m<sup>3</sup> of bed material would be dredged for creation of the navigation channel and jetty basin. About 27 million m<sup>3</sup> dredged material shall be used for land reclamation/grade improvement of the ISP land and the remaining would be disposed at the offshore dumping ground identified in the model report.

3.2.6 The project area is mainly barren coastal land with flat terrain and chiefly covers bushy vegetation, bereft of any dense vegetation. The project is proposed along the waterfront of the JatadhariMuhanRiver and in the coastal waters of Bay of Bengal, east coast of India.No likely impact is envisaged in the flow regime of the JatadhariMuhanRiver as per the hydrodynamic model study.

3.2.7 Total 2100 m<sup>3</sup>/day of fresh water is required for full operation of the Captive Jetty(ies) facility, that will be sourced from Jobra Barrage and River Mahanadi.NOC has been obtained from the Water Resources Department, Govt. of Odisha (GoO). No Groundwater extraction has been proposed.

3.2.8 Public hearing (PH) for the proposal was completed successfully by State Pollution Control Board, Odisha (OSPCB) on 20.12.2019, as per the EIA Notification 2006 (amended). The proposal also granted CRZ recommendation by the Odisha Coastal Zone Management Authority (OCZMA), under the provision of CRZ Notification 2011 (amended) vide letter dated 01.02.2021.

3.2.9 The project involves use of diverted forest land about 14.17 ha adjacent to the ISP land. Stage II forest clearance (FC) has been duly transferred to JSW by MoEFCC vide letter dated 16.10.2019, and further, vide Forest & Environment (F&E) Dept., Govt. of Odisha (GoO), Reasoned Order dated 30.10.2019.

3.2.10 The project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc. However, nearest thick mangroves exist at a distance of about 13 km in the river mouth of Mahanadi.A small patch exists at the opposite river bank of the proposed jetty location.

3.2.11 Sewage generated from the domestic consumption shall be treated in a sewage treatment plant (STP). Treated water after disinfection shall be used for gardening and for dust suppression.Facility for collection, conveyance and disposal of municipal solid waste shall be developed. Solid waste of municipal origin shall be segregated into biodegradable and non-biodegradable waste. Non-biodegradable waste shall be disposed-off through authorized vendors. Biodegradable waste shall be composted onsite and shall be used as manure in horticulture. Necessary synergy in handling of wastes will be developed with the ISP.No CETP is proposed for the jetty(ies) facility. Pipeline would be laid in the coastal area for marine discharge and intake.Domestic sewage generated from captive jetty(ies) facility shall be treated in the STP proposed in ISP.

3.2.12 No tree cutting is envisaged for the proposed project.A 15 m wide green belt would be developed around the periphery of the jetty/jetty back up facility in the 33% of the project area. About 35,000 native species of various categories would be planted as

part of the greenbelt development.

3.2.13 Details of Rain Water Harvesting: In the present proposal, rain water harvesting (RWH) for groundwater recharging has not been considered due to its location and higher ground water table in the area. However, rain water collected from roof-tops and storm water drains would be used for storage for further use in various secondary purposes within the plant. The impounded water would conserve fresh water, reduce the overall water requirement and serve as a water source during lean season. Possibility of locating a RWH structure outside the plant premises would be explored, as per last 10 years' peak and average rainfall data of the region. The possibility of converting the numerous Borough pits found in the study area to RWH structures would be explored in consultation with local administration.

3.2.14 The proposed development lies partly in CRZ IA (diverted forest), and CRZ IB, CRZ III, CRZ IVA & IVB areas. The CRZ demarcation study was carried out through National Centre for Sustainable Coastal management (NCSCM), Chennai, an institute under MoEFCC, Govt. of India. The layout is superimposed on the 1:4000 scale CRZ map. CRZ recommendations has been obtained from OCZMA vide their letter dated 1st February, 2021.

3.2.15 Details of shoreline study: The shoreline erosion and accretion study are prepared by National Centre for Sustainable Coastal management (NCSCM), Chennai. The shoreline is combination of low and medium erosion, low and medium accretion and stable coast. The model study on Littoral drift and shoreline changes has been carried through DHI India. Model study suggests that the shoreline changes are envisaged due to the jetty(ies) development. Suitable sand bypassing mechanism would be adopted to stabilise and protect the adjacent shoreline.

3.2.16 Dredging details, disposal and reclamation: About 30 million m<sup>3</sup> of bed material would be dredged for creation of the navigation channel and jetty basin. About 27 million m<sup>3</sup> dredged material shall be used for land reclamation/grade improvement of the ISP land and the remaining would be disposed at the offshore dumping ground at a distance of 14 km from the coast and about 23 m water depth as identified in the model study report. The land area behind the jetty and ISP would be grade improved and raised to about +6.5 m on average using spoils from the proposed dredging.

3.2.17 Handling of each cargo, storage, transport along with spillage control, dust preventive measures: 1. **Dry Bulk Cargo**: MHC/Unloading Cranes/Surge Bins. Storage: Stackyard, covered shed. Transport & Spillage Control: Closed conveyor system, Stackyard will be GI barricaded to avoid any spillage. Dust suppression systems with water sprinklers/dry-fog system shall be provided to prevent the fugitive dust emissions during handling, transportation and storage of bulk cargo. Cargo would be transported through closed conveyor belt attached with dust suppression systems at its transfer points. All bulk cargo storage shall be carried out in the longitudinal covered shed. Further, the development of Greenbelt/ Wind shields would prevent/arrest/control the fugitive dust emissions. 2. **Break Bulk Cargo**: Wagons/ Cranes. Storage: Special purpose covered shed. Transport & Spillage Control: Transport in bulk in closed and controlled manner to

avoid any spillage during the transportation.

3.2.18 Land acquisition and R&R issues: No R&R and land acquisition is involved as part of this project development.

3.2.19 Benefits of the project: The proposed project will improve socio-economic condition of the people. Under the CER program, strengthening of social infrastructure such as healthcare, education and physical infrastructure will be developed. Livelihood improvement through various CSR activities such as women empowerment, aids to fisherman community, improvement in health, education sector, and overall socio-economic development of the local community. Direct and indirect revenue for State and Centre in the form of various taxes and duties. The project is expected to generate employment opportunity. About 3450 people would be employed during the project construction and operation phase. The project would also open both secondary and tertiary employment opportunity in the area.

3.2.20 Details of Court cases: No court case is pending against the project.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265<sup>th</sup> meeting during 23<sup>rd</sup> and 24<sup>th</sup> June, 2021 and **deferred the proposal** for want for following information/clarification:

- i. The Committee observed that the environmental parameters submitted in the EIA report are still mismatching with erroneous units in tables. Further, the concentration of heavy metals appears to be on the higher side. The sampling locations are also haphazardly selected with no scientific design in sample collection. In view of this, the Committee was of the view that, one season baseline data needs to be collected again and the analysis need to be resubmitted. The new sampling locations shall be based on grid-based sampling covering each grid. The bathometric aspects need to be covered during revised sampling and analysis. Special care must be taken while studying the parameters for the creek for proper collection and analysis of data. Pollution data has to be cross verified by the SPCB.
- ii. A detailed assessment and explanation be submitted on why jetties/other port facilities of Paradip Port, which is located at a distance of 12 km, cannot be used for the JSW project,
- iii. Several complaints were received in the Ministry and to the Members of EAC regarding the project. A detailed response to the objections raised in the representations along with the verification/authentication by the SPCB be submitted.
- iv. The base line marine ecological study performed by CSIR-NIO Mumbai should be re-assessed for its completeness, and resubmit detailed base line data and impact mitigation plan. The current document doesn't state any mitigation measures or strategies that are specific to the proposed impact.
- v. Detailed plan for mitigating impacts of cyclone, since the region is affected frequently by cyclones and that too with increasing intensity.
- vi. Clarification be resubmitted on how deep dredging for the proposed port will not impact the Paradip Port as well as the interior part of Jatadhari Muhan River? With deepening of the channel what will be the change in the salinity gradient of the

- river over time and its impact on the local and substance fisheries by local community?
- vii. Detailed impact mitigation plan for Jatadhari Muhan River Creek against the backflow and transport activities be resubmitted.
  - viii. Provide allocation of adequate amount for Fishery Management Plan.
  - ix. The training activity should not be under CER, it should be the part of EMP. The specific changes may be done in the EIA report and submitted.

### Agenda No. 3.3

#### **Deepening and Widening of Approach Channel to Second Chemical Berth SCB at Pir Pau, Mumbai Port water area, Mahul, Mumbai, Maharashtra by M/s Mumbai Port Trust - Environmental Clearance [Proposal No. IA/MH/MIS/71139/2017 and File No. 10-65/2017-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”*

3.3.1 The MbPT has proposed Deepening and widening of Approach channel to Second Chemical Berth (SCB) at Pir Pau, Mumbai. Based on the design vessel size, the dimensions of the proposed deepening and widening of SCB Channel is as under Width of the Channel from 300 m to 350m at the bend, Depth of the Channel from 9 m up to 10.5 m below Chart Datum (CD), Radius of Turning Circle from 300 m to 460 m, Depth at Berth pocket from 13.0 m to 14.0m below CD. For the proposed widening and deepening of existing approach Channel to SCB, the quantum of soil dredging estimated is as 5.6 lakhs cum and rock dredging as 1.0 lakhs cum. The dredged material will be dumped at the designated dumping ground DS3.

3.3.2 The proposed project falls under category ‘A’ of item 7 (e) i.e. ‘Ports, harbours, break waters, dredging’ of the schedule to the EIA Notification, 2006 and its subsequent amendments. Total investment/cost of the project is approx. Rs 72 Crores.

3.3.3 The terms of reference (ToR) to the project was granted by MoEFCC vide letter No. 10-65/2017-IA.III dated 22.03.2018. Public Hearing for the project was conducted by Maharashtra Pollution Control Board on 1st Dec 2020.

3.3.4 The project site is in the Sea (Water) and the proposed project pertains to dredging activity for deepening & widening of navigation channel of SCB. There is no any impact on drainage.

3.3.5 The proposed activity pertains to dredging activity for deepening & widening of Navigation Channel at Second Container Terminal, thus does not envisage water use. No Groundwater extraction is proposed.

3.3.6 For the proposed widening and deepening of existing approach Channel to SCB, the quantum of soil dredging estimated is as 5.6 lakhs cum and rock dredging as 1.0 lakhs cum. The dredged material will be dumped at the designated dumping ground DS3.

3.3.7 The Project Falls in CRZ IV. The layout on CRZ map of 1:4000 scale prepared by IRS Chennai. MCZMA recommended the project to MoEF & CC in its 131st meeting held on 06.03.2019.

3.3.8 Benefits of the project: The development is envisaged to play a significant role in strengthening connectivity along the Maharashtra coastline. It will enhance economy of Maharashtra. There will be positive impact on socioeconomic profile of the area, in Particular, and Raigad, in general, both in terms of overall employment and skill development of local workforce. Direct as well as indirect employment potential is envisaged. About 25 people will be employed.

3.3.1 Details of Court cases: No court case is pending against the project.

3.8.2 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 266<sup>th</sup> meeting during 23<sup>rd</sup> and 24<sup>th</sup> June, 2021 and **recommended the proposal for grant of Environmental clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. All activities shall be carried out strictly according to the provisions of CRZ Notification, 2011 and the State Coastal Zone Management Plan as drawn up by the State Government. No activity other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- ii. Monitoring of the noise level at various locations around the project boundary need to be carried out and submitted along with the six monthly monitoring report.
- iii. The dredged material should be disposed of at the designated location only and an undertaking in this regard need to be submitted to the Ministry. Dredging shall not be carried out during the fish breeding season.
- iv. Jawahar Dweep (Butcher Island) will not be used for dumping of any reclaimed materials; and an undertaking for the same should be submitted to the MoEFCC, SCZMA and to the SPCB.
- v. A study on the sediment drift shall be conducted at appropriate time (within 1 year) and the report shall be submitted along with the 6 monthly compliance report.
- vi. 'Consent for Establish' shall be obtained from State Pollution Control Board under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.

- vii. All the recommendations and conditions specified by Maharashtra Coastal Zone Management (MCZMA) vide letter no. CRZ-2019/CR-94/TC-4 dated 15<sup>th</sup> June, 2019 shall be complied with.
- viii. Spillage of fuel engine oil and lubricants from the construction site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap and salvage the spillage.
- ix. The quality of treated effluents, solid wastes, emissions and noise levels from the project area must conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986.
- x. The effluent from workshops, oil storage, etc. will contain oil and grease particles which shall be treated in an oil skimmer and suitably disposed after treatment or will be sold to registered recyclers.
- xi. It shall be ensured by the Project Proponent that the activities does not cause disturbance to the fishing activity, movements of fishing boats and destruction to mangroves during the construction and operation phase.
- xii. As proposed, marine environmental monitoring programme shall be implemented including the monitoring of avifauna for the areas of Sewri, Thane Creek and adjoining region by Salim Ali Centre for Ornithology and Natural History (SACON) and monitoring report shall be sent to the respective Regional Office of MoEF&CC, SCZMA and to the SPCB.
- xiii. All the recommendations mentioned in the EIA/EMP including disaster management plan and safety guidelines shall be implemented.
- xiv. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.

#### **Agenda No. 3.4**

#### **Expansion of Karaikal Port (Phase-II) at Puducherry by M/s Karaikal Port Pvt. Ltd. – Further consideration for Amendment in Environmental and CRZ Clearance [Proposal No. IA/PY/MIS/26984/2009 and File No 10-42/2009-IA.III]**

*“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the projectproponent.”*

The project proponent M/s Karaikal Port Pvt. Ltd. has made a presentation through Video Conferencing and provided the following information–

3.4.1 Karaikal Port Private Limited (KPPL) had obtained Phase I Environment Clearance (EC) from MoEF vide letter No.10-2/2006 dated 06thMay 2006 for handling Coal and General Cargo of 4.0 MMTPA. Karaikal Port started commercial operations

during the year 2009. Phase II EC was obtained from MoEF vide letter No. 10-42/2009-IAIII dated 22nd September 2009 with enhancement in cargo handling capacity from 4.0 MMTPA to 20.5 MMTPA.

3.4.2 Application for requesting for making an Amendment in EC was submitted to MoEF&CC in September 2018. The request for EC Amendment was made due to the conditions prescribed by Puducherry Pollution Control Committee (PPCC) while renewal of consent to operate issued under Air and Water Acts in 2018. The condition explicitly mentioned that the categorization of cargoes shall be made by way of Amendment made in EC and it shall be categorised as per EIA Guidance Manual on Ports & Harbours, prepared by Administrative Staff College of India, Hyderabad published in February 2010. As per the Guidance Manual, the cargoes which are being handled at Karaikal Port have been categorized as Dry Bulk and Break Bulk and Liquid Cargo.

3.4.3 As advised by Puducherry Pollution Control Committee, an application (KPPL/ENV/MoEF/2018/03 dated 15th September, 2018) has been submitted to Ministry of Environment Forest and Climate Change (MoEF&CC) New Delhi for Categorization of Cargo handled in Karaikal Port. The said application has been accepted by the Expert Appraisal Committee (EAC) and was listed in the 35th & 36th EAC meetings dated 29.10.18 and 26.11.2018, respectively.

3.4.4 The 36<sup>th</sup> EAC has recommended the proposal to make an Amendment in the EC granted to Karaikal Port (Phase II).

3.4.5 The following re-categorization of cargoes was recommended by the EAC.

<b>Bulk Cargoes (18.0 MTPA)</b>		<b>Liquid Cargoes (2.5MTPA)</b>
<b>Dry Bulk</b>	<b>Break Bulk/General Cargo</b>	
Coal	Textiles	Edible Oil
Fertilizers	Machinery	
Clay	Timber	
Iron Ore	Steel	
Gypsum	Containers	
Lime Stone	Granite	
Dolomite	Marble Slabs	
Aggregates	Fertilizers in Bags	
Agro Products such as Corn, Wheat, Sugar, Red Chillies, wood chips etc	Agro Products such as corn in bags, wheat, red chillies etc	
Clinker	Wood chips	
Cement in Bulk	Cement (in Bags)	
Sand	Salt	
Others in bulk with permission of PPCC	Others in break bulk with permission of PPCC	

3.4.6 After the recommendation of EAC, MoEF&CC vide its letter No. 10-42/2009 –IA-

III (Pt) dated 21st December, 2018 requested Karaikal Port to submit “No Increase in Pollution Load Certificate” as per 7(ii) Clause of an Amendment made in the EIA Notification through S.O.3518 (E) dated 23.11.2016.

3.4.7 It has been mentioned by the PP that since there is no increase in the pollution load and only nomenclature has to be changed, therefore, the proposal may be considered by the Ministry and amendment letter may be issued.

3.4.8 Details of Cargo permitted by MoEF&CCi n various EC/CRZ clearance letters and as permitted by PPCC and the request of PP for Categorization and Nomenclature Change are as following:

<b>EC 2006 (4 MMTPA)</b>	<b>EC 2009 (20.5 MMTPA)</b>	<b>PPCC permitted Cargo - CTO</b>	<b>Categorization as per ASCI Ports &amp; Harbour Manual</b>	<b>Nomenclature as recommended by 36<sup>th</sup> EAC , Nov 2018</b>
Coal	Coal	Coal	Dry Bulk	Coal, Fertilizer, Clay, Iron Ore, Gypsum, Limestone, Dolomite, Aggregate, Clinker, Agro Products – (Corn, Wheat, Sugar, Red Chillies), Wood Chips, Cement in Bulk, Sand
General Cargo	General Cargo	General Cargo (Textiles, Machinery, Timber, Steel, Containers, Granite, Marble slabs, Iron Ore, Fertilizers, Clay, Gypsum, Limestone, Agro Products like Sugar, Red Chillies, Wheat, Corn. Salt & Cement in Bags, Wood Chips, Aggregates, Dolomite & Clinkers	Break Bulk/General Cargo	Textiles, Machinery, Timber, Steel, Containers, Granite, Marble slabs, Fertilizers in Bags, Agro Products such as Corn in Bags, Wheat , Red Chillies, Wood Chips, Cement in Bags, Salt
		Sand		
		Cement in Bulk		
	Edible Oil/ Multipurpose	Edible Oil	Liquid Cargo	Edible Oil

**Note – PPCC – Puducherry Pollution Control Committee; CTO – Consent to Operate**

3.4.9 Based on the above the following cargo categorization of Cargo has been requested for:-

<b>Bulk Cargoes (18.0 MTPA)</b>		<b>Liquid Cargoes (2.5MTPA)</b>
<b>Dry Bulk</b>	<b>Break Bulk/General Cargo</b>	
Coal	Textiles	Edible Oil
Fertilizers	Machinery	
Clay	Timber	

<b>Bulk Cargoes (18.0 MTPA)</b>		<b>Liquid Cargoes (2.5MTPA)</b>
<b>Dry Bulk</b>	<b>Break Bulk/General Cargo</b>	
Iron Ore	Steel	
Gypsum	Containers	
Lime Stone	Granite	
Dolomite	Marble Slabs	
Aggregates	Fertilizers in Bags	
Agro Products such as Corn, Wheat, Sugar, Red Chillies, wood chips	Agro Products such as corn in bags, wheat, red chillies etc	
Clinker	Wood chips	
Cement in Bulk	Cement (in Bags)	
Sand	Salt	

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265th meeting during 23rd and 24th June, 2021 and **recommended the proposal mentioned at para 3.4.9 for Amendment in Environmental and CRZ Clearance issued by the Ministry** in favor of M/s Karaikal Port Pvt. Ltd.’ vide F.No.10-42/2009 IA-III dated 22.09.2009 for handling capacity of 20.5 MTPA. with the additional specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. The cargo which are permitted by the Ministry vide its letter No.10-2/2006 dated 06th May 2006 and letter No. 10-42/2009-IAIII dated 22nd September 2009 and the cargo which are permitted by Puducherry Pollution Control Committee vide its letter No. PPCC/CON/AIR/TRP/KKL/2019/800 dated 7<sup>th</sup> November, 2019 are only permissible. No other cargo other than permissible cargos as mentioned in the above letters and as per the revised nomenclature are permitted.
- ii. All other conditions mentioned in the letter No. 10-2/2006 dated 06<sup>th</sup> May 2006, letter No. 10-42/2009-IAIII dated 22nd September 2009 and letter No. PPCC/CON/AIR/TRP/KKL/2019/800 dated 7<sup>th</sup> November, 2019 remain unchanged.

### **Agenda No. 3.5**

**Proposed Construction of four lane TBM TUNNEL approaches under River Brahmaputra between Gohpur on NH-52 North Bank and Numaligarh on NH-37 South Bank, Assam (Length: 34.664 km) on EPC Mode under SARDP-NE Phase-A by M/s National Highways & Infrastructure Development Corporation Ltd. (NHIDCL) - Terms of Reference [Proposal No IA/AS/NCP/213996/2021 File No. 10/27/2021-IA.III]**

*“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the*

*project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent”*

The project proponent along with the EIA consultant M/s Enviro Resources has made a presentation through Video Conferencing and provided the following information-

3.5.1 The proposed project is for Construction of four lane TBM TUNNEL approaches under River Brahmaputra between Gohpur on NH-52 North Bank and Numaligarh on NH-37 South Bank, Assam (Length: 34.664 km) on EPC Mode under SARDP-NE Phase-A.

The approach roads though joining NH-52 and NH-37, however, the section of the proposed road has not been notified as National Highway. The PP has made application under the category of 7(f) for grant of ToRs, however, as per the EIA Notification, 2006 as amended, since the section of road including tunnel is not declared as NH, the EIA Notification is not applicable to this proposal.

The EAC is of the view that, since the section of road is a new alignment and is passing through river bank and further the proposal also has a component of tunnel of length 11 km (Approx) across the river, environmental due-diligence is required for the project before commissioning of the project. The Committee recommended that the proposal can be considered by the Ministry and a formal EC shall be accorded to the project under category 7(f), Highways.

3.5.2 The proposed alignment passes through two districts i.e. Biswanath and Golaghat and 3 Talukas i.e. Khumtai, Gohpur, Bokakhat and 24 villages. The proposed alignment will pass through Alitala, BadalPatharBorghuli, Balitika, Borphalang, KhalihaiPathar, No.2 Chakala, No.2 Rajabari, No.2 Majikuchi, Tinsukia, Bihaguri, No 1. UpparTinsukia, No.2 UpparTinsukia, Baligaon, Mazdalapa, AlamiChapori, No.2 PatharimiriGaon, MissimiAti, No.1 PatharimiriGaon, RangagoraChapori, Bongaon, LablebiPathar, Buralikson, and BonBagisa Villages.

3.5.3 Total investment/cost of the project is Rs11204.42 Crores.

3.5.4 The total length of proposed alignment is 34.664 km. The proposed ROW will be varying as per the proposed road design & feature in respective sections Package I, Package II & Package III viz. minimum 60m. The entire length of proposed highway will be passing through plain terrain characterized by agricultural fields, grasslands, flood plains & river bed (tunnel passing underneath river bed).

3.5.5 The proposed alignment will be passing through flood plains of Brahmaputra River & underneath of Brahmaputra River via. Tube Tunnel, there will be slight change in surface drainage due to construction activities but the natural drainage pattern will not be disturbed, to assess impact on drainage detailed study will be conducted during EIA

3.5.6 Total water requirement for construction of proposed project will be 2559133 KL which will be sourced from nearby water sources with prior Statutory Approvals.

3.5.7 Tree cutting: Proposed alignment will traverse through the agricultural land & open land with natural vegetation, hence vegetation clearance will occur and detailed enumeration of vegetation clearance will be carried out during EIA. Compensatory tree plantation will be carried out against the trees cut as per the guidelines of Forest Department, Govt. of Assam.

3.5.8 There is no diversion of forest land. There are no protected areas within 10 km of project site. The proposed project is not located within Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area. The proposed project is not in CRZ area.

3.5.9 Effluent will not be generated, however, mobile sanitation facilities will be provided for construction workers in construction sites which will be periodically cleaned by Night Soil Tankers as well as septic tanks followed by soak pits will be provided in worker camps.

3.5.10 Land acquisition and R&R issues: Most of the land coming under the project area is agricultural and through somewhat inhabited area. The land required for the construction will be acquired by NHIDC before the start of construction work. Land acquisition for the project will be carried as per the provisions of “The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013)”.

3.5.11 The power requirement of 2000 kVA will be sourced as per statutory provisions & DG Sets of 2000 kVA will be provided as backup during construction phase. The total power requirement during the operational phase is 21416.89 kVA

3.5.12 Benefits of the project: The project will have multiple benefits. It will reduce the travel time substantially. In addition the improved road will provide other benefits like proposed activity improves the economic status of the village people along project area. Overall improvement will be expected in terms of improvement in transportation infrastructure facility, Medical & Educational services, Drinking water facility, Fast and safe connectivity resulting in savings in fuel, travel time and total transportation cost. Etc. Indirect and direct employment opportunity to people from all skilled, semiskilled and unskilled streams will act as social benefits. About 1000 skilled & unskilled workers during construction phase. 50 skilled & unskilled workers during operational phase.

3.5.13 Court cases: No court case is pending against the project.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265<sup>th</sup> meeting during 23<sup>rd</sup> and 24<sup>th</sup> June, 2021 and **recommended** the proposal for ToR with following conditions.:

- i. Fresh base line monitoring data should be collected for preparing EIA/EMP studies.
- ii. Due to construction of tunnel under River Brahmaputra, impact of vibrations on aquatic life mostly on freshwater Dolphin and fishes is expected. Vibration impact of underwater tunnel on aquatic life system should be studied through Wildlife Institute of India.
- iii. The site is located in an area where the rainfall intensity varies from time to time. Therefore, a detailed study w.r.t worst case scenario for the highest intensity of

rainfall, flash flood, cloud bursts, unalarmed release of water from the upstream dams/reservoirs, glacial melts, landslides etc need to be conducted and submitted in the EIA report.

- iv. The River Brahmaputra changes its course frequently at various locations, therefore, the site suitability in terms of impact of changing of river course on tunnel need to be carefully studied and incorporated in the EIA report. If necessary, provision for expanding tunnel distance on either side should also be provided for.
- v. A comprehensive hydrological and hydrogeological investigations shall be conducted by a reputed institute for the site and should be incorporated in the EIA report.
- vi. A comprehensive assessment of biodiversity of the project region including mitigation measures as necessary be prepared by Wildlife Institute of India
- vii. A comprehensive assessment of impact of seismicity on tunnel stability needs to be studied by a reputed institute and should be incorporated in the EIA report.
- viii. Climate change aspects for the past 100 years and the probable climate change scenario for the next 50 years be modelled with detailed explanation with the help from a reputed institute and presented in the EIA report especially for changing flood line and precipitation scenario.
- ix. Details regarding ventilation system envisaged for the tunnels need to be presented in the EIA report.
- x. Detailed muck and dredge material disposal plan including specific earmarked locations be identified.
- xi. Evacuation plans in case of fire, floods, earthquake etc be carefully studied with models and explanations be presented as a part of the EIA report.

### **Agenda No. 3.6**

#### **Development of Krishnapatnam North Industrial Node (Area 4,984.1 ha) in Sri PottiSriramulu (SPSR) Nellore District, Andhra Pradesh by M/s NICDIT Krishnapatnam Industrial City Development Limited - Environmental Clearance**

#### **Proposal No. IA/AP/NCP/110654/2019 and File No. 21-57/2019-IA.III**

*“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent”*

The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad has made a presentation through Video Conferencing and provided the following information-

3.6.1. The proposed project is for Development of Krishnapatnam North Industrial Node (Area 4,984.1 ha) in Sri Potti Sriramulu (SPSR) Nellore District, Andhra Pradesh. Government of India has taken up Chennai- Bengaluru Industrial Corridor (CBIC) project in Andhra Pradesh. This project is being executed through a Special Purpose Vehicle (SPV) formed under collaboration of Andhra Pradesh Industrial Infrastructure Corporation Limited (APIIC) and National Industrial Corridor Development Corporation (NICDC) Limited as “NICDIT Krishnapatnam Industrial City development Limited”. The site is located at ~28 km to the SPSR Nellore district headquarters. Industrial Node is proposed to be developed in an area of 4490.35 Ha (11095.9 acres) which includes industrial plots, support services, space for utilities, open space/green buffers, parking, etc. Geo-coordinates of project site is from: 14.069315° N to: 14.216208°N and from: 80.017900°E to 80.135983°E

3.6.2. The proposed project falls under 7(c), Category-A, as per EIA notification 2006. Total investment/cost of the project is Rs5733.84 Crores. ToR was issued vide letter No. 21-57/2019-IA.III dated August 14, 2019. Public Hearing was conducted in the project premises on November 10, 2020.

3.6.3. List of industries to be housed with the proposed project site are Food and Agro Processing, Apparels and Textile Industry, Automobile & auto components, Engineering, Electronics, Other Industries Non-metallic minerals and MSME.

3.6.4. Water bodies: Buckingham Canal- Adjacent; Kandaleru creek- 2.1 km NNW; Swarnamukhi River- Abutting S; Pennaki lake-1.2 km SW; Kottapatnam R.F- Abutting NE; Puli Kalva- 15.5 SW; Sarvepalli Chervu- 14.5 km NW.

3.6.5. Total water requirement during Construction phase is 500 KLD that will be sourced from local Municipality/ panchayat. During Operation phase about 99.7 MLD (Net fresh water) will be required, which will be sourced from Kandaleru reservoir at 65 km and mainly fed from Somasila Dam through canals. No ground water extraction is proposed in this development.

3.6.6. Rain Water Harvesting: Estimated Volume of run-off that can be harvested will be 3358758 Volume (m<sup>3</sup>)/year. Rainwater harvesting techniques will be adopted at park and industrial level.

3.6.7. The project area is surrounded by vulnerable habitats such as Buckingham canal is adjacent to the project boundary at North West direction, Swarnamukhi River is abutting the project site at South direction, Kandaleru Creek is 1.7 km at North West direction and Pulicat Bird Sanctuary is located at 4.7 km south from the project site.

3.6.8. Waste Management: Estimated Industrial Solid Waste Generation is 601.1 TPD, Municipal Solid Waste Generation is 331.2 TPD. Hazardous waste shall be disposed by individual industry to nearby TSDF located at Raviguntapalli, SPSR Nellore District located at a distance 47.96 km from project site. The municipal waste shall be disposed to integrated solid waste management facility proposed within the project site. Industrial waste shall be disposed to nearby Treatment, Storage and Disposal Facility (TSDF) and also to approved/authorized vendors of Andhra Pradesh Pollution Control Board

(APPCB). **CETP**: Effluent and sewage generated in the industrial area will be treated in 48.9 MLD capacity of CETP. CETP and STP shall be developed in modules based on the development. **STP**: Sewage generated in residential area will be treated in 41.75 MLD capacity of STP. Treated wastewater in the order of 73.89 MLD shall be recycled in the system to meet non-potable water demands such as landscaping, etc.

3.6.9. Approximately 4634 trees will be involved in tree cutting. Adequate green belt of 15 m is proposed from the project boundary as per the master plan and 40 m green belt is proposed near the forest blocks. In overall Krishnapatnam Node area, an area of 1531.5 acres (13.8%) is proposed under green area, which constitutes structured green of 155.5 acres (1.4%), Site boundary and water body buffers constitute 1212.9 (10.9%) and Green buffers proposed around villages 163.1 (1.5%).

3.6.10. Total power demand estimated for the proposed Krishnapatnam North Node is 750 MVA. The power will be received in 220/33kV Main Receiving Substation (MRSS). The transmission of power will be done through 220kV. Estimated Installation Capacity for Solar Power Harnessing is 19.28 MW.

3.6.11. The project development (only internal roads) falls in CRZ IB (Intertidal Zone), CRZ III (No Development Zone) and CRZ IVB (River/Canal). No industrial or residential activities were planned within the CRZ area. SCZMA recommendation obtained vide Letter No.259/CRZ/IND/2020/600, dated March 02,2021.

3.6.12. Land acquisition and R&R issues: Project land consist of 11095.9 acres out of which DKT/CJFS land of 2519.99 acres, Government land of 1420.69 acre, land with APIIC of 1383.62 acres, Patta land of 4810.76 acres and land under village settlements, water bodies and cart tracks includes 960.84 acres. APIIC has advance possession of 5978.44 acres which includes DKT/CJFS, Patta and Government lands. Remaining land is under process of acquisition. Project site consists of few hamlets of project villages, it is proposed to retain these hamlets and integrate with the new planned development rehabilitation and resettlement efforts will not be required.

3.6.13. Benefits of the Project: Project shall provide better quality of educational and medical facilities to the local people. It will enhancement in Regional Economy and Socio-Economic Conditions. During the operation phase, Industrial Park is likely to generate direct employment of ~ 2,96,140 persons and ~ 1,71,600 persons of indirect employment.

3.6.14. Details of Court cases: No court case is pending against the proposed project.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265<sup>th</sup> meeting during 23<sup>rd</sup> and 24<sup>th</sup> June, 2021 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Green belt around habitations and water bodies shall be at least 50-meter wide.
- ii. The existing water bodies in the project area shall be conserved and used for effective water management.

- iii. Existing roads should be strengthened to reduce the impact from transportation of construction material.
- iv. EMP-Budget allocation for construction of Hospital shall be for the employee of the Industrial Estate as well as for the general public. It should be supported under EMP with at least 100 beds facility with adequate critical care units and state of art medical infrastructure including the one that can address pandemic situations of any kind. Adequate financial provision also to be made for its uninterrupted function.
- v. To achieve the Zero Liquid Discharge, waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- vi. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- vii. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- viii. All the recommendation of the EMP presented in Chapter 9 of the EIA report shall be complied with in letter and spirit.
- ix. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment.
- x. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- xi. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- xii. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- xiii. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- xiv. Rain water harvesting for roof run-off and surface run- off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.
- xv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate

in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

### Agenda No. 3.7

**Developmental expansion of Industrial park over an area of 1415.25 ha in addition to existing Developed area of 290.37 ha within total permitted area of 1705.62 ha in respect of Khed City Multi-product Industrial Park at Khed Taluka, District Pune, Maharashtra by M/s Khed Economic Infrastructure Pvt. Ltd – Further consideration for Environmental Clearance [Proposal No IA/MH/NCP/203636/2008 and File No 21-944/2007-IA.III]**

*“The EAC noted that the Project Proponent/consultant have given under taking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent”*

3.7.1 The aforementioned proposal was earlier considered in the 260<sup>th</sup>EAC meeting held during 5<sup>th</sup> - 6<sup>th</sup> April, 2021. The proposal was deferred for the want of following documents/ information:

- i. Layout map showing the existing industrial development vis-à-vis proposed industries with sectors specified on the layout map.
- ii. Detailed list of industries as envisaged in the original EC and revised ToR issued on 20<sup>th</sup> July, 2020 and subsequently, ToR amendment dated 25<sup>th</sup> February, 2021.
- iii. The infrastructure which is already in place and the proposed infrastructure should be clearly highlighted on the layout map with legend. The existing green belt and the proposed green belt should be clearly highlighted.
- iv. The map should be clear in all perspective including legend, scale, North mark etc.

3.7.2 The Environmental clearance subsequent to Public hearing of the above proposal was earlier granted *vide* letter No. 21-944/2007-IA.III, dated 20<sup>th</sup> May 2010 for 4500 Ha of land (2000 Ha of processing area + 2000 Ha of non-processing area + 500 Ha of domestic tariff area). The validity of this EC was further extended for two years i.e., up to 19<sup>th</sup> May 2017 *vide* letter No. of even number dated 19<sup>th</sup> February 2016 and then for further three years. i.e., up to up to 19<sup>th</sup> May, 2020 *vide* letter No. of even number dated 11<sup>th</sup> August 2017. ***Further, MOEF&CC vide its notification dated 27<sup>th</sup> September 2020 extended the validity of the EC's expiring in the year 2020-2021 upto 31<sup>st</sup> March 2021.***

3.7.3 As stated above, initially, the project was planned to be spread over an area of

4,500 Ha falling in jurisdiction of Gram Panchayats of Khed and Shirur Talukas, but MIDC was able to acquire only 1705.62 Ha of land therefore only 1705.62 Ha was leased out by MIDC to KEIPL vide two lease deeds for the period of 95 years for Phase I in four villages viz. Dawdi, Kanerhsar, Nimgaon in Khed Taluka and Kendur of Shirur Taluka. Further, MPCB has granted Consent to Operate for Processing Area (PA) and Domestic Tariff Area on plot area of 192.67 Ha, out of total plot area of 1705.62 Ha for a period upto 31<sup>st</sup> March, 2021. Subsequently, MPCB has also granted Consent to Operate for Domestic Tariff Area-II on plot area of 97.7 Ha, out of total area of 1705.62 Ha for period up to 31<sup>st</sup> October, 2024. [Remaining/Balance Area: 1705.62 Ha - 192.67 Ha - 97.7 Ha = **1415.25 Ha**].

3.7.4 In order to regularize the validity of EC and development of Industrial park over balance area of 1415.25 Ha out of total acquired area of 1705.62 Ha, it was necessary to obtain a fresh EC with this expansion proposal.

3.7.5 For the want of fresh Terms of Reference (TOR) followed by EC, the above mentioned proposal was earlier considered by Expert Appraisal Committee (EAC) in its 235<sup>th</sup> and 237<sup>th</sup> EAC meetings held on 26<sup>th</sup> May, 2020 and 29<sup>th</sup> June 2020, respectively. The MOEF & CC vide letter no. 21-944/2007/-IA-III, dated 20<sup>th</sup> July 2020 issued the TOR to KEIPL, with a mandate to conduct Public Consultation/ Hearing.

3.7.6 Further, The PP vide letter No. KEIPL/EC/Public Hearing/56/20-21, dated 17<sup>th</sup> December, 2020 had submitted on-line application on dated 26<sup>th</sup> Dec 2020, requesting for amendment/modification of ToR letter No. 21-944/2007/-IA-III, dated 20<sup>th</sup> July 2020 “*exemption of Public Hearing*”. The EAC, taking into account the submission made by the project proponent and the detailed deliberation during its 253<sup>rd</sup> meeting on 18<sup>th</sup> – 19<sup>th</sup> January, 2021, recommended the proposal for amendment/modification (i.e., exemption of Public Hearing) in Terms of Reference, which was issued vide letter No. 21-944/2007/-IA-III, dated 20<sup>th</sup> July 2020. *Subsequently, a revised ToR was accorded by the Ministry with “exemption of Public Hearing” vide a ToR letter of even no., dated 25<sup>th</sup> February, 2021.*

3.7.7 At this instant, the PP vide Proposal No. IA/MH/NCP/203636/2008 has submitted application on-line on dated 16<sup>th</sup> March 2021, requesting for fresh Environmental clearance under the project type “Expansion” of the aforementioned project. The proposal was considered in 262<sup>nd</sup> EAC meeting held on 25<sup>th</sup> and 27<sup>th</sup> May, 2021, but it was not considered by EAC, since no documents were provided to the committee members by the proponent. ***Further, the proposal was re-considered and placed before EAC in its 265<sup>th</sup> meeting during 23<sup>rd</sup> - 24<sup>th</sup> June, 2021, in favor of Environmental clearance. The project proponent alongwith EIA consultant M/s Ardra Consulting Services Pvt. Ltd. Bhubaneswar, Odisha, has made a presentation through Video Conferencing and provided the following information-***

3.7.8 The proposed project is for developmental expansion of Industrial Park over an area of 1415.25 ha in addition to existing Developed area of 290.37 ha within total permitted area of 1705.62 ha in respect of Khed City Multi-product Industrial Park at Khed, Pune, Maharashtra by M/s Khed Economic Infrastructure Pvt. Ltd.

3.7.9 The proposed project falls under 7(c), Category-A, Industrial estates/ parks/ complexes/ areas, export processing Zones as per EIA notification 2006. ToR for the proposed project was issued *vide* Proposal no. IA/MH/NCP/152981/2020, dated 20<sup>th</sup> July, 2020 and subsequently, ToR amendment letter was issued *vide* Proposal no. IA/MH/NCP/190021/2020, dated 25<sup>th</sup> February, 2021.

3.7.10 Total investment/cost of the project is Rs3274.31Crores. Capital Cost is Rs. 1597.15 Cr (to be invested over development in next 10 year) and EMP cost is Rs. 484.21 Cr (capital cost) &Rs 289.40 Cr (Recurring cost).

3.7.11 Public hearing (PH) was conducted during previous Environmental Clearance granted *vide* letter No.21- 944/2007-I-A-III dated 20<sup>th</sup> May 2010. For the proposed expansion project, PH was exempted *vide*ToR amendment letter dated 25<sup>th</sup> February, 2021.

3.7.12 Total Area of the proposed Project is 1705.62 ha, out of which 290.37 ha has already been developed and balance 1415.25 ha need to be developed. The topography in and around the site is mostly undulated with steep slopes on edges of the plateau. The Landuse/Landcover of project site is as following:

Sr No	Land Use/Land Cover	Existing Land Use	Proposed Land Use	Total land use
		Area (ha)	Additional Area (ha)	Area (ha)
1	Industrial	175.83	697.22	873.05
2	Amenities/ Utilities	17.57	75.52	93.09
3	Roads	37.53	44.39	81.92
4	Supporting activities for residential and commercial	17.77	315.68	333.45
5	Open Spaces/ greenbelt	41.67	133.44	175.11
6	Authorized area under Khed City Development Limited (KDL)*	-----	149.00	149.00
<b>Total</b>		<b>290.37</b>	<b>1415.25</b>	<b>1705.62</b>

3.7.13 The industries related to Health care, FMCG, Renewable and non-renewable energy, Auto and engineering. Heavy Industries, Light Industries, Electronics and Electrical products, Automobiles, Biotechnology, Pharmaceutical, IT/ITES/Food Processing, Textile and apparel, Gems, Jewellery, Plastics, aviation and logistics shall be housed with the proposed project. No water polluting and chemical industries are proposed under Pharmaceutical category. Following are the detailed list of industries as envisaged in the original EC and revised ToR issued on 20th July, 2020 and subsequently, ToR amendment dated 25th February, 2021.

Original EC	Proposed EC/ TOR
Heavy Industries	Heavy Industries
Light Industries	Light Industries
Electronics and Electrical products	Electronics and Electrical products
Automobiles	Automobiles

Biotechnology	Biotechnology
Pharmaceutical, Under Pharmaceutical category, only formulation is proposed.	Pharmaceutical, Under Pharmaceutical category, only formulation is proposed.
IT/ITES/Food Processing	IT/ITES/Food Processing
Textile and apparel	Textile and apparel
Gems	Gems
Jewelry	Jewelry
Plastics	Plastics
Aviation and logistics	Aviation and logistics
No chemical industries are proposed	No chemical industries are proposed
	Health care
	FMCG
	Renewable and non-renewable energy
	Auto Engineering

3.7.14 No water bodies are present in the project site, and no natural drainage is getting disturbed. However, Vel River and Bhima River is present at a distance of 1.0 Km at East side and 2.0 km at western side, respectively. There is one pond namely Thitewadi tank at a distance of 1.7 km East.

3.7.15 The water requirement for the project is 75.40 MLD that will be drawn from Bhima River and Chaskaman dam. Necessary permission is in place. Ground water will not be abstracted during construction & operation phase of the project. Surface water from Chaskman dam of 50 MLD and Watekarwadi K.T. weir on Bhima River of 1.73 MLD will be transfer to proposed Industrial Park. As per the estimation, the average water requirement for the proposed project will be 0.2 MLD during the construction phase and 75.20 MLD during the operation phase. KEIPL provides water to the units through the exclusive arrangement with Irrigation department of Govt. of Maharashtra from the Bhima River and Chaskaman Dam.

3.7.16 No further land acquisition is proposed in the present developmental expansion project application for fresh EC. A certified compliance report has been issued by the Nagpur regional office of MoEF&CC. No forest land diversion is involved in the project.

3.7.17 There are no protected areas under international conventions, national or local legislation for their ecological, landscape, cultural or other related value within 15 km radius. No new Rehabilitation of communities/villages is required. Land acquisition and rehabilitation of communities are implemented.

3.7.18 Waste Management: Solid waste management System has been planned and will be in place as per the provisions of the MSW (M&H) rules 2016.

3.7.19 Common effluent treatment plant of 1.0 MLD capacity and STP of 35 KLD capacity based on MBBR technology is proposed.

3.7.20 Total 22,148 trees are reported from Khed City Project area. The current cumulative status of tree felling is shown below.

S.No	No. of Trees Felled within Project Area	Total
1	1027*	1027
2	Total No. of Trees Transplanted	45
3	<b>Total No. of Trees Impacted (No.s) (1+2)</b>	1072
* Majority with girth around 10 cms, mainly nonscheduled species Note: KEIPL has planted 111314 numbers of local tree saplings and 50735 numbers of shrubs.		

3.7.21 Greenbelt development is recommended for implementation, in area of 177.71 Ha. KEIPL will consider maintaining 50 m green belt between industrial units and residential areas and the all possibilities while the plots are handed over to customers. Green belt to a width of 15 meters, thick vegetation along boundaries, Roads and plots setbacks is provided. To ensure a permanent green shield around the periphery planting is considered in two phases.

- In the first phase one row of evergreen and fast growing trees ( which grows upto 10-15 m) with maturity period of around three years shall be planted at 3.0m interval along with fast growing ground covers to enhance the water holding capacity, improve the organic content and check the soil erosion.
- In the second phase after eighteen months, second row of trees with large leaf surface area with large evergreen canopy and longer life span shall be planted at 6.0m intervals.

3.7.22 Rainwater harvesting structures are developed in the project site. KEIPL has constructed 11 surface rain water harvesting structures to catch 189.23 TCM of rain water, out of which 9 structures are Earthen Nala Bunds and 2 are Cement Nala Bunds. The Total capacity for rain water harvesting in the project area has been enhanced to 340.367 ML from 304.23 ML by further strengthening of 7 Earthen Nala Bunds.

3.7.23 Socio-economic condition of local people: Local villagers which are nearby to Khed City are having agriculture as main occupation. Some people from these villages are having their own business like cement agencies, kirana and essentials supply shops, dairy, package water supply. Some people are associated with Khed City in terms of contract works like earth works, road construction, manpower supply to the industries located in the Khed City, and some are even doing regular jobs in these industries.

3.7.24 Benefits of the project:*Employment Generation*: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition of the study area. *Microclimate improvement of the surrounding*: Due to increase/enhancement of the forests and greenery, the project area will possess an enriched ecological profile with significant improvement in micro-climate. *Improvement in the health and educational profile of the area*: The development of planned residential and industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality. *Improvement in infrastructure facility*: In order to facilitate the industries in the Integrated Industrial area and in order to enhance their productivity, it is proposed to

improve existing connectivity and add green-field connectivity projects. *Economy improvement*: After implementation of the Project, a host and variety of industries will be established in the area. This will give rise to employment to the local people. The industrial development will also promote allied businesses and facilities in the area. This will result in considerable improvement in the economic condition of the study area. Following are the employment potential:

- Permanent Employment-During Construction: 53
- Permanent Employment-During Operation: 53
- Temporary Employment- During Construction: 3130
- Temporary Employment- During Operation: 18

3.7.25 Details of Court cases: Earlier, there were two legal aspects with regards to KEIPL projects. Land owners had approached Hon'ble High Court and further before Hon'ble Supreme Court. In the year 2013 Honourable Supreme Court dismissed the allegations made by the land owners. KEIPL's EC was also challenged before the Honourable National Green Tribunal, New Delhi and further before Hon'ble Supreme Court, which was also dismissed and the EC was confirmed.

The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 265<sup>th</sup> meeting during 23<sup>rd</sup> and 24<sup>th</sup> June, 2021 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Open space/area should not be counted under 33% greenbelt area.
- ii. Existing roads should be strengthened to reduce the impact from transportation of construction material.
- iii. To achieve the Zero Liquid Discharge, waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- iv. As proposed, no ground water shall be extracted during construction and operation phase of the Industrial Estate.
- v. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- vi. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- vii. All the recommendation of the EMP presented in Chapter 10 of the EIA report shall be complied with in letter and spirit.
- viii. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment.

- ix. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.
- x. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/construction phase.
- xi. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- xii. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.
- xiii. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 mts above the highest ground water table.
- xiv. EMP-Budget allocation for construction of Hospital shall be provided for the employee of the Industrial Estate as well as for the general public. It should have adequate beds facility with critical care units and state of art medical infrastructure including the one that can address pandemic situations of any kind. Adequate financial provision also to be made for its uninterrupted function.
- xv. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

**Annexure-A**

**Following members were present during the 265<sup>th</sup> EAC(Infra-1) meeting held on 23<sup>rd</sup> – 24<sup>th</sup> June, 2021**

S. No.	Name	Designation	Remarks	
			Day 1	Day 2
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S.Jeyakrishnan	Member	Present	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh.ShamWagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr.V.KJain	Member	Absent	Absent
8.	Dr.Manoranjan Hota	Member	Present	Present
9.	Sh.R Debroy	Member	Absent	Absent
10.	Dr.Rajesh Chandra	Member	Absent	Absent
11.	Dr.M.V Ramana Murthy	Member	Present	Absent
12.	Smt. Bindu Manghat	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Sh.Amardeep Raju,	Scientist‘E’ & Member Secretary, MoEF&CC	Present	Present
15.	Dr.Rajesh P Rastogi	Scientist‘C’, MoEF&CC	Present	Present
16.	Sh. P. Balakumar	Research Associate Infra-1 Division MoEF&CC	Present	Present