

Minutes of the 253rd meeting of Expert Appraisal Committee held on 18th– 19th January, 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, break waters, dredging 7(e) and National Highways 7(f)

The 253rd 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 18th – 19th January, 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 undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 251stEAC meeting held on 28thDecember, 2020 with correction in the MOM of 251stEAC as following:

Proposal Agenda no 3.4, Para-4[P. No. IA/KL/NCP/74865/2018; F. No. 21-63/2018-IA.III]: Information in Para-4 of the proposed project was provided as per Brief Report submitted by the PP. The PP vide e-mail dated 11th January, 2021 requested to correct some typographical error in the MOM of the aforementioned proposal at Para-4 of the Agenda No. 3.4. Accordingly, in the Minutes of the Meeting of the 251stEAC at proposal No. 3.4, Para 4, the line -

“In the proposed project, the red category of Industries shall cover up to 15.88 acres out of 489.46 acres and Orange & Green industries of around 288.54 acres shall be establish. Orange & Green category Industries will be housed near the settlement area. Further Red category Industries are oriented away from Water body and oriented in Plot IC-1 ,IC-2, SC-1, SC-2 of area 4.17 acres , 4.78 acres, 4.47 acres & 2.46 acres respectively to minimize the impact on the environment of high pollution contributing industries. Details of industries supposed to be housed with the proposed project site as given below” may be read as -

“In the proposed project, the red category of Industries shall cover up to 27.2 acres out of 489.46 acres and Orange & Green industries of around 277.23 acres shall be establish. Orange & Green category Industries will be housed near the settlement area. Further Red category Industries are oriented away from Water body and oriented in Plot IC/SC-01 to Plot IC/SC-11 to minimize the impact on the environment of high pollution contributing industries. Details of industries proposed to be housed with the project site as given below”.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No. 3.1

Development of Highway project for 135.351 km section from km 00+000 to km 135.351 of Ujjain - Garoth Green Field alignment in the State of Rajasthan and Madhya Pradesh by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/MP/NCP/189899/2020 and File No. 10/1/2021-IA.III]

The project proponent along with the EIA consultant M/s WOLKEM India Limited made a presentation through Video Conferencing and submitted the following information.

1. The proposed project is for the development of highway project for four lane with total length of 135.351 Km section from km 00+000 (25°6'29.92"N, 76° 3'28.10"E) to km 135.351 (24°37'4.04"N, 75°51'28.38"E) of Ujjain–Garoth Green Field alignment in the State of Rajasthan and Madhya Pradesh. Total Investment/Cost of the project is Rs. 2440.91 Crores. The proposed EMP cost is Rs. 20.0 Cr. The proposed project falls under Category A, 7 (f) Highways. The proposed ROW is 60 m. The proposed project comes under Seismic zone-II.

2. The proposed land acquisition for the proposed alignment is 886.89 ha. About 821.214 ha land will be acquired in MP districts and 65.678 ha land will be acquired in Rajasthan. Majority of the land ownership is with farmers and other private entities. The proposed road alignment follows plain, hills and undulating rolling terrain and not passing through any forest block of MP and Rajasthan.

3. The land required for the construction of highway will be acquired by NHAI before the commencement of construction work. Land acquisition shall be undertaken as per the provision of LARR, 2013 and NHAI Act 1956 & 1988 (with its amendments). Rehabilitation and resettlement plan will be prepared after detailed census survey during EIA Study and will be submitted in EIA Report.

4. The proposed project road crosses four water bodies within 15 km. Details of Water Bodies along the proposed project is as following-

S.No	Name of water bodies	Distance (Km)	Direction	Ch. No
1	Kashipra River (Near Sulyakhedi)	0.62	W	16+300
2	Undasa lake (nearby undasa Village)	2.31	E	11+300
3	Gandhisagar Dam	6.0	N	135+350
4	Gambhiri Dam (Near Ujjain)	16.661	W	12+900

5. Total water requirement is 3.0 KLD for drinking purpose in construction phase which will be sourced by tanker. Water for dust suppression and plantation will be calculated at the time of EIA.

6. The proposed project does not involve diversion of any forest land. The project neither pass through any National park/ Wildlife Sanctuary/ Conservation reserve/ Elephant

corridor etc., nor falls within 10 km boundary of any Protected Area under Wildlife Protection Act 1972. The proposed project does not involve CRZ areas.

7. Tentatively 10180 no of trees shall come across the stretch. Number of trees to be cut will be compensated with at least triple the number of trees along the proposed alignment. Greenbelt will be developed on both sides of the highway. Compensatory afforestation and avenue plantation will be undertaken on both sides of the highway for landscape improvement and increasing the aesthetic quality. It shall be ensured that the plant species are local, and no alien species will be introduced. Detailed plantation scheme shall be provided in EIA report.

8. Portable bio-toilets or septic tanks shall be provided for construction and operational workers. During operations phase, the waste water management system like proper sewerage system and STPs will be provided. STPs of appropriate capacity will be provided to treat sewage in a phased manner.

9. Waste management shall be done as per Solid Waste Management Rules, 2016 & Construction and demolition waste Management Rules 2016. In addition to the Sub-Clause 111.4 of MoRTH Specifications, the Contractor shall adopt the mitigation measures such as control of soil erosion and sedimentation (Clause 306.3) and Water Pollution. The Contractor shall avoid construction works close to the streams or water bodies during monsoon. All precautionary measures shall be taken to prevent the wastewater that is generated during construction from entering into streams, water bodies or the irrigation channels. Oil interceptors shall be provided for vehicle parking, wash down and refueling areas.

10. The contractor shall adopt all the rules and regulations such as i) Schedule VI - General Standards for Discharge of Environmental Pollutants, CPCB ii) The Environment (Protection) Rules, 1986 and Water Act, 1974 iii) Petroleum Act, 1934 and subsequent amendments Rules and Environment (Protection) Rules, 1986 (Standards for Emission or Discharge of Environmental Pollutants Schedule – I) iv) Annexure 'A' to Clause 501 (Protection of Environment) of MoRTH Specification Construction and Demolition Waste Management Rule 2016 and v) Municipal Solid Waste Management Rule 2016 for effective control of solid and liquid water management. The Contractor is to ensure that there will be good drainage system at all construction areas, to avoid creation of stagnant water bodies especially in urban/industrial areas, including water in old types.

11. Benefits of the project: The highway project is expected to generate employment during construction phase. It is estimated that ~1000 direct employees will be required per day during construction of the highway. Further, the highway will also create considerable indirect employment opportunities in form of transportation of construction materials, greenbelt development, ancillary facilities like canteens, dhabas etc. During operations phase, the Project will largely have indirect employment benefits in form of highway amenities and through economic & social hubs developed around the highway. Efficient reach and connectivity to distant markets will further enhance economy of the districts and create employment opportunities.

12. No court cases are pending against the proposed project.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 253rd meeting on **18th – 19th January, 2021** and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. The water body falling between the chainage 113+400 to 113+700 shall be avoided and alignment be made accordingly.
- ii. The proponent shall carry out a detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iii. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the same stretch.
- iv. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.
- v. 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, shall include all the activities required to be taken to fulfil 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.
- vi. 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.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also Impact on Biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda No. 3.2

Improvement of MSH-8 from Ghoghargaon to Kombhali - Walwad – Karjat on MDR-66 from Km 0/0 to Km 29/800 (Length 29.80 km), District Ahmednagar, Maharashtra by M/s Public Works Department - Ahmednagar - Terms of Reference [Proposal No. IA/MH/NCP/192156/2020 and File No. 10/2/2021-IA.III]

The project proponent along with the EIA consultant M/s MITCON Consultancy and Engineering Services Ltd. Shivajinagar, Pune, Maharashtra has made a presentation through Video Conferencing and provided the following information.

1. The Government of Maharashtra, Public Works Department, has decided to upgrade the existing MDR-66 (carriageway width from 3.75m to 7.0m) to 2-lane road with paved and earthen shoulders (carriageway width of 12.0 m), in Karjat taluka of Ahmednagar District in Maharashtra State. The project road starts from village Mandali at Km 0/000 (CH. 0+000, Latitude: 18°47'55.99"N; Longitude: 74°54'55.34"E) of existing MDR-66, near Ghogargaon, and ends at Karjat at existing Chainage Km 31/031 (CH. 30+031, Latitude: 18°33'20.23"N; Longitude: 75°0'29.19"E) in Karjat taluka of Ahmednagar District of Maharashtra state. The actual length of the project road is about 29.80 km (the difference in Chainage and Length is due to addition of curves and Fanning at Start and End points). The existing and proposed ROW is 20 to 24 m along entire length of the alignment.
2. There is no railway station near to Ghogargaon in less than 10 km. Ahmednagar railway station which belongs to Solapur Division of Central Railway zone of the Indian Railways is the nearest railway station from project road. It lies 36 km towards NW. Nearest Airport is Pune International Airport – 110 km towards West.
3. The proposed project falls under 7(f), as per EIA notification 2006. Total investment/cost of the project is Rs5289 Lakhs (52.89 Crores).
4. Around 480 m (0.49 Ha) of the existing road is passing through the Deulgaon-Rehekuri Blackbuck Sanctuary which is a part of the reconstituted Great Indian Bustard Sanctuary. Also, a total of 4.87 Ha of forest land consisting 2.2 Ha Reserve forest area (including 0.49 Ha. of land in GIBS) and 2.67 of Open Scrub land is being affected by the existing alignment. Hence, applications for prior clearances under Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1972, are in process.
5. About 480 m of the alignment passes through the Deulgaon-Rehekuri Blackbuck Sanctuary which is part of the reconstituted Great Indian Bustard Sanctuary (GIBS, Nannaj). Hence, as per the provisions of the EIA notification 2006 and amendments thereof, it falls under Category 'A' project, and general condition is applicable for this project. Applications for prior clearances under Forest (Conservation) Act, 1980 and Wildlife (Protection) Act, 1972 are in process.
6. The alignment crosses water bodies/streams at 2+733, 5+125, 5+463, 12+528, 13+321, 13+550, 15+139 and 19+486 Chainages. Adequate Cross-drainage (CD) structures are proposed along the alignment (as shown in table below), hence there will be no significant impact on drainage of the project area.

Existing / Proposed CD Structures						
Improvement Proposed	Pipe Culvert	Slab / Cut Stone Slab	Vented causeway	Minor Bridge	Major Bridge	Total
Widening	-	-	-	-	-	0
Reconstruction	40	1	-	6	-	47

New Reconstruction	8	-	-	-	-	8
Retained	4	-	-	-	-	4
Total	52	1	0	6	0	59

7. Total water requirement for the project is 58.05 KLD. About 54.8 KLD water will be required during construction stage (total water for all construction activities including water sprinkling on road for dust suppression, WMM mixing, etc. for 2 years) and about 3.25 KLD (72 persons @ 45 liter per day) water will be required for domestic purposes. No Ground water extraction / usage are proposed in the project. All water required (for domestic purpose as well as for construction purpose) shall be sourced from water tankers from near-by MI tanks after obtaining necessary permissions from the concerned authority.

9. Debris generated during construction will be utilized to maximum extent for filling low lying areas if any or in embankment development etc. Also, arrangements will be made by prospective contractors for disposal of solid waste. Movable toilets will be provided as sanitation facility wherever necessary while solid waste will be segregated and disposed as per MSW rules & regulations.

10. Socio-economic conditions of local people-The villages that lie on the project alignment are primarily dependent on agriculture for their source of livelihood. Soil, topography, climate and monsoon in these villages are favorable for agriculture. The main Rabi Season crops cultivated in these villages are jowar, bajra, groundnut, soyabean, and moong. Wheat and gram are also cultivated in the Kharif season. Sugarcane is the main cash crop grown in the region, which has actually resulted in the economic progress of the district, on the whole. The first cooperative sugar factory was established in Ahmednagar district at Pravaranagar in 1950, and currently there are more than 20 sugar factories in the district.

11. Benefits of the project: The project will substantially improve the transport efficiency on the roads. The project once implemented will improve the overall environmental conditions with better roads, fuel efficiency and environmental protection measures. The project will reduce traffic congestion particularly at junctions hence, air pollution due to idling of the vehicles. Economic development and access to remote locations along the alignment will be stimulated by the proposed project. About 50 nos. of labourers, 10-12 Engineers and similar, and 10 nos. drivers and similar, will be engaged in the construction phase of the project.

12. 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 had detailed deliberation during its 253rd meeting on **18th – 19th January, 2021** and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects. It has been decided by the Committee that since there is no acquisition of private land in the project, the proposed project is exempted from Public hearing.

- i. Proper mapping of the proposed alignment and wildlife corridors if any should be done in consultation with Chief Wildlife Warden and following the guidelines issued by Wildlife Institute of India for linear infrastructure.
- ii. Study to be conducted to map black buck and its distribution along the alignment and other important biodiversity with the wildlife management plan should be submitted.
- iii. The proponent shall carry out a detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.
- iv. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the same stretch.
- v. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.
- vi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the Environment Management Plan should include cost estimates of activities proposed as per recommendations of EIA Studies and Chief Wildlife Warden towards the mitigation plan and the same shall be submitted to the ministry as an annexure in the EIA report.

Agenda No. 3.3

Development of Kosalanagaram Industrial Park (Block – B, C, D & E) at Vijayapuram Mandal, Chittoor District, Andhra Pradesh by M/s Andhra Pradesh Industrial Infrastructure Corporation Ltd. (APIIC) - Terms of Reference [Proposal No. IA/AP/NCP/190168/2020 and File No 21/1/2021-IA.III]

The project proponent along with the EIA consultant M/s Pridhvi Envirotech (P) Ltd., Hyderabad made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of Kosalanagaram Industrial Park (Block – B, C, D & E) in an area of 4386.00 ac. (1775.0 ha.) on Work, Live and Learn concept focusing on FMCG, Agro based units, food processing units, Leather Accessories, Electronics, ESDM, Auto mobile and auto components, engineering, Metal and metallurgical, Solar and wind power equipment manufacturing, MSME units, Chemical (Paint), Pharmaceutical Formulations & R&D units, apparel manufacturing, Warehouse and Logistics & Packaging industries. The infrastructure development proposed at Kosalanagaram I.P. (Block – B, C, D & E) includes water supply, water distribution, internal roads, storm water drains, electrical distribution network, internal street lighting, wastewater and waste management facilities, technical and support buildings, residential along with allied facilities. Interstate boundary between Andhra Pradesh and Tamilnadu is adjacent to the project site.

2. The proposed proposal fall under 7(c) Industrial estates/ parks/ complexes/ areas, export processing Zones, Category A as per EIC notification 2006. The overall cost of the project is Rs. 587 Crores.
3. The terrain and topographical features of the project area has undulating and flat slopes. Slope terrain with levels varying from 100 m to 383 m. Majority of the land is dense scrub to open scrub lands followed by Mango plantation. Common trees in the project site includes *Azadirachtaindica* (Neem), *Ficusbenghalensis* (Banyan), *Cocos nucifera* (Coconut), *Tectonagrandis* (Teak) & *Wrightiatinctorial*.
4. Total land acquisition for the proposed project is 4386 acres (1775 ha). The project site comprises of 1716 acres of Government land, 2509 acres of DKT (assigned land), 112 acres of Cart Track and 48.98 acres of private land. APIIC has filed requisition for acquisition of government and DKT lands. Private land will also be acquired by following duly procedures laid down by Government of Andhra Pradesh. About 1637 acre (37.33 %) land is proposed for Industrial areas for various manufacturing industrial sectors. Apart from industrial area, land allocation is proposed for infrastructure facilities such as Roads (6.06%), Utilities (1.06%), Residential (3.26%), Green and Buffer areas (9.24%), Steep Hill (38.73%), Truck Parking (1.59%), and Buffer Area (2.73%).
5. No Forest land is located in the project site. Project site is not located in the Eco-Sensitive Zone/ Area. No Rehabilitation & Resettlement (R & R) issues are involved in the project.
6. Gross water demand for Kosalanagaram I.P is ~16.57 MLD, by considering of 7.47 MLD of treated wastewater for reuse/recycle into the system, net freshwater demand is 9.10 MLD. Water requirement shall be met from River Krishna water, Telugu Ganga Project, Canal Intake near Lakshmipuram village, which is located around - 48.54 km. No ground water extraction is proposed.
7. The estimated power demand for Kosalanagaram I.P is approximately 92.6 MVA. The power will be sourced from Andhra Pradesh Southern Power Distribution Corporation Limited.
8. Total municipal solid waste generation is estimated as 27.5 TPD. The generated waste will comprise of canteen waste, domestic waste etc. Disposal of Solid waste will be carried out as per prevailing norms and to approved APPCB vendors. Industrial solid waste is estimated as 151.0 TPD which includes 38.7 TPD of hazardous waste and 111.89 TPD of non-hazardous waste. It has been estimated that about 3.0 TPD of sludge will be generated daily (@300kg/MLD) from the STP and CETP of Kosalanagaram I.P. Hazardous wastes will be disposed to nearby TSDF at Raviguntapalli (102 km) from project site through approved APPCB vendors. The sewage generated in residential area will be treated in proposed STP with a capacity of 3.28 MLD. Treated wastewater will be recycled in the system to meet non-potable water demand. The sewage and industrial effluent generated in the industrial, amenities, commercial, utility areas will be combined and treated in proposed CETP of 8.68 MLD capacity, CETP and STP will be developed in phases based on the industrial/residential

demand. From CETP and STP, treated wastewater in the order of 7.47 MLD will be recycled in the system to meet non-potable water demand.

9. The water bodies such as Kushastalai or Nagari River (TN: 1.5 km W), Poondi Lake or SathyamurthiSagar (TN: 5.1 km SE), Nandi River (TN: 5.7 km S), AllikuliNadi (TN: 0.8 km NE), Arani River (8.8 km N) and Korttalaiyar River (8.8 km ESE) exist nearby the project site. The typical drainage outfalls include natural stream flowing through the Northwest and Southeast of the site. Existing major drains in the project site will be retained by providing adequate green buffer. Minor drains will be rerouted as per the drainage plan.

10. Benefits of the project: The project will give significant economic benefits to the State. The proposed project will immensely add to the social economic value of the region. The establishment of Kosalanagaram I.P. (Block – B, C, D & E) and their strategic positioning will benefit long term. Total employment generation due to the proposed project is expected to generate approximately ~42000 of direct and 55000 of indirect employment.

11. Details of Court cases: No court cases are pending against the proposed project.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 253rd meeting on **18th – 19th January, 2021 and deferred the proposal** with following observations and submission of information by the project proponent:

1. The proposed project site appears not on the scrub land as described by the PP but it is on crop land including dense tree cover within the project site. Further, there is a hillock at the middle of the project site.
2. EAC suggested the PP to provide the drone footage of the proposed site.
3. Regarding use of old data which is collected for the EIA studies of adjacent site, EAC mentioned that the data can be used however, the data should not be older than 3 years.

Agenda No. 3.4

Development of Kuduthini Industrial Area (Phase-1) at Village Kuduthini, Taluk Bellary, District Bellary, Karnataka by M/s Karnataka Industrial Areas Development Board - Terms of Reference [Proposal No IA/KA/NCP/192205/2021 and File No 21/2/2021-IA.III]

The project proponent along with the EIA consultant M/s Hubert Enviro Care Systems (P) Ltd, Chennai (HECS) has made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of Kuduthini Industrial Area Phase 1 at Kuduthini Village, Bellary Taluk, Bellary District, Karnataka State in an area of 261 Ha (645.18 Acres). Land has been already acquired by KIADB for the project.
2. The project falls under 7(c), Category A (since, Karnataka – Andhra Pradesh State Boundary is at a distance of ~8.62 km, SSE (within 10 Km radius). Secondary Metallurgical Processing industries (Re-rolling mills -capacity >30,000 TPA) falling under schedule 3 (a)

and CETP is proposed for the Industrial Area, which attracts EC apart from Non EC category industries and general condition is applicable for the proposed project. Total cost of the project is Rs. 23300 Lakhs.

3. The terrain of the project area is almost flat and elevated towards south end. Natta Halla, Odakana Halla, Dasara Halla are within the site. There is a nala crossing the site in South -North direction, which will be maintained as such. Kudatini Reservoir is adjacent to the site. The water bodies will not be disturbed. About 15 m green belt is proposed along the periphery of the site and along the nala.

4. The proposed project has two components namely Kuduthini Industrial Area Phase 1 and Women Entrepreneurs Park. The area break up for Kuduthini Industrial Area Phase 1 and Women Entrepreneurs Park as given below-

Table -1 Area break up for Kuduthini Industrial Area Phase 1

S. No	Description	Proposed		
		Area in Ha	Area in Acres	%
1	Industrial Area	158.25	391.05	65.04
2	Commercial Area	4.17	10.31	1.71
3	Amenities	5.74	14.18	2.36
4	Road	25.33	62.60	10.41
5	Park (Green belt)	9.66	23.88	3.97
6	Nala	6.79	16.77	2.8
7	Buffer Zone (green belt)	19.95	49.30	8.2
8	Parking	4.88	12.05	2.0
9	Utility	8.56	21.13	3.51
	Total	243.33	601.27	100

Table Error! No text of specified style in document. -1 Proposed Area breakup for Women Entrepreneurs Park

S. No	Description	Proposed		
		Area in Ha	Area in Acres	%
1	Industrial Area	13	34.41	78.36
2	Commercial Area	0	1.50	3.42
3	(CFC) Amenities	0	2.00	4.55
4	Road	1	3.16	7.20
5	Park (green belt)	0	1.15	2.62
6	Parking	0	1.15	2.62
7	Utility	0	0.54	1.23
	Total	17	43.91	100

5. In the proposed project following categories of Industries are supposed to be housed with the proposed project site as given below-

SNo	Category of Industries	Type of industries Proposed	Schedule	Category	Area (Ha)	Area (%)
1	Metallurgy	Secondary Metallurgical Processing industries (Rerolling mills –	3(a) –B	Red	45.25	26.3

		capacity >30,000 TPA)				
2		Foundry units <5MT/Hr	Nil	Orange	18.45	10.7
3		Forging of Metals	Nil	Orange	6.70	3.9
4		Fabrication	Nil	Orange	6.37	3.7
5		Steel and Steel products using furnaces	Nil	Orange	15.10	8.8
6		Metal extraction involving furnaces	Nil	Orange	12.27	7.1
7	Textile	Textile Processing	Nil	Red	25.72	14.9
8		Readymade Garments	Nil	White	4.77	2.7
9	Food products	Fruits and Vegetables processing	Nil	Orange	14.56	8.5
10		Bakery and confectionaries/ Vegetable oil	Nil	Orange	5.91	3.4
11		Dairy and Dairy products	Nil	Orange	4.47	2.6
12		Dal mills and Flour mills	Nil	Green	2.43	1.4
13		Spice grinding	Nil	Green	3.52	2.0
14	Formulation of soaps, detergents and cosmetics by mixing and blending	Soaps, Detergents and cosmetics	Nil	Orange	5.69	3.3
15	Cement products manufacturing	Cement products and tiles	Nil	Green	0.97	0.7
16	CETP	CETP – For industries within the Industrial Area	7(h) (Applicability of General condition Hence appraisal by MoEF& CC)	Red		
17	* Other non EC category industries as per CPCB's revised classification of industries dated February 29, 2016(Re, Orange, Green and White)					

6. Total water requirement during the construction phase is estimated to be 35 KLD (Source will be from private tankers). Total water requirement during the operation phase is 5232.5 KLD. Fresh water requirement is 3573 KLD, which will be utilised for domestic requirement, process and green belt development. Fresh water requirement will be met from Tungabadhra high level canal which is ~2.69 km from project site. 1659.5 KLD will be met from recycled water. Water requirement for greenbelt (275 KLD), utilities for industrial purpose (471 KLD) and process (913.5 KLD) will be met from recycling of treated wastewater. CGWA Clearance is not applicable for the project, since no groundwater shall be extracted.

7. Around 20 trees will be uprooted and planted in proposed green belt area. Detailed number with species will be given in EIA report.

8. Eco-sensitive areas: Daroji Bear Sanctuary Core is located ~11.49 Km (WNW) of project site. Daroji Bear Sanctuary ESZ is located ~10.45 Km (NW) of project site.

9. Domestic sewage generation will be 275 KLD. It will be treated in 350 KLD CSTP and treated sewage will be recycled for green belt development. Effluent generated (1400 KLD) will be treated in 1700 KLD CETP followed by RO, MEE and ATFD. Treated effluent (1384.5 KLD) will be reused for process and utility. Thus Zero Liquid Discharge Concept will be ensured for the project. Sewage generated is estimated to be 275 KLD that will be treated in CSTP of 350 KLD.

10. Socio-economic condition of local people-Agriculture is the main occupation in the study area. There are many industries near the site and majority of the people are working in nearby industries. Detailed Socio economic condition will be given in EIA / EMP report.

11. Construction activities such as Roads, storm water drains and Overhead tanks have already been started at site for transportation of materials and maintaining the site.

12. Benefit of the project: It will provide both indirect and direct employment during construction and operation of the Industrial Area. There will be positive impact on social conditions in and around the site due to the proposed project. About 100 and 6800 peoples will be employed during construction and operation phase, respectively.

13. 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 for the aforementioned proposal had a detailed deliberation during its 253rd meeting on **18th – 19th January, 2021**. It was observed by the EAC that the PP has already started construction work before grant of TOR, and it is a case of violation. The proposal was thus rejected.

The EAC after detailed deliberation sought advisory and guidelines from the Ministry to appraise such violation proposals.

Agenda No. 3.5

Development of Greenfield Non-Major Port at Ramayapatnam, Parakasham District, Andhra Pradesh by M/s Andhra Pradesh Maritime Board - Amendment in Terms of Reference [Proposal No IA/AP/NCP/190452/2020 and File No 10-8/2020-

IA.III]

The above mentioned proposal was earlier considered by Expert Appraisal Committee (EAC) in its 48th EAC meeting held on 28th and 29th January 2020. TOR was accorded *vide* letter No. 10-8/2020-IA-III, dated 19th February 2020. Now, the PP *vide* online submission of an application on 31st December 2020 requested the Ministry for the Amendment in Terms of Reference, which was earlier issued on 19th February 2020.

The PP has stated that the final DPR submitted by the consultant M/s RITES Ltd., Gurgaon has revised the capital cost for the development of Ramayapatnam port from Rs. 4,240 Cr (Phase-1) & Rs. 10,000 Cr (final phase) to Rs. 3,736.14 Cr (Phase-1) & Rs. 10,640 Cr (final phase), respectively, requirement of 18.25 Ha of forest lands for the rail and road connectivity and some minor changes in the port area and facilities. However, there is no change in the port cargo handling capacities. The minor changes in port area and facilities as requested are as following-

TOR Item No.	Plant Facility	As per ToR issued on 19.02.2020	Amendment requested
3(ii)	Length of North caisson Breakwater for Phase - I	2 km	North rubble mound breakwater of length 1.80 km for phase - I
3(ii)	Length of South rubble mound breakwater for Phase - I	4.4 km	3.73 km
3(iii)	Length of approach channel	14 km	11.826 km
3(iii)	Depth of approach channel	- 15.5 m	- 16 m
3(iii)	Dredging quantity in Phase - I	27 m cum	15.5 m cum
3(iv)	Width of approach channel with side slope	250 m side slope 1:7	200 m side slope 1:12
3(v)	Port area to be developed for Phase - I	802 Acres	802.70 Acres
3(v)	Requirement of forest land for the road & rail connectivity to port	Nil	45.10 Acres (18.25 Ha)
3(vi)	Estimated project cost	Rs. 4,240 Cr (Phase – I) Rs. 10,000 Cr (Final Phase)	Rs. 3,736.14 Cr (Phase – I) Rs. 10,640 Cr (Final Phase)

Further, the PP has informed that the Department name i.e., Director of Ports was changed to Andhra Pradesh Maritime Board vide Act no.16 of 2019 i.e. A. P. Maritime Board Act, 2018, headed by Chief Executive Officer. Accordingly, the amendment is proposed to name of the Department & designation of PP.

The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 253rd meeting on 18th – 19th January, 2021 and **recommended the proposal for Amendment in Terms of Reference** with the following additional conditions which may be added to the amended ToR:

- i. Explore the possibility if the alignment of tail track can be made outside the forest area.
- ii. Explore the possibility of restricting the RoW to 30 meters. A strong justification shall be provided where there is requirement of a RoW of 50 m.
- iii. Detailed analysis and traffic flow analysis shall be submitted along with the design for the merger of port road with the existing highway.

Agenda No. 4.1

Development of Multi Product - Special Economic Zone (SEZ) & Industrial Park at Tehsil Sausar, District Chhindwara, Madhya Pradesh by M/s Chhindwara Plus Developers Limited - Environmental Clearance [Proposal No IA/MP/NCP/25386/2014 and File No 21-54/2017-IA.III]

The aforementioned proposal was earlier considered during the 230th EAC Meeting held on 28-29th January 2020 and the proposal was returned/deferred due to lack of some information/document. The PP Chhindwara Plus Developers Limited *vide* online Proposal No. - IA/MP/NCP/25386/2014, dated 07th Jan 2021 re-submitted a fresh application for Environmental Clearance.

At this instance, the aforementioned proposal was further placed before the EAC-Infra-1 during its 253rd meeting on **18th – 19th January, 2021**. The project proponent along with EIA consultant M/s CSIR-National Environmental Engineering Research Institute, Nagpur has made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for development of a multi-product industrial complex along with the associated infrastructural facilities at Sausar, Chhindwara District, Madhya Pradesh for the economic and social development of the region. The Geo-coordinates of project site is having Latitude (N) from 21°29'44.86"N to 21°31'09.21"N and longitude (E) from 78°48'07.53"E to 78°52'22.27"E.
2. Total area of the proposed project is 1208 Ha. The multi-product industrial complex will be in two parts i.e., SEZ: 770.54 ha and Industrial Park: 437.46 ha. The proposed project involves diversion of 80.737 ha forest land. Stage-I (In-Principal) approval has been granted by MoEFCC, New Delhi *vide* letter No. 8-16/2019-FC Dated 11.02.2020. Total cost of the project is Rs. 2500 Crores.
3. The proposed project falls under scheduled 7(c). ToR was issued on 20th March, 2017. Public hearing was conducted on 03rd June 2019 at PWD Rest House Compound Sausar Village, Chhindwara (M.P.).

List to industries to be housed with the proposed project site is as following-

Category	Type of Industries
Green	Food & Beverages Processing Industries, Fabrication & Light

	Engineering, Gems & Jewelry, Electronic & Electrical Based Industries, IT & ITES, Wearing Apparels etc. + Warehouses
Orange	Pharmaceutical Formulation, Auto & Ancillary, Aviation & Ancillary, Food Processing Including Fruits & Vegetables Processing, Industries Engaged in Recycling / Recovery / Reuse of Waste, etc.
Red	Semi Conductor, Electric Vehicle Batteries, Automobile Manufacturing (Integrated, Textiles, Pharmaceuticals, etc.) + Warehouses

4. A total of 9612 trees are present in the project site. Entire forest land will be retained in the SEZ/ industrial park area. Approximately 1100 trees will be cut for the development of infrastructures for SEZ/industrial park. Trees will be planted in the vacant area during operational phase. As a compensatory afforestation, 1000 trees/ha will be planted in 83.142 ha land.

5. There is no Protected Area including National Park, Sanctuaries and Tiger Reserve within 10 km of the project site. The project is not located within Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC.

6. The total water demand is estimated at 9.942 million cubic metre (MCM)/Annum, which will be met from Kanhan River (26,200 m³/d) & Gondhwadhona Dam (930 m³/d). Agreement has been made with Water Resource Department (WRD), Govt. of Madhya Pradesh vide letter No. 1677 Dated 31/12/2016. No Ground water will be extracted. Rainwater harvesting structures covering all potential watersheds should be created. Total 146 pits (96 in SEZ + 50 in IP) at an interval of 500 m are planned in the project area for harvesting the rain water up to 14600 m³

7. The generated waste water (19608 KL/Day) would be Recycled/Reused. About 43.3 tons of solid waste will be used for Sanitary Landfills. Hazardous Waste Generated will be sent to TSDF. STP will be provided.

8. Socio-Economic evaluation study has been done for the surrounding arrears upto 10 km and appropriate budget to the tune of 21.15 Cr. has been earmarked towards CER based on the requirement of the people in the region.

9. Land Acquisition and R & R issues: The land has been in possession for more than ten years without encroachment. For acquisition of government land, Policy for resettlement and rehabilitation (R&R) has been approved from Divisional Commissioner, Jabalpur vide its order dated 24.06.2015 as per the Right to fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (No.30 of 2013). The amount for R & R has been paid by CPDL on 06/10/2016 and has been settled and completed. No settlements/villages fall within the land boundaries of CPDL and now the said project does not require any further implementation of Rehabilitation and Resettlement (R & R).

10. Benefits of the project: The proposed project will provide a support for the upliftment of the surrounding area. The surrounding area will get better road connectivity and other supporting infrastructure. The proposed SEZ & Industrial Park project will generate direct and indirect employment opportunities for the local people. The SEZ & Industrial Park will

create employment to 40,000 Person for skilled as well as semi-skilled workers directly or indirectly.

11. 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 had a detailed deliberation during its 253rd meeting on 18th – 19th January, 2021 and deferred the proposal. It was observed by the EAC that there are 4 patches of red category industries earmarked in the layout plan. Following points are suggested to the project proponent:

- i. Revised layout plan having red category industries in a single designated area away from the habitation and other environmentally sensitive areas be considered and revised plan be submitted.
- ii. Details of types of red category industries proposed in the industrial area be submitted.

Agenda No. 4.2

Development of Greenfield Non-major Port at Machilipatnam, Krishna district, Andhra Pradesh by M/s Andhra Pradesh Maritime Board – Further consideration for Terms of Reference [Proposal No IA/AP/MIS/177730/2020 and File No 10-62/2020-IA.III]

The above mentioned proposal was earlier considered by Expert Appraisal Committee (EAC) in its 246th EAC meeting held on 20th – 21st October, 2020 and the case was deferred due to lack of information/documents in time.

At this instance, the aforementioned proposal was placed before the EAC during its 253rd meeting on 18th – 19th January, 2021. The project proponent along with EIA consultants M/s SV Enviro Labs & Consultants, AP has made a presentation through Video Conferencing and provided the following information-

1. The proposed project is for Development of Greenfield Non-major Port at Machilipatnam, Krishna district, Andhra Pradesh. The proposed project falls under scheduled 7 (e) – Ports, Harbours. The project capacity is 115.97 Million TPA and is attracting Category-A as per EIA Notification, 2006 (Threshold limit is > 5 million TPA of cargo handling capacity). Total Investment / Cost of the project is Rs 10422 Crores. About 2935 Acres land area for port operations (including 225 acres for road / rail connectivity) shall be required for the proposed project. No R&R issue is applicable for the proposed project site of 2935 acres, as the total site area is acquired by the AP Government.
2. The proposed area is comprised of tidal flats covered by thin grass vegetation. It is highly undulated area dominated by grass vegetation and the elevated land patches having high relief of about 3 to 4m covered by scrub vegetation. There are Casuarina plants along HTL, whereas the northern boundary is surrounded by Manginapudi Creek, which is connected to some brackish water. The area beyond the HTL of the tidal flat comprises of vegetation with Casuarinas. The area between Tavisipudi and Gopuvanipalem comprises of

tidal flats and elevated lands. The area between Gopuwanipalem and Kambilpeta is comprised of small creeks, mangroves growth, mud flats and abandoned aqua cultural ponds along the coast. In the southern side of the proposed port area, the area between tidal flat and open coast, most of the area is covered with mangrove patches only. It is also observed that in some pockets, abandoned aqua-cultural ponds and mud flats are existing between the mangrove patches. The proposed port and port facilities are beyond the existing mangroves. Mangrove buffer zone will be provided after HTL-LTL mapping by MoEF&CC authorized agency.

3. Total Water Requirement (in Phase 1) for all facilities of 6 berths is 1.65 MLD. Total daily water requirement (in final Phase) for all facilities of 18 berths will be about 5 MLD (i.e., $1.65 \text{ MLD} \times 3 = 4.95 \text{ MLD}$). Fresh water requirement will be met from ground water near the proposed port site or may be obtained from AP Rural Water Supply and Sanitation Department. Tarakaturu Storage reservoir is the closest water source. NOC/Clearance from CGWA/State Ground Water Department will be submitted during final EIA report.

4. Total Power requirement as assessed in Phase I is about 86MW Overall. Power supply shall be received from Local power supply grid of Gudivada portal which is 32 Km away from Port boundary and 6.6kV, 50Hz and hooked up to client's electrical system through 11kV grade power cables.

5. Removal of few numbers of trees and shrubs within the project vicinity is required, which will be submitted during final EIA report. No forest land /diversion of forest land is required, hence obtaining of forest clearance is not applicable.

6. No protected forests, National parks, Sanctuaries and Tiger Reserves or Eco-Sensitive Zone (ESZ) are located within 10km radius from the proposed project as per the Survey of India, Topo sheet.

7. The proposed project site is located in CRZ area only and CZMP has been prepared by NCSCM. There is no fishing activity within the project site.

8. Solid waste from the common area is to be collected and disposed-off as per the MSW Rules, 2016. Hazardous Waste will be collected and disposed as per Hazardous Waste Management Rules, 2016 and its subsequent amendments. The proposed site being a new development, no sewerage system exists and therefore a sewerage system will be developed by port authorities. Effluent generated within the proposed port will be collected and treated in a proposed ETP.STP of 70 KLD capacity based on advanced Moving Bed Biofilm Reactor (MBBR) technology will be provided.

9. Details of channel, breakwaters, dredging, disposal and reclamation: *Approach Channel*: An Approach / Entrance channel of length about 12.8 Km, width 200m and to a depth of 14.8m below CD is proposed. Turning basin of diameter 500m and depth of 16.1m below CD is proposed. *Break water*: The touch pile breakwater is designed for the proposed port at Machilipatnam. In this case, a continuous southern breakwater of 2075m length and a northern breakwater of 250 m are proposed to establish a tranquil harbour basin. The proposed break water construction consists of installing of 1200mm dia piles with connectors. *Dredging*: The estimated capital dredging quantity for the proposed project is

56.359Mm³. Dumping of dredge spoil for reclamation / shore nourishment and offshore dumping is proposed. *Reclamation*: Back up area will be raised by reclamation.

10. Socio-economic condition of local people: The local people are fishermen, industrial labours and farmers.

11. Benefits of the project: The project will bring economic benefits to the state by the way of direct and indirect taxes through export / import of various goods. During various stages of the development of the proposed projects there will be generation of direct and indirect employment in the auxiliary and other industries will benefit to State and National Economy. Temporary employment opportunity for 850 workers is envisaged under this project. About 2800 peoples will get direct employment during Phase –I (800 nos.) and final phase (2000nos).

12. Details of Court cases: Consequent to cancellation of concession agreement by AP Government vide G.O. Ms. No. 66, I,I,I&C Dept. 08.08.2019, M/s. Machilipatnam Port Limited filed W.P. No. 12980 of 2019 in the Honorable High Court of Andhra Pradesh to quash A.P. Government decision in cancelling the concession agreement entered with M/s MPL. But the Honorable High Court have passed an interim order on 01.10.2019 as “pending further orders, tender process if any undertaken, may go on but the same shall not be finalized”.

The EAC, taking into account the submission made by the project proponent had adetailed deliberation during its 253rd meeting on **18th – 19th January, 2021** and **recommended the proposal for granting Terms of Reference** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. Submission of clarification, whether the selected site can withstand the cyclone
- ii. Carrying capacity of the site and Cumulative Environment Impact assessment be provided along with the EIA/EMP report.
- iii. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out by NIOT and submitted.

It was further decided by the EAC that a cumulative study of all the 9 ports, for the marine and terrestrial environment, on the coast line of Andhra Pradesh shall be carried out by the APMB and report to be submitted to the EAC while considering future port development.

Agenda No. 4.3

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 atKhed Taluka, District Pune, Maharashtra by M/s Khed Economic Infrastructure Pvt. Ltd - Amendment in Terms of Reference for exemption of Public Hearing [Proposal No. IA/MH/NCP/190021/2020 and File No. 21-944/2007-IA.III]

The Environmental clearance subsequent to Public hearing of the above proposal was granted vide letter No. 21-944/2007-IA.III, dated 20th 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 19th May 2017 vide letter No. of even number dated 19th February 2016 and then for further three years i.e., up to **up to 19th May, 2020** vide letter No. of even number dated 11th August 2017.

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 31st 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 31st October, 2024. [Remaining/Balance Area: 1705.62 Ha - 192.67 Ha - 97.7 Ha = **1415.25 Ha**]

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.

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 235th and 237th EAC meetings held on 26th May, 2020 and 29th June 2020, respectively. MOEF & CC vide letter no. 21-944/2007/-IA-III, dated 20th July 2020 issued the TOR to KEIPL, with a mandate to conduct Public Consultation/ Hearing.

Now, The PP vide letter No. KEIPL/EC/Public Hearing/56/20-21, dated 17th December, 2020 has submitted application on-line on dated 26th Dec 2020, requesting for amendment/modification of ToRs letter No. 21-944/2007/-IA-III, dated 20th July 2020 for ***“Developmental expansion of Industrial park over an area of 1415.25 ha in addition to existing Developed area 290.37 ha (Industry, amenities & Residential area) within permitted total 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” for exemption of Public Hearing***”.

The aforementioned proposal was placed before the EAC during its 253rd meeting on 18th – 19th January, 2021. The project proponent along with EIA consultants Ardra Consulting Services Pvt. Ltd., Odisha made a presentation through Video Conferencing and provided the following information-

KEIPL vide letter No. KEIPL/EC/Public Hearing/56/20-21, dated 17th December, 2020 requested MOEF & CC to exempt the Public Hearing based on following considerations-

- i. The present application has been made for accord of Terms of Reference for the same project without any change in location, scope, reduction of area or capacity. The

Environmental Clearance is still valid up to 31st March, 2021. However, considering the same and Construction status/physical progress of the work, requirement of Public Hearing can be exempted as per Para 7(ii) of EIA Notification, 2006 and its subsequent amendments for preparation of EIA/EMP report to avoid repetition of Public Hearing for same project.

- ii. The magnitude of the project has been reduced from earlier proposed area of 4500 Ha (2000 Ha of Processing area, 2000 Ha of Non processing area and 500 Ha of Domestic Tariff Area (DTA)) to 1705.62 Ha. The project is restricted over 1705.62 ha with Integrated Industrial Areas /Domestic Tariff Area/ Special Economic Zone for which due PH has already been conducted for 4500 Ha area. Again no further land acquisition is proposed in the present application for fresh EC.
- iii. This project is never discontinued or stopped since the last EC and has been delayed due to litigations filed against the Project in Bombay High Court on various ground also the EC granted to the Project was challenged in The National Green Tribunal and the Hon'ble Supreme Court. All the court orders were passed in favour of the Project and as on date there is no case pending in any of the courts against the Project. Also in obtaining administrative approvals by State Government and Central Government, it took substantial time.
- iv. There is no change in Scope of the Project. Barren land put to industrialization within 1705 Ha. Optimization of natural resources has been done as there is a reduction in Water (from 353.5 MLD to 75.4 MLD) and Power consumption from 2266 MVA to 306.6 MVA as required. No Rehabilitation of any person as per the Govt. directives is pending.
- v. In the meanwhile KEIPL had developed in 290.37 Ha out of 1705.62 Ha as per the terms and conditions of EC and CTO.
- vi. The total land is acquired by Land Acquisition department of Government Maharashtra & no extra land acquisition is envisaged.
- vii. As the project started, original land owners/project affected persons resorted to various litigations against the Project Company KEIPL, which includes matters in Honorable Bombay High Court. KEIPL's EC was also challenged before the Honorable National Green Tribunal, New Delhi which was dismissed. Both the orders of Honorable Bombay High Court and Honorable National Green Tribunal were challenged before Honorable Supreme Court of India, which also allowed continuing the Khed City Project.
- viii. Baseline data collected period was Oct-Dec 2019 (Post Monsoon Period). EIA report is under progress. EIA report shall be submitted to concerned authority after recommendations of the proposed proposal.

The EAC, taking into account the submission made by the project proponent and the detailed deliberation during its 253rd meeting on **18th – 19th 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 20th July 2020**

Agenda No. 4.4

Issues related to MoRT&H and any other item with the permission of Chair.

No other items including the issue regarding the representation of MoRTH on the subject of requirement of Environmental Clearance for National Highways projects under EIA Notification, 2006 was not discussed by the Committee due to time constraint.

Annexure-A

Following members were present during the 253rd EAC(Infra-1) meeting held on 18th–19th January, 2021:

S. No.	Name	Designation	Remarks
1.	Dr. Deepak ArunApte	Chairman	Present
2.	Sh. S. Jeyakrishnan	Member	Present
3.	Sh. Manmohan Singh Negi	Member	Present
4.	Sh. Sham Wagh	Member	Present
5.	Dr. MukeshKhare	Member	Absent
6.	Dr. Ashok Kumar Pachauri	Member	Present
7.	Dr. V.K Jain	Member	Present
8.	Dr. ManoranjanHota	Member	Present
9.	Sh. R Debroy	Member	Absent
10.	Dr. Rajesh Chandra	Member	Absent
11.	Dr. M.V Ramana Murthy	Member	Present
12.	Smt.BinduManghat	Member	Absent
13.	Dr. Niraj Sharma	Member	Present
14.	Sh. Amardeep Raju,	Scientist 'E' & Member Secretary, MoEF&CC	Present
15.	Dr. Rajesh P Rastogi	Scientist 'C', MoEF&CC	Present
