

**Minutes of the 234<sup>th</sup> meeting of Expert Appraisal Committee held on 27<sup>th</sup> April, 2020 for Projects related to Infrastructure Development, Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes and National Highways**

Venue: Through Video Conferencing in wake of COVID19 Pandemic during held on 27<sup>th</sup> April, 2020 (11:00 AM to 2:15 PM)

Day: Monday, 27<sup>th</sup> April, 2020

Time: 11:00 AM to 2:15 PM

1. **Opening remarks of the Chairman:**
2. **Confirmation of the minutes of the 232<sup>nd</sup> meeting held on 27<sup>th</sup> February, 2020 at Indira Paryavaran Bhawan, Jor Bagh Road, New Delhi.**

The minutes of the 234<sup>th</sup> Meeting of the EAC(Infra-1) held on 27<sup>th</sup> February, 2020 were confirmed.

3. **Consideration of Proposals:**

Sl. No.	Proposal
3.1	Development of proposed new National Highway NH-754K greenfield alignment Sanchore - Santalpur section (Economic Corridor-3) starting from Vantdau in Banaskantha district to Ranmalpura in Patan district in the State of Gujarat (125.185 km) by M/s National Highways Authority of India - <b>Environmental Clearance</b> [Proposal No.IA/GJ/MIS/75732/2018] [F.No. 10-60/2018-IA.III ]
3.1.1	The project proponent along with the EIA consultant M/s Amaltas Enviro Industrial Consultants LLP, Gurugram, made a presentation through Video Conference and provided the following information: <ol style="list-style-type: none"> <li>(i) <b>Brief description of the Proposal:</b> Project road is mostly green field alignment project and proposed for 6 lane access controlled highway. The proposed project takes off from Vantdau village (Ch. 4+888) in Banaskantha district near Rajasthan-Gujarat Border and ends at Ranmalpura (Ch. 130+073) in Patan district in the state of Gujarat, having total length of 125.185 Km. Total 843.54 ha land has been acquired for development of this project. It will be executed through EPC mode. Existing RoW is 60m (km 13+645 to km34+427) while proposed RoW is 70m. 21 nos. of major and 7 nos. of minor bridges, 340 nos. of culverts, 70 nos. of vehicular underpass including small and large vehicles and 4 nos. of toll plazas have been proposed. Design speed for the proposed road is 100 km/hr. The entire project road is access controlled and fenced by concrete boundary walls along the RoW.</li> <li>(ii) <b>Nature of project (New/Expansion/Amendment/Extension etc.):</b> New.</li> <li>(iii) <b>Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:</b></li> </ol>

	<p>No.</p> <p>(iv) <b>Whether proposal is part of interlinked project: If yes, provide details in brief:</b> Yes, the proposed project is a part of interlinked project. Out of 8 packages in Package 3/Lot 4, there are 5 Economic Corridor (EC), 1 Inter Corridor stretch &amp; 2 Feeder Routes. The proposed National Highway is a part of Amritsar-Jamnagar Economic Corridor (EC-3). Part of this NH between Rajasthan Gujarat border (village Vantdau of Tharad Taluka of Banaskantha District of Gujarat) and Radhanpur (village Ranmalpur of Patantaluka of Patan District) is covered under this project.</p> <p>(v) <b>Address of project site (Plot No./Village/ Tehsil/ District/State):</b> Banaskantha and Patan Districts in the State of Gujarat.</p> <p>(vi) <b>Geo-coordinates of project site:</b>  Start: 24°39'19.45"N; 71°44'29.27"E  End: 23°44'30.81"N; 71°8'11.02"E</p> <p>(vii) <b>Area (ha)/Length (km) of the proposed project:</b></p> <ul style="list-style-type: none"> <li>• Total land required: 966.858 ha.</li> <li>• Already available land (existing ROW): 123.318 ha.</li> <li>• Land to be acquired: 843.54 ha (forest land area is 153.99 ha, protected area is 4.16 ha. and agricultural land area is 685.39 ha).</li> <li>• Length – 125.185 Km.</li> </ul> <p>(viii) <b>Connectivity to the site:</b> The project road starts from Sanchore on SH-11 and ends at Santhalpur on NH-27 via Tharad and Sidhada. The project road is an important link road to connect Kandla Port in Bhuj District. The total length of project road is 125.185 km from Sanchore to Santhalpur via Tharad and Sidhada. The project road (Sanchore – Santhalpur) is proposed to be fully access controlled Greenfield alignment except a small part near from Sanchore to Tharad, it will be a part existing road. The Project road is proposed to be part of economic corridor. The project road will provide an easy and smooth roadway link to important settlements especially for Goods traffic.</p> <p>(ix) <b>Investment/Cost of the project (Rs. in Lakh):</b> Rs. 2,95,931 Lakh (For all packages including LA and Utility Shifting etc.)</p> <p>(x) <b>Item of Schedule to the EIA Notification, 2006:</b> 7(f) Highways.</p> <p>(xi) <b>Why appraisal/ approval is required at the Central level:</b> The project is falling under Category-A as the total length of alignment is 125.185 km. So, as per EIA Notification, 2006 and its subsequent amendment, the project is required to appraise/approve at the Central level.</p> <p>(xii) <b>Applicability of General/Specific Conditions as per EIA Notification, 2006:</b> Yes, General Condition is applicable as per EIA Notification, 2006.</p> <p>(xiii) <b>Whether project involves any violation under notification S.O 804(E) dated 14<sup>th</sup> March, 2017:</b> No.</p>
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- (xiv) **Landuse/Landcover of project site in tabular form:** The area falling under the proposed Right of Way (RoW) passes through agricultural land, hence there will be permanent change in the land use from agricultural to non-agricultural land.

Particular	Area (ha)
Available ROW on existing road	123.318
Forest Area	153.99
Agricultural Land	685.39
Protected Area of wildlife	4.16
<b>Total</b>	<b>966.858</b>

- (xv) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):**

S. No.	Land use type	Study Area (1 km buffer)	
		Area (ha)	Area (%)
1	Built-up Area	879.69	3%
2	Agricultural Land	11025.56	43%
3	Fallow Land	6735.48	27%
4	Forest Land	158.15	1%
5	Grass Land	4078.74	16%
6	Waste land	2473.17	10%
<b>Total</b>		<b>25350.79</b>	<b>100%</b>

- (xvi) **Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:** 70 m.

- (xvii) **Terrain and topographical features:** Most of the project road passes through plain terrain. The geometric design is prepared based on IRC and MoRT&H guidelines.

- (xviii) **Details of water bodies, impact on drainage, if any:** There are 2 major canals, 2 ponds and a river which are crossing the proposed alignment:

- Narmada Main Canal (Ch. 42+300)
- Kutch Canal (Ch. 93+600 to 700)
- Kutch Canal (Ch. 112 +100)
- Kutch Canal (Ch. 123+900)
- Pond (Ch. 110+900)
- Pond (Ch. 113+100)
- River: At km 25+26 and km 83+868

- (xix) **Water requirements, sources (during construction and operation phases) and NOC:** Total water requirement for 24 months of construction period is 50,40,000 KL (5040 KLD). As per current planning, water requirement will be fulfilled through local surface water.

- (xx) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No. .

- (xxi) **Whether the project is in Critically Polluted area (Yes or No. ):** No.

(xxii) **ToR details: Provide Date of ToR issued and details of earlier appraisals and information sought by the EAC along with the response given, if any:** Standard ToR was issued by MoEF&CC vide letter on 13<sup>th</sup> September, 2018. Thereafter, the proposal was further considered and recommended for grant of ToR that was issued vide letter No. 10-60/2018-1A.III dated 5<sup>th</sup> March 2019.

**Public Hearing in Patan District**

Date: 7<sup>th</sup> August, 2019

Location: Government Rest House, Near Industrial Training Center, Radhanpur-Santalpur Highway, Santalpur

**Public Hearing in Banaskantha District**

Date: 9<sup>th</sup> August, 2019

Location: Hotel Desert Inn, Banquet Hall, Mumbai Market, Highway Char Rasta, Tharad.

(xxiii) **Summary of issues raised and response/commitments by Proponent:**

S. No.	Issue raised by people	Commitment by Proponent
1.	Employment, health, education	Proper measures to be taken to provide social security including employment, health, education, etc. and awareness camps will be organised.
2.	Compensation	As per extant rules and policies.
3.	Air pollution	Proper mitigation measures will be employed.
4.	Narmada pipeline will be affected.	Whatever utility falling within proposed ROW shall be taken care.
5.	Maintenance of plantations	Maintenance upto 10 years will be done by the Forest department

(xxiv) **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.** Total 153.99 ha of Forest area and 4.16 ha of protected area of wildlife is proposed to be diverted. An application for forest clearance has been submitted vide Proposal No. FP/GJ/ROAD/34425/2018 on dated 15<sup>th</sup> May, 2019. Examination of same is under process with the Government of Gujarat. An application for Wildlife Clearance has been submitted vide proposal no. FP/GJ/ROAD/34425/2018 dated 6<sup>th</sup> January, 2020. Concerned DFO has visited the site along with NHAI and DPR Consultant on 15<sup>th</sup> February, 2020. The proposal is under process with the Chief Wild Life Warden, Govt. of Gujarat.

(xxv) **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status**

	<p><b>of clearance from National Board for wild life.:</b> The proposed road is 1.878 Km. away from the boundary except survey no.1 (Km. 125+050 to Km. 125+400) and 120 (Km. 124+150 to 124+300 and Km. 124+400 to 124+450) An application for Wildlife Clearance has been submitted vide proposal no. FP/GJ/ROAD/34425/2018 dated 6<sup>th</sup> January, 2020. Concerned DFO has visited the site along with NHA and DPR Consultant on 15<sup>th</sup> February, 2020. The proposal is under process with Chief Wild Life Warden, Govt. of Gujarat.</p> <p>(xxvi) <b>Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:</b> Yes. The MOEF&amp;CC, vide notification S.O. 5138(E) dated 1<sup>st</sup> October, 2018, declared ESZ of Wild Ass Sanctuary. ( <b>STP: Provide details of treatment and usage of treated sewage with STP's capacity.:</b> STPs shall be provided in the amenities area during the operation phase. Treated water will be mainly used for landscaping. Mobile toilets with package STP will be provided for the workers in construction phase. Toilets facility and STPs shall be provided in the amenities area during the operation phase. Since this is greenfield project, minimum debris/waste material will be generated. Only where the road passing through the existing alignment, earthwork generated due to excavation may be reused for filling purpose.</p> <p>(xxvii) <b>Details of tree cutting and Green belt development:</b> There will be 6773 trees in forest area and 1278 trees in non-forest to be cut within 70 m proposed ROW. Trees will be felled only after obtaining permission of the appropriate authority as per Forest (Conservation) Act 1980 and local law. NHA proposed to plant more than 20,000 trees along the carriageway and more than 55,000 shrubs along the median. The tentative cost for plantation and 5 years' maintenance is Rs. 5,70,00,000/-The native and local species will be preferred as per IRC SP:21: 2009 and Green Highway policy, 2015.</p> <p>(xxviii) <b>Energy conservation measures with estimated saving:</b> Energy Conservation will be done as per IRC code.</p> <p>(xxix) <b>Parking requirement with provision made:</b> Truck lay bays/parking cum rest area has been proposed.</p> <p>(xxx) <b>Details of Rain Water Harvesting:</b> Rainwater harvesting structures will be provided at the locations where the first aquifer of ground water table is more than 8-10m. The provision of rain water harvesting will be executed as per IRC SP: 42-2014 guidelines. In this regard, are also been proposed near the disposal point of the side drains as prescribed by CGWB guidelines.</p> <p>(xxxi) <b>Brief description of Socio-economic condition of local people and R&amp;R issues involved, if any:</b> During the survey, it has been found that total 280 nos. of structures, 1528 nos. of families (PAFs) and 7624 nos. of persons (PAPs) are getting affected. The R&amp;R plan has been prepared</p>
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	<p>based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The land acquisition including R&amp;R cost is Rs. 232.67 Crore.</p> <p>(xxxii) <b>Employment potential, No. of people to be employed:</b> There will be temporary and permanent employment through the concerned contractor during construction as well as operational phase. Approximately 500 labours during construction phase and 75-80 labours during operation phase.</p> <p>(xxxiii) <b>Benefits of the project :</b> Proposed project will improve road network benefiting the local people; reduce the travel time, distance as well as transportation cost; boost socio-economic and efficiency of freight movement in India; income of vulnerable and poor people will be increased; increase possibility of employment of semi-skilled and unskilled people living along the project road and its adjoining villages during the construction and operational period; will provide better driving conditions and road safety.</p> <p>(xxxiv) <b>Brief summary of specialised Studies carried out for the project as per the ToR, if any:</b> The barrier for light glaring is proposed at identified locations by the forest department for the stretch falls in forest and protected area. The sound Acoustic study has been carried out by Central Road Research Institute (CRRI), New Delhi as per specific condition's point no. - vi of ToR which is issued vide letter No. 10-60/2018-1A.III on dated 5<sup>th</sup> March, 2019.</p> <p>(xxxv) <b>Details of Court cases, if any:</b> No.</p>
<p><b>3.1.1</b></p>	<p>The proponent along with the EIA consultant made presentation before EAC during its 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020. The observations of EAC are as under:</p> <p>(i) The proposed National Highway is a part of Amritsar-Jamnagar Economic Corridor. Project alignment is mostly green field project with 6 lane access-controlled highway between Vantdau village (Ch. 4+888) in Banaskantha district near Rajasthan-Gujarat Border and ends at Ranmalpura (Ch. 130+073) in Patan district, Gujarat. The length of the proposed alignment is 125.185 km and proposed RoW is 70m.</p> <p>(ii) The existing ROW of proposed part of alignment is 60 m that stretches between chainage km 13+645 and km34+427. Under this project, it is proposed to increase to 70 m.</p> <p>(iii) As per TOR issued on 5<sup>th</sup> March, 2019, the project investment cost was Rs. 2000 Crore, however, has been increased to Rs. 2959.31 Crore in EC application.</p> <p>(iv) During appraisal of other proposals earlier, the EAC has observed that NHAI tends to pass on its responsibility to contractors for obtaining NOCs/permissions to use water for any project. Likewise, in the instant case also, NHAI has mentioned that the concessionaire/contractor will</p>

	<p>obtain necessary NOC/permission from competent authority for utilization of surface water during execution of project. In fact, NHAI, being a project proponent, should hold the sole responsibility for obtaining any NOC/permission for use of water from the competent authority.</p>
(v)	<p>As per TOR, number of trees to be cut was 797, which was increased to 6773 in forest areas and 1278 in non-forest areas. Not mentioned the reason and justification for nearly ten times increase in numbers of tree to be cut for the proposed alignment.</p>
(vi)	<p>Not submitted report of comprehensive study on impact of the proposed alignment on the salt pans, water birds and water draining patterns and changes that can occur especially during rains and flood times, as per TOR issued on 5<sup>th</sup> March, 2019.</p>
(vii)	<p>Proponent has mentioned that a detailed hydrological study has been carried out for maintaining the natural drainage pattern but the same was not presented before the committee.</p>
(viii)	<p>Not submitted the detailed map of Wild Ass distribution and their movement along the proposed alignment and crossover sites, as per TOR issued on 5<sup>th</sup> March, 2020. It was required to map the Wild Ass distribution and their movement along the proposed alignment and crossover sites on the basis of latest Wild Ass census data, collected by the State Forest Department on regular basis. (Distribution of Wild Ass populations should be clearly marked along the proposed alignment upto 10 km distance on each side of the proposed alignment.)</p>
(ix)	<p>Not submitted the certificate from Chief Wild Life Warden, Government of Gujarat about feasibility of the alignment passing through only sanctuary for Wild Ass conservation in the country and to ascertain that the proposed alignment is not bifurcating the Wild Ass Sanctuary affecting movement of Wild Ass. If necessary, an alternate alignment needs to be explored.</p>
(x)	<p>Not submitted the certificate from Chief Wild Life Warden, Govt. of Gujarat that the proposed alignment is not passing through ESZ area of Wild Ass Sanctuary.</p>
(xi)	<p>The CER should be computed on slab basis and be activity, time, and place specific. Should be monitorable and verifiable. Further, it should reflect the concerns identified from Socio-economic impact study as well as concerns expressed by local people in Public Hearing. The proponent has provided the details of Public Hearing issues and commitment made by project proponent but not mentioned about the budget provision and time frame with plan of activities in tabular form.</p>
(xii)	<p>As per TOR, the proposal involves forest diversion on 39.9 ha. However, it has been increased to 153.99 ha in EC application. Not mentioned the reason and justification for nearly four times increase in forest diversion area for the proposed alignment.</p>
(xiii)	<p>Proponent has mentioned that 4.16 ha of protected area of wildlife is</p>

	<p>proposed to be diverted. The EAC has observed the lack of clarity in this regard.</p> <p>(xiv) The proponent has mentioned that the proposed road does not fall in ESZ except survey no.1 (km 125+050 to Km. 125+400) and 120 (km 124+150 to 124+300 and km 124+400 to 124+450). This is a contradictory statement.</p> <p>(xv) The air quality monitoring was carried out at five locations only along the proposed alignment (125.185 km). The criteria for selection of these five air quality monitoring locations to be submitted.</p> <p>(xvi) There is mismatch in the figures provided for PM<sub>10</sub>. PM<sub>10</sub> values are more than standards, i.e., 126.4 µg/m<sup>3</sup> to 159.4 µg/m<sup>3</sup> (standard 100 µg/m<sup>3</sup>) as shown in the presentation, however, baseline value has been reported to 219 µg/m<sup>3</sup>. The action plan to be submitted to bring down air quality within the prescribed standards.</p> <p>(xvii) Traffic prediction should be done for complete project rather than in piecemeal manner and cumulative impact of all the planned projects impacting traffic should be considered.</p> <p>xviii) Not mentioned regarding compliance of specific TOR no. xiv, i.e., Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.1 (M) dated 25<sup>th</sup> October, 2017, before EAC.</p> <p>(xix) Not provided the comprehensive plan for afforestation including minimum three times plantation by native species. An action plan and implementing agency with time frame and budgetary support was not made available to the EAC.</p>
<b>3.1.2</b>	<p>It was observed by EAC that most of the specific TOR conditions were not address and complied adequately by the project proponent.</p> <p>In view of above mentioned observations during 234<sup>th</sup> EAC meeting on 27<sup>th</sup> April, 2020, <b>the proposal is deferred for want of information as mentioned above at point Nos (v) to (xix).</b></p>
<b>3.2</b>	<p>Proposed additional high altitude roads of Toong-Partem PT 4865 under Phase-II in the State of Sikkim by M/s Border Road Project Division-I, CPWD, Sikkim - <b>Environmental Clearance</b></p> <p>[Proposal No. IA/SK/NCP/124404/2019] [F. No. 10-31/2020-IA.III]</p>
<b>3.2.1</b>	<p>The proponent, vide email dated 24.04.2020, has informed that they are unable to attend the 234<sup>th</sup> EAC meeting to be held on 27<sup>th</sup> April, 2020, through videoconferencing and requested for deferment of the proposal.</p>
<b>3.3</b>	<p>Widening and improvement of existing carriage way to 4-Laning of Villupuram to Nagapattinam in 4-Packages. Villupuram – Puducherry (29 Km)-Pkg-1, Puducherry – Poondiyankuppam (38 km)- Pkg-2, Poondiyankuppam – Sathanathapuram (56.80 km)- Pkg-3 and Sathanathapuram – Nagapattinam (55.755 km) – Pkg-4 in the State of Tamil Nadu and Puducherry (UT) by M/s National Highways Authority of India -</p>



	<b>Terms of Reference</b> [Proposal No. I IA/TN/NCP/150901/2020] [F. No. 10-32/2020-IA.III]																																											
<b>3.3.1</b>	<p>The project proponent along with the EIA consultant M/s Feedback Infra Private Limited, Gurugram, made a presentation and provided the following information:</p> <p>(i) <b>Brief description of the Proposal:</b> Project is Widening and improvement of existing carriage way to 4-Laning of Villupuram to Nagapattinam in 4-Packages. Villupuram – Puducherry (29 Km)-Pkg-1; Puducherry– Poondiyankuppam (38 km)- Pkg-2; Poondiyankuppam – Sathanathapuram (56.80 Km)- Pkg-3; and Sathanathapuram – Nagapattinam (55.755 Km) – Pkg-4 in the State of Tamil Nadu and Puducherry (UT).</p> <p>(ii) <b>Nature of project (New/Expansion/Amendment/Extension etc.):</b> Expansion (Widening &amp; Improvement).</p> <p>(iii) <b>Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:</b> Three separate proposals were submitted to the Ministry for entire alignment. The EAC in its 232<sup>nd</sup> meeting on 27<sup>th</sup> February 2020, returned all the proposals and asked the Proponent to submit a single proposal covering entire stretch of 179.555 km for obtaining environmental clearance from the MoEF&amp;CC.</p> <p>(iv) <b>Whether proposal is part of interlinked project: If yes, provide details in brief:</b> No.</p> <p>(v) <b>Address of project site (Plot No./ Village/ Tehsil/ District/State):</b> Project alignment is passing through the following districts and Tehsils:</p> <table border="1" data-bbox="450 1227 1407 1935"> <thead> <tr> <th>Name of the Tehsil</th> <th>District</th> <th>State</th> <th>Package</th> </tr> </thead> <tbody> <tr> <td>Villupuram</td> <td>Villupuram</td> <td>Tamil Nadu</td> <td rowspan="2">Package I</td> </tr> <tr> <td>Villianur</td> <td>Puducherry</td> <td>Puducherry UT</td> </tr> <tr> <td>Villupuram</td> <td>Villupuram</td> <td>Tamil Nadu</td> <td rowspan="3">Package II</td> </tr> <tr> <td>Villianur</td> <td rowspan="2">Puducherry</td> <td rowspan="2">Puducherry UT</td> </tr> <tr> <td>Bahour</td> </tr> <tr> <td>Cuddalore</td> <td>Cuddalore</td> <td>Tamil Nadu</td> <td rowspan="6">Package III</td> </tr> <tr> <td>Cuddalore</td> <td rowspan="4">Cuddalore</td> <td rowspan="4">Tamil Nadu</td> </tr> <tr> <td>Kurinjipadi</td> </tr> <tr> <td>Bhuvanagiri</td> </tr> <tr> <td>Chidambaram</td> </tr> <tr> <td>Kattumannarkoil</td> <td rowspan="2">Nagapattinam</td> <td rowspan="2">Tamil Nadu</td> </tr> <tr> <td>Sirkali</td> </tr> <tr> <td>Karaikal</td> <td rowspan="2">Karaikal</td> <td rowspan="2">Puducherry UT</td> <td rowspan="5">Package IV</td> </tr> <tr> <td>Thirunallar</td> </tr> <tr> <td>Sirkali</td> <td rowspan="3">Nagapattinam</td> <td rowspan="3">Tamil Nadu</td> </tr> <tr> <td>Tharangambadi</td> </tr> <tr> <td>Nagapattinam</td> </tr> </tbody> </table> <p>(vi) <b>Geo-coordinates of project site:</b></p>	Name of the Tehsil	District	State	Package	Villupuram	Villupuram	Tamil Nadu	Package I	Villianur	Puducherry	Puducherry UT	Villupuram	Villupuram	Tamil Nadu	Package II	Villianur	Puducherry	Puducherry UT	Bahour	Cuddalore	Cuddalore	Tamil Nadu	Package III	Cuddalore	Cuddalore	Tamil Nadu	Kurinjipadi	Bhuvanagiri	Chidambaram	Kattumannarkoil	Nagapattinam	Tamil Nadu	Sirkali	Karaikal	Karaikal	Puducherry UT	Package IV	Thirunallar	Sirkali	Nagapattinam	Tamil Nadu	Tharangambadi	Nagapattinam
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**Package 1**

Start: 11°54'21.40"N, 79°28'6.16"E  
 End: 11°54'10.39"N, 79°42'39.06"E

**Package 2**

Start: 11°54'10.39"N, 79°42'39.06"E  
 End: 11°38'1.09"N, 79°44'0.25"E

**Package 3**

Start: 11°38'1.09"N, 79°44'0.25"E  
 End: 11°12'30.17"N, 79°45'21.12"E

**Package 4**

Start: 11°12'30.17"N, 79°45'21.12"E  
 End: 10°45'25.90"N, 79°49'29.12"E

(vii) **Site alternatives under consideration:** Three (3) alignment options were studied and compared in order to finalize the proposed alignment considering the following parameters.

- Least impact on forest area
- Minimum impact on habitations
- Less number of structures affected
- Less number of ponds affected
- Better connectivity to major towns
- Least distance so that lesser carbon footprint is generated

Detailed Map and Option analysis is provided as Enclosure II.

(viii) **Area (ha)/Length (km) of the proposed project:**

Package	Length of Road in Km	Area of Land Required
Package 1	29.000 Km	131.40 ha
Package 2	38.000 Km	207.13 ha
Package 3	56.800 Km	222.75 ha
Package 4	55.755 Km	307.67 ha

(ix) **Connectivity to the site:**

Name of the Railway Station/ Airport	Distance	Package
Villupuram Junction	7.0 Km	Package 1
Villianur Railway Station	5.6 Km	Package 2
Chidambaram Railway Station	4.4 Km	Package 3
Nagapattinam Railway Junction	2.1 Km	Package 4
Puducherry Airport	15.0 Km	Package 1 & 2
Puducherry Airport	42.7 Km	Package 3

Puducherry Airport	99.1 Km	Package 4
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- (x) **Investment/Cost of the project (Rs. in Lakh):** Estimated project cost is as follows:

Package	Total Project Cost (in lakh)
Package 1	83070
Package 2	104547
Package 3	177705
Package 4	150092

- (xi) **Item of Schedule to the EIA Notification, 2006:7 (f) Highways.**
- (xii) **Applicability of General/Specific Conditions as per EIA Notification, 2006: No.**
- (xiii) **Why appraisal/ approval is required at the Central level:** The application has been submitted in compliance to Hon'ble Madras High Court Directives. (WP Nos 21883, 15217 & 14997 of 2019).
- (xiv) **Whether project involves any violation under notification S.O 804(E) dated 14<sup>th</sup> March, 2017: No.**
- (xv) **Landuse/Landcover of project site in tabular form:**

Package – 1				
S. No.	Land use / Land cover	Area (ha)	Area (%)	Remarks
1	Agricultural Land	99.33	61.16	
2	Road, Highways and Railways	31.00	19.09	
3	Waterbodies	1.72	1.06	
4	Waste Land	22.61	13.92	
5	Built-up Area	7.74	4.77	
<b>Total</b>		<b>162.40</b>	<b>100.00</b>	
Package – 2				
1	Agricultural Land	156.43	69.01	
2	Road, Highways and Railways	19.55	8.62	
3	Waterbodies	2.28	1.01	Including CRZ Area
4	Waste Land	43.16	19.04	
5	Built-up Area	5.26	2.32	
<b>Total</b>		<b>226.68</b>	<b>100.00</b>	
Package – 3				
1	Agricultural Land	116.8	36.45	
2	Road, Highways and Railways	97.82	30.51	
3	Waterbodies	5	1.56	Including CRZ Area
4	Waste Land	83.95	26.18	

5	Built-up Area	17	5.30	
	<b>Total</b>	<b>320.57</b>	<b>100.00</b>	
<b>Package – 4</b>				
1	Agricultural Land	231	63.17	
2	Road, Highways and Railways	58	15.86	
3	Waterbodies	8	2.19	Including CRZ Area
4	Waste Land	56.67	15.49	
5	Built-up Area	12	3.28	
	<b>Total</b>	<b>365.67</b>	<b>100.00</b>	

(xvi) **Land use/Land cover around 10 km radius of project site (1 km in case of Highway projects):**

<b>Package – 1</b>				
S. No.	Land use / Land cover	Area (ha)	Area (%)	Remarks
1	Agricultural Land	3981.8	64.10	
2	Road, Highways and Railways	440.32	7.09	
3	Waterbodies	91.16	1.47	
4	Waste Land	906.44	14.59	
5	Built-up Area	792.06	12.75	
	<b>Total</b>	<b>6211.78</b>	<b>100.00</b>	
<b>Package – 2</b>				
1	Agricultural Land	5278.2	64.10	
2	Road, Highways and Railways	583.68	7.09	
3	Waterbodies	120.84	1.47	Including CRZ Area
4	Waste Land	1201.56	14.59	
5	Built-up Area	1049.94	12.75	
	<b>Total</b>	<b>8234.22</b>	<b>100.00</b>	
<b>Package – 3</b>				
1	Agricultural Land	5226	43.24	
2	Road, Highways and Railways	2408	19.93	
3	Waterbodies	183	1.51	Including CRZ Area
4	Waste Land	1804	14.93	
5	Built-up Area	2464	20.39	
	<b>Total</b>	<b>12085</b>		
<b>Package – 4</b>				
1	Agricultural Land	7701	64.28	
2	Road, Highways and Railways	265	2.21	
3	Waterbodies	302	2.52	Including CRZ Area

4	Waste Land	1408	11.75	
5	Built-up Area	2304	19.23	
	<b>Total</b>	<b>11980</b>		

(xvii) **Right of Way (RoW), only for projects covered under 7(f) category of EIA Notification, 2006:** 45m in existing and 60 meter in Cross drainage structures, bypasses/realignments.

(xviii) **Terrain and topographical features:** The proposed alignment mostly follows 'plain' and 'rolling' terrain. The elevation varies as given below:

Package	Min (AMSL)	Max (AMSL)
Package 1	17	48
Package 2	2	43.5
Package 3	0	12.6
Package 4	0	13.8

(xix) **Details of water bodies, impact on drainage, if any:**

Package 1 is crossing 4 Ponds, 1 Canal and 1 nallahs, etc. Package 2 is crossing 9 Ponds, 3 Rivers, 7 Canal and 4 Nallas etc. Package 3 is crossing 1 Ponds, 3 Rivers, 9 Canal and 4 Nallas etc. Package 4 is crossing 9 Ponds, 9 Rivers and 6 Canal etc.

(xx) **Water requirements, sources (during construction and operation phases) and NOC:** Water shall be required for construction phase. Surface water will source to meet the water requirement during construction phase of the project road. Details of water required are as follows:

Package	Water requirement (KLD)
Package 1	760 KLD
Package 2	996 KLD
Package 3	1489 KLD
Package 4	1490 KLD

(xxi) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No groundwater extraction is proposed. However, if potable water is required same shall be extracted after necessary permission from appropriate authority.

(xxii) **Whether the project is in Critically Polluted area :**No.

(xxiii) **Tree cutting, types, numbers, girth size etc.:** Following no. of trees are proposed for felling:

Package	Trees proposed for Felling
Package 1	1620 no.s
Package 2	4383 no.s
Package 3	14768 no.s
Package 4	13991 no.s

- (xxiv) **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.:** No.
- (xxv) **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:** Yes. Proposed alignment is outside of Eco sensitive zone as per Final ESZ notification. **Eco Sensitive Zone Boundary of Oussudu Bird Sanctuary** is located at about 5.60 km distance in NE from Ch. 29+500.
- (xxvi) **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:** No.
- (xxvii) **Whether project site is in CRZ area if yes furnish the CRZ map:** In the Project, Package 2, Package 3 and Package 4 falls in CRZ Area. Package 1 doesn't pass through Coastal Regulation Zone. Package 2 is passing through the Coastal Zone IB and III, Package 3 is passing through the Coastal Zone IB, II and IVB, Package 4 is passing through the Coastal Zone IB, II, III and IVB. Desired CRZ Map of 1:4000 scale is already submitted to MoEF & CC during online submission of CRZ Proposal.
- (xxviii) **R&R issues involved, if any:** Majority of Land Acquisition has already been acquired.

Package	Proposed Land Acquisition (ha)	Status
1	131.4	3A- 100%, 3D- 100%, 3G- 86.58%
2	207.13	3A - 100%, 3D - 98.49%, 3G - 83.22%
3	222.75	3A - 97.24%, 3D - 91.96%, 3G - 70.05%
4	307.67	3A - 100%, 3D - 94.83%, 3G - 63.71%

Balance land is in the stage of disbursement as per NH Act, 1956 and LARR, 2013.

- (xxix) **Employment potential, No. of people to be employed:** Permanent employment - 80 persons and temporary employment - 800 persons. **Benefits of the project:** Project shall provide benefits as stated below.
- Better connectivity to economic, social and political hubs of the country.
  - Faster growth and outreach to better and improved facilities.
  - Fast and safe connectivity resulting in savings in fuel, travel time and total transportation cost.
  - Reduction in accidents.

	<ul style="list-style-type: none"> <li>• Better approach to medical &amp; educational services.</li> <li>• Faster transportation of perishable goods like fruits, vegetables, and dairy products.</li> <li>• Better opportunities for transporting, processing and marketing of agricultural products.</li> <li>• Development of local agriculture and handicrafts.</li> <li>• Development of tourism and pilgrimage.</li> <li>• Opening up of opportunities for new occupations and trade on the route.</li> <li>• Indirect and direct employment opportunity to people from all skilled, semi-skilled and unskilled streams.</li> <li>• Improved quality of life for people and so on.</li> <li>• Development of backward areas through rapid industrialization and access to distant markets.</li> <li>• Creation of ancillary ecosystem through highway amenities, support services and industrial / manufacturing areas.</li> </ul> <p>(xxx) <b>Details of Court cases, if any</b> : Yes, Hon'ble High Court, Madras, W.P.15217/2019, 14997/2019, 21883/2019. Application for Environment Clearance has been submitted as per directives of Hon'ble High Court.</p>
<p><b>3.3.2</b></p>	<p>The EAC, during its 234<sup>th</sup> meeting on 27<sup>th</sup> April, 2020, has noted that Hon'ble Madras High Court, in its order dated 8<sup>th</sup> January, 2020, in respect of W.P. Nos. 21883, 15217 &amp; 14997 of 2019 and WMP. Nos. 21095, 1519, 14941 &amp; 14942 of 2019, has issued following directions:</p> <ol style="list-style-type: none"> <li>a) The present project of expansion of NH-45A covering a stretch of 179.555 km shall be put on hold, and the present status quo is directed to be maintained.</li> <li>b) That the project proponent (NHAI) shall undertake an EIA study and obtain environmental clearance.</li> <li>c) The NHAI is also directed to obtain approval from CRZMA for CRZ clearance for two locations that it has indicated in its counter in W.P.15217/2019.</li> <li>d) Once the necessary clearances are obtained as mentioned in (b) and (c) above, the project can proceed. If the EIA study to be undertaken provides any contra-indicators to the NHAI's plan of development of NH-45A, it will be at liberty to make necessary alterations and modifications to make the project environmentally viable.</li> <li>e) If after ensuring the environmental viability of the project, its implementation resumes, the project proponent, and subject to the terms of the contract, the concessionaire, should first identify the places for planting the saplings of the same variety, preferably native trees, for every tree</li> </ol>

	<p>felled, and it must be grown first. Possibility of forming a “Miyawaki forest” has to be explored as well.</p> <p>f) This Court proposes to form a Committee to monitor the compliance of the direction given in (e) above, and hence, before resumption of the project, NHAI is required to approach this Court.</p>
<p><b>3.3.3</b></p>	<p>In view of the above mentioned directions of Hon’ble High Court of Madras, the EAC after detailed deliberation during 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020, <b>recommended</b> the project for grant of <b>Terms of Reference (ToR)</b>, and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <p>(i) The proposal involves CRZ Clearance. Detailed studies be carried out and the report be submitted along with necessary document and the recommendations of State Authority concerned.</p> <p>(ii) MoRT&amp;H Notification declaring National Highway for this stretch of the project be furnished along with application for environmental clearance.</p> <p>(iii) As per Hon’ble High Court order 8<sup>th</sup> January, 2020, new roads are going to be laid for a distance of 116.71 km out of total length of 179.555 km. However, during presentation, it was mentioned as 103.91 km. This difference in the length of new road shall be clarified/justified in the EIA/EMP report.</p> <p>(iv) The proponent shall explore more alternate alignments to minimise the impact of acquisition on fertile agricultural land.</p> <p>(v) Proponent shall ensure that a detailed Project Report for construction of the proposed alignment includes all the 1<sup>st</sup> and 2<sup>nd</sup> order streams passing through alignment and should be provided with necessary culverts. The span of the culverts must be at least 20% excess of the total width of the drainage crossing.</p> <p>(vi) The proponent, with the help of an independent institution/expert of national repute, shall carry out the impact of proposed alignment on avifauna, associated biodiversity and wetland ecology including ecological productivity of the important lakes (Ossudu lake, Bahor lake, Ousteri lake and any other important lake situated within 10 km distance of proposed alignment) and prepare a detailed Conservation Plan along with adequate mitigation measures. The plan shall be duly prepared in consultation with respective Forest/Wildlife Departments of the Governments of Tamil Nadu and Puducherry.</p> <p>(vii) The proponent, with the help of an independent institution/expert of national repute, 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</p>



	<p>land, socio-economic spectrum, impact of the project at local and regional levels.</p> <p>(viii) The proponent, with the help of an independent institute/expert of national repute, 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.</p> <p>(ix) Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.</p> <p>(x) The RoW shall not exceed 45m in existing and 60 meter in Cross drainage structures, bypasses/realignments (as proposed) at any point of the proposed alignment.</p> <p>(xi) No ground water shall be extracted for project.</p> <p>(xii) 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.</p> <p>(xiii) A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.</p> <p>(xiv) Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.</p> <p>(xv) Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project.</p> <p>(xvi) Provide measures to avoid road kills of wildlife by the way of road kill management plan.</p> <p>(xvii) 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 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p> <p>(xviii) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.II (M) dated 1<sup>st</sup> May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. The CER shall be computed on slab basis.</p>
<b>3.4</b>	Development of Integrated Manufacturing Cluster (IMC) under Amritsar Kolkata Industrial Corridor (AKIC) Project at Raghunathpur, Purulia, West Bengal by M/s

	<p>West Bengal Industrial Development Corporation Ltd. - <b>Terms of Reference</b>          [Proposal No. IA/WB/NCP/147335/2020] [F. No. 21-32/2020-IA.III ]</p>
<p><b>3.4.1</b></p>	<p>The project proponent along with the EIA consultant M/s M/s EQMS India Private Limited, made a presentation and provided the following information:</p> <ul style="list-style-type: none"> <li>(i) <b>Brief description of the Proposal:</b> Amritsar Kolkata Industrial Corridor Project (AKIC) has been envisaged to give boost to industrial development in the States of Northern and Eastern region of India. The State of West Bengal has identified a 1004.8587 ha site in Raghunathpur area of Purulia District for development of “Integrated Manufacturing Cluster” as RIMC under AKIC region after assessing feasibility and potential of proposed location. Land is in possession of West Bengal Industrial Development Corporation (WBIDC) which is also the nodal agency to coordinate and supervise project development activities related to RIMC Project.</li> <li>(ii) <b>Nature of project (New/Expansion/Amendment/Extension etc.):</b> It is a new project proposal.</li> <li>(iii) <b>Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:</b> No.</li> <li>(iv) <b>Whether proposal is part of interlinked project: If yes, provide details in brief:</b> Project proposal is not a part of interlinked project.</li> <li>(v) <b>Address of project site (Plot No./ Village/ Tehsil/ District/State):</b>            Location: Raghunathpur, Purulia District, West Bengal. Plot / Survey/ Khasra No.: JL o.155,130,153,157,146,145,149,150,185,163,151, Detail Khasra no and land details provided in PFR. Village: Durmut, Hurrah,Layekdhi,Natundhi, Jharukhamar, Lachhmanpur, Siulibari, Digardih, Senera, Talsankra, Sikratanr.            Tehsil:Raghunathpur, District: Purulia, State: West Bengal.</li> <li>(vi) <b>Geo-coordinates of project site:</b>            RIMC I:            23°35'02.71"N86°42'01.44"E            23°36'12.33"N86°41'18.28"E            23°36'03.37"N86°39'58.75"E            23°33'59.34"N86°40'32.53"E            RIMC II:            23°34'18.62"N86°42'31.47"E            23°34'18.62"N86°43'53.05"E            23°35'31.95"N86°43'57.28"E            23°35'34.05"N86°43'08.14"E</li> </ul>

(vii) **Site alternatives under consideration:** Yes, four sites evaluated and the site of RIMC, Purulia district was selected for setting up IMC by WBIDC. Ranking of Alternative sites for IMC under possession of WBIDC are tabled below.

S. No	IMC site	Area (Ha)	Greenfield / Brownfield	Land Available for Development	Ranking of the site for setting up of IMC
1	Raghunathpur , Purulia	1004.8587	Greenfield	Entire 1004.8587 Ha RIMC I – with 707.8235 Ha RIMC II – with 297.0352 Ha	Ranked first as per the criteria for setting up IMC under AKIC
2	Panagarh Industrial Park, Barddhaman	590.0317	Brownfield	202.343 Ha (Potential of Expansion up to 404.686 Ha)	Ranked second as per the criteria for setting up IMC under AKIC
3	Vidyasagar Industrial Park, Paschimi Medinipur	465.3885	Brownfield	202.343 Ha Un-allotted plots (Expansion may be difficult beyond land owned by WBIDC)	Good location and connectivity . Ranked third.
4	Goaitore, Paschimi Mednipur	384.4510	Greenfield	384.451 Ha (May not be possible to expand further)	Ranked last among the four sites evaluated for setting up IMC under AKIC

(viii) **Area (ha)/Length (km) of the proposed project:** Total area of the project is 1004.8587 ha.

(ix) **Connectivity to the site:** The site is well connected through Road, rail, waterways. connectivity details proved below:

Highways: The site is accessible through SH-5. The Park has easy connectivity to the National Highway 19 (32KM).

Nearest Railway Station: Bero Railway Station - 3.7 Km.

Nearest Airport: Nearest airport is KaziNazrul Islam Airport, Andal – 83 km, followed by Kolkata International Airport 250 km away.

Nearest Habitat: Durmut, Hurrah, Layekdhi, Natundhi, Jharukhamar, Lachhmanpur, Siulibari, Digardih, Senera, Talsankra, Sikratanr villages has land share in the project area. Part of the villages shows habitation. Habitation is outside the project site.

Nearest Port: Nearest sea port is Haldia port 300 km away. via NH-14. Nearest river ports are Kolkata port and Farakka port 240 km.

- (x) **Investment/Cost of the project (Rs. in Lakh):** Project Cost 114877 Lakh.
- (xi) **Item of Schedule to the EIA Notification, 2006:7(c), Category A** (Industrial estates/ parks/ complexes/ areas, export processing Zones New Construction Projects and Industrial Estates).
- (xii) **Applicability of General/Specific Conditions as per EIA Notification, 2006:** No.
- (xiii) **Why appraisal/ approval is required at the Central level:** Integrated Manufacturing Cluster project with area greater than 500 ha of land and housing and at least one Category B industry.
- (xiv) **Whether project involves any violation under notification S.O 804(E) dated 14<sup>th</sup> March, 2017:** No.
- (xv) **Landuse/Landcover of project site in tabular form:** The identified land is an industrial land under possession of WBIDC. Presently majority of this Industrial land is barren and under developed. A small portion of this industrial land is under cultivation. The topography of this site is slightly undulated and required cutting and filling for development towards flat topography. The proposed development of this Industrial land is in the form of an Industrial township with Industrial Manufacturing cluster. proposed land use of site is as below:

S. No.	Proposed Land use	Land Area (Ha)	%	Remarks, if any
1	Industrial	402.0511	40.0	Status of forest area will remain same. Necessary protection measures will be provided along the forest area
2	Residential	102.8629	10.2	
3	Commercial	54.7013	5.4	
4	Public & Semi-Public	48.3680	4.8	
5	Recreational(Public Park Etc.)	235.527	23.4	
	(Including Plantation/ Vegetation, River &			
	Settlement Buffer, Other Open and Green Areas)			
6	Transportation	141.0127	14.0	
7	Utility	20.3395	2.0	

<b>Total</b>	<b>1004.8587</b>	<b>100</b>	
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A minimum buffer zone of 10M has been kept around all forest area falling within the site boundary. Additionally, there will be provision of fencing to restrict unwanted entry or activity.

- (xvi) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):** RIMC area is in tune with the proposed land use map of Raghunathpur area under Land Use and Development Control Plan (LUDCP). Land use/Land cover around 10 km radius of project site is tabled below:

S. No.	Landuse/Landcover	Area (ha)	%
1	Vegetation	6008	11.40
2	Agriculture land	35348	67.09
3	Settlement	4928	9.35
4	Water body	3338	6.34
5	Open scrub land	3063	5.81
<b>Total</b>		<b>52685</b>	<b>100</b>

- (xvii) **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:**

Sl. No.	Project as per schedule of EIA Notification.	Activities	Category with threshold limit
1	3(a)	Secondary Metallurgical processing Industry (like sponge Iron)	Category-B
2	3(b)	Non-metallic mineral product(Standalone grinding unit) Cement	Category-B
3	-	Engineering and Manufacturing	Not Applicable
4	-	Auto Components and Automobiles	Not Applicable
5	-	Ancillary and MSME cluster	Not Applicable
6	-	Refractory and Ceramics	Not Applicable
7	-	Machinery and equipment	Not Applicable
8	-	Fabricated Metal Products	Not Applicable
9	-	Electronics and Electrical equipment	Not Applicable

Note: The above categories of industries are suitable for the project area district as per State of Environmental Report- West Bengal (2016) the Permitted Industries in Purulia District of West Bengal is Sponge Iron Industry, Non-Metallic Mineral Product Industry etc.

The roads at RIMC are planned for Level of Service-C, with the provisions and

guidelines of IRC-106, which also states the level of service for varied traffic volumes. Based on these standards, the lane configuration has been finalised for road network in the project site area. The varied lane widths and ROW proposed for project site area are:

- 45M ROW
- 30M ROW
- 24M ROW
- 18M ROW
- 12 M ROW
- 1 M ROW for Water Supply line

(xviii) **Terrain and topographical features:** The topography of this site is slightly undulated and required cutting and filling for development towards flat topography. Elevation difference of up to 25 – 36m can be witnessed across the site. The overall gradient in RIMC varies from maximum 96m to minimum 67m towards the Uthala River and in RIMC-II it differs from maximum 114m to 91.6m towards the northern part of the site.

(xix) **Details of water bodies, impact on drainage, if any:** Uttala River is flowing along the northwestern boundary of the RIMC-I. In the project site 16 water bodies and 12 nalas are available. Storm water management approach in RIMC is envisaged to utilize existing water bodies as Flood Retention ponds to store runoff and reduce peak discharge. Retention pond is used to manage storm water runoff, prevent flooding and downstream erosion. The main function is to infiltrate storm water into the groundwater aquifer through the bottom into the underlying soil over a 12-24-hour drawdown period. This facility will provide temporary storage of storm water to flatten and spread the inflow hydrograph, lowering the peak to the desired flow rate. Storm water retention pond main purpose is to store and release water by infiltration, evaporation or emergency overflow during flood conditions. This approach is an integrated water management approach to achieve ecologically sustainable as well as an economically viable development in the project area.

**Designed Retention Pond abstract:**

S. No.	Water Body plot Id	Water Body Area (m <sup>2</sup> )	Detention Pond area (m <sup>2</sup> )	Pond Depth (m)	Storage provided (m <sup>3</sup> )
1	42	45,830	25,000	0.50	13,000
2	63	36,073	11,511	1.00	12,000
3	74	1,64,413	52,000	1.00	52,000
4	75	44,332	19,990	1.00	20,000
5	98	24,818	12,952	0.50	7,000
6	158	26,032	8,000	1.00	8,000
7	166	54,777	17,000	1.00	17,000
8	168	1,20,202	42,031	1.00	43,000

9	174	25,870	18,635	0.50	10,000
10	185	1,13,320	92,748	0.50	47,000

- (xx) **Water requirements, sources (during construction and operation phases) and NOC:** Water requirement 6.4 ML for construction activities which will be sourced from Surface Water through tankers. Raw water requirement during Operation Phase is 22.1 MLD and will be sourced from Panchet Dam. Water will be arranged by WBIDC from Panchet dam operated by Damodar Valley Corporation (DVC). Panchet dam is 9 km North of the Project Area. Water Source: Panchet dam is a perennial water storage reservoir to be used as a source of water for RIMC as Distance from RIMC to Panchet dam is approximately 9 km. The WBIDCL already approached for confirmation on availability of water vide letter WBIDC/AKIC/2016-17/2413 dated 25/03/2019. Copy of letter is submitted.
- (xxi) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No ground water abstraction shall be done for the project.
- (xxii) **Whether the project is in Critically Polluted area:** The project is not in Critically Polluted area.
- (xxiii) **Tree cutting, types, numbers, girth size etc.:** No major tree vegetation is present on the identified land. However, some tree species like Mahua (*Madhuca longifolia*), Imli (*Tamarindus indica*), Arjun (*Terminalia arjuna*), Jamun (*Syzygium cumini*), Bargad (*Ficus benghalensis*), Neem (*Azadirachta indica*), Palash (*Butea monosperma*), Chatim (*Alstonia scholaris*), Tal (*Borassus flabellifer*), Khajur (*Phoenix dactylifera*), Simul (*Bombax ceiba*), Koroi (*Albizia procera*), Karanj (*Millettia pinnata*), Gulmohar (*Delonix regia*), Kadam (*Neolamarckia cadamba*), Shisam (*Dalbergia sissoo*) etc are present on the site. Eucalyptus (*Eucalyptus globulus*) plantation is also exist in the project area. Details tree inventory shall be done in later stage during baseline Environment Study.
- (xxiv) **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.:** No diversion of forest land is involved, so forest clearance is not applicable. (*However, forest patches are present within the proposed site*).
- (xxv) **Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:** Project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.
- (xxvi) **Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC: If yes,**

	<p><b>provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:</b> The project area is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC.</p>
(xxvii)	<p><b>Whether project site is in CRZ area if yes furnish the CRZ map:</b> The project area is not located within in CRZ area.</p>
(xxviii)	<p><b>CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity.:</b> RIMC- I-In this pocket only industrial establishment has been proposed in which CETP will be provided. Industrial effluent generation has been considered as 70% of the total water supplied to different industries in parcel - I. Individual industries shall pre-treat the effluent prior to discharge in effluent collection network. Gravity effluent collection network with intermediate pumping stations has been proposed for collection of pre-treated effluent. Pre-treated effluent shall be collected and treated up to desired level prior to recycling for non-potable requirements of industries for process and non-process requirement i.e. flushing, horticulture etc. Approx. wastewater generation from Industrial area is 16.3 MLD. The treatment of this wastewater shall be done in centralized CETP which shall be built in phases in modular and scalable approach. 5 MLD CETP shall be built in phase – I, 5 MLD in phase – II and 6.3 MLD in phase – III to accommodate phase-wise development of industrial park.</p>
(xxix)	<p><b>STP: Provide details of treatment and usage of treated sewage with STP's capacity.:</b> RIMC-II-In this pocket mixture of residential units along with few industrial pocket has been proposed in which STP will be provided. Sewage generation has been considered to be 80% of the total water supplied to the residential area of Parcel - II. Gravity sewage collection network has been proposed to collect and convey domestic sewage to the proposed Sewage Treatment Plant (STP). Approx. sewage generated from the residential area is 13 MLD. The STP has been proposed to build in phases of modules of 4 MLD, 4 MLD and 5 MLD for phase – I, II and III respectively. The sewage shall be treated to applicable standards and shall be utilize for non-potable uses including horticulture, flushing and water bodies recharge etc.</p>
(xxx)	<p><b>R&amp;R issues involved, if any: The</b> identified land is an industrial land under possession of WBIDC and no population is living in the allocated land. So R&amp;R issue is not involved.</p>
(xxxi)	<p><b>Employment potential, No. of people to be employed:</b> Total Working Population projected for RIMC is 71125. IMC at Raghunathpur Industrial Park aims to generate and transfer socio-economic benefit to local and regional population in terms of offering immense employment opportunities, skill development, and improvement in livelihood. Proposed Industry sectors are highly manpower intensive and have huge potential for indirect job creation in the region. According to National Manufacturing Policy 2011, every job created in the manufacturing sector</p>



	<p>creates two-three additional jobs in related activities resulting in upto approximately 1.7 Lakh indirect Job due to RIMC (considering multiplier factor of 2.5). A vocational Training (Skill development) Institute has also been proposed as part of RIP Master Plan.</p> <p>(xxxii) <b>Benefits of the project: Macro</b> policy level changes coupled with development and availability of ready to use Manufacturing Zones like Raghunathpur will be an impetus towards higher Gross State Domestic Product (GSDP) including higher job creation in the state. Financial benefits anticipated due to savings in taxes along with higher lease rates for developed Raghunathpur Industrial zone is expected to deliver an overall financial gain to the industrial units. Proposed Skill Development Framework suggests to conduct skill mapping of region, organizing skill gap studies, assessment of employability, preparing delivery mechanism for enhancing the employability, quality assurance and certification.</p> <p>(xxxiii) <b>Details of Court cases, if any</b> :The project has no land related Litigation pending in any court of law as on date (Submitted an undertaking in this regard).</p>
<p><b>3.4.2</b></p>	<p>The EAC during 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020, observed the following:</p> <ul style="list-style-type: none"> <li>(i) Site selection for the proposed Industrial Estate may be planned taking into account the guidelines of CPCB's Zoning Atlas for siting of Industries.</li> <li>(ii) The planning of Industrial Estate has not been done on the basis of criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&amp;FS Ecosmart Limited, Hyderabad.</li> <li>(iii) Proposed land parcels are distantly located and connected by a road that runs parallel to the boundary of proposed project. As per EIA Manual prepared by IL&amp;FS, there shall be preferably 500 m distance between Highway/road and proposed boundary of the Industrial Estate etc. Accordingly, revised layout plan to be submitted.</li> <li>(iv) One of the proposed land parcel is located adjacent to river. The proposed site should be preferably 500 m away from the river and roads as per Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&amp;FS. Accordingly revised layout plan to be submitted.</li> <li>(v) Distance between two land parcels and connectivity between them to be mentioned.</li> <li>(vi) Forest patches are located within proposed site, but no diversion of forest land is proposed. Since, the forest patches are located within the proposed project site, forest clearance would be required even if these patches are not used for any commercial or industrial purpose.</li> <li>(vii) If Forest land is not involved in this project, a certificate from PCCF of the State to be obtained that no forest land is involved in the proposed project.</li> <li>(viii) About 40% of proposed area shall be used to establish industrial units.</li> <li>(ix) Proposed site is located near the important water reservoirs that form important habitats for bird. More than 25 species of migratory birds are using</li> </ul>

	<p>these habitats. Data on avifauna and any impact of this project shall be provided.</p> <p>(x) Drainage map in the catchment area of reservoir showing proposed site was not presented during the meeting. Plan should be developed in such a way that streams of first and second orders are not affected by the proposed Integrated Manufacturing Cluster.</p> <p>(xi) It is proposed to establish Secondary Metallurgical Processing Industry (like sponge Iron) and Non-metallic mineral product (Standalone Cement grinding unit) within the proposed Integrated Manufacturing Cluster. The chemical industries shall not be established, only green industries to be allowed within the proposed cluster.</p> <p>(xii) For designing of project, the proponent shall take into consideration of key parameters like availability of land &amp; people's dependency in the study area, socio-economic spectrum, impact of the project at local and regional levels.</p> <p>(xiii) Present land use details to be submitted.</p> <p>(xiv) State Government notification regarding Establishment of Integrated Manufacturing Cluster to be submitted.</p> <p>(xv) Green belt to be increased from 23% to 33%, accordingly revised layout plan to be submitted.</p> <p>(xvi) Details of water bodies with areas within the proposed project to be submitted.</p>
<p><b>3.4.3</b></p>	<p>In view of above mentioned observations, after detailed deliberations by the EAC during 234<sup>th</sup> meeting on 27<sup>th</sup> April, 2020, <b>the proposal was returned in its present form.</b></p>
<p><b>3.5</b></p>	<p>Proposed Mulwada Industrial Area at Mulawada village, Kolhar Hobli, Basavan Bagevadi Taluk, Vijayapura District, Karnataka by M/s Karnataka Industrial Areas Development Board - <b>Terms of Reference</b></p> <p>[Proposal No. IA/KA/NCP/138215/2020] [F. No. 21-33/2020-IA.III]</p>
<p><b>3.5.1</b></p>	<p>The project proponent along with the EIA consultant M/s Ramky Enviro Services Private Limited, made a presentation and provided the following information:</p> <p>(i) <b>Brief description of the Proposal:</b> Karnataka Industrial Areas Development Board (KIADB), entrusted with the objective to provide industrial infrastructure through development of Industrial Areas (IA) proposes to develop IA at Mulawada Village, Kolhar Hobli, Basavana Bagevadi Taluk, Vijayapura District, Karnataka. KIADB is in possession of land proposed for IA, to an extent of 3239.03 Acres (1310.82 Ha) at Mulawada Village. It proposes to setup IA in an integrated manner with required infrastructure facilities like roads, electricity, water, and developed plot area for setting small and medium scale industries, residential and commercial establishments. As project site is well</p>

connected, there is demand for industrial plots.

- (ii) **Nature of project (New/Expansion/Amendment/Extension etc.):** New.
- (iii) **Whether the proposal was considered in earlier meetings of EAC: If yes, provide date of EAC meeting and reasons for deferment, if any:**  
No. The proposed project has come up for EAC meeting for the first time.
- (iv) **Whether proposal is part of interlinked project: If yes, provide details in brief :** No. The proposed project is not part of inter linked projects.
- (v) **Address of project site (Plot No./ Village/ Tehsil/ District/State):**  
Mulawada Village, Kolhar Hobli, Basavana Bagevadi Taluk, Vijayapura District, Karnataka. Survey numbers are submitted.
- (vi) **Geo-coordinates of project site:** The proposed project is of polygon shape. Co-ordinates of site are given below:

ID	Latitude	Longitude	ID	Latitude	Longitude
1	16° 35' 10.2" N	75° 44' 16.6" E	23	16° 33' 38.5" N	75° 44' 12.5" E
2	16° 35' 16.0" N	75° 44' 17.8" E	24	16° 33' 40.1" N	75° 44' 20.2" E
3	16° 35' 15.0" N	75° 44' 31.7" E	25	16° 34' 06.5" N	75° 44' 25.1" E
4	16° 35' 31.9" N	75° 44' 37.3" E	26	16° 34' 04.8" N	75° 44' 04.8" E
5	16° 35' 45.8" N	75° 44' 17.4" E	27	16° 34' 12.1" N	75° 44' 04.6" E
6	16° 35' 57.3" N	75° 44' 27.8" E	28	16° 33' 59.8" N	75° 43' 51.4" E
7	16° 35' 49.2" N	75° 44' 50.4" E	29	16° 34' 00.2" N	75° 43' 45.1" E
8	16° 35' 55.1" N	75° 45' 14.8" E	30	16° 34' 03.3" N	75° 43' 45.4" E
9	16° 35' 25.7" N	75° 45' 31.3" E	31	16° 33' 59.9" N	75° 43' 38.1" E
10	16° 34' 46.4" N	75° 45' 21.9" E	32	16° 33' 45.9" N	75° 43' 39.3" E
11	16° 34' 26.0" N	75° 45' 19.9" E	33	16° 34' 02.8" N	75° 43' 07.9" E
12	16° 33' 39.6" N	75° 45' 01.8" E	34	16° 34' 20.9" N	75° 42' 58.2" E
13	16° 33' 16.6" N	75° 44' 43.3" E	35	16° 35' 07.5" N	75° 42' 58.3" E
14	16° 33' 02.9" N	75° 44' 32.1" E	36	16° 35' 21.2" N	75° 43' 05.9" E
15	16° 32' 45.1" N	75° 43' 48.2" E	37	16° 35' 24.4" N	75° 43' 21.1" E
16	16° 32' 27.6" N	75° 43' 32.7" E	38	16° 34' 49.3" N	75° 43' 30.7" E
17	16° 32' 33.4" N	75° 43' 19.3" E	39	16° 34' 49.6" N	75° 43' 52.7" E
18	16° 32' 42.9" N	75° 43' 28.0" E	40	16° 34' 54.5" N	75° 44' 07.7" E
19	16° 32' 52.5" N	75° 43' 28.5" E	41	16° 35' 00.5" N	75° 44' 09.7" E
20	16° 33' 00.2" N	75° 43' 46.6" E	42	16° 34' 56.4" N	75° 44' 26.5" E
21	16° 33' 11.3" N	75° 43' 54.4" E	43	16° 35' 08.7" N	75° 44' 32.4" E
22	16° 33' 11.8" N	75° 44' 05.6" E		-	

- (vii) **Site alternatives under consideration:** Three alternate sites with undeveloped land area of 1000 to 1400 Ha were identified. Based on guidelines for Areas to be avoided and General siting factors, candidate site suitable for proposed IA was shortlisted. List of alternate sites considered and candidate site selected for the proposed IA is given below.

Site	Area	Co-ordinates (Centre)	Remarks
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	(Ha)		
Hittinahalli village	1109	16°43'35.89"N 75°44'49.63"E	Site Rejected
Madagunki village	1149	16°33'31.51"N 75°34'54.70"E	Site Rejected
Proposed site Mulawada village	1310	16°34'16.20"N 75°44'40.07"E	Site Selected

- (viii) **Area (ha)/Length (km) of the proposed project:** Area 1310.82 Ha (3239.03 Acres).
- (ix) **Connectivity to the site:** National Highway NH-218 is adjacent to the site on western side. The nearest village is Mulawada which is about 500 m (W) and nearest town with about 3 lakhs population (as per Censes 2011) is Vijayapur/Bijapur about 28 km (N). Mulawada railway station is about 3 km (N). The nearest airport is Belgaum airport 140 Km (SW).
- (x) **Investment/Cost of the project (Rs. in Lakh):** Investment cost of the project is Rs 1112 Crores.
- (xi) **Item of Schedule to the EIA Notification, 2006:** Schedule 7(c) – Industrial estates/ Parks/ Complexes/ Areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech parks, Leather complexes - Category 'A'.
- (xii) **Applicability of General/Specific Conditions as per EIA Notification, 2006:** The proposed project does not attract the general & specific condition.
- (xiii) **Why appraisal/ approval is required at the Central level :** Proposed IA has an area greater than 500 ha and houses at least one Category B industry and requires Environmental Clearance (EC) from MoEF&CC, Govt. of India.
- (xiv) **Whether project involves any violation under notification S.O 804(E) dated 14<sup>th</sup> March, 2017:** There are no violations against proposed project.
- (xv) **Landuse/Landcover of project site in tabular form:**

Sno	LU&LC (Level 2: Class)	Area* (Ha)	Percentage*
1	Crop land	245.29	18
2	Fallow land	46.81	4
3	Barren rocky	997.71	76
4	Water bodies (Tank / canal)	21.01	2
	<b>Total</b>	<b>1310.82</b>	<b>100%</b>

**Source:** IRS LISS-III

\*Numbers rounded to whole number

(xvi) **Landuse/Landcover around 10 km radius of project site (1 km in case of Highway projects):**

Sno	LU&LC (Level 2: Class)	Area *(Ha)	Percentage*
1	Rural	1003	2
2	Crop land	34604	69
3	Fallow land	9123	18
4	Lake/ Reservoir	238	1
5	River/Drainage	103	1
6	Barren rocky	4389	9
	<b>Total</b>	<b>49459</b>	<b>100%</b>

**Source:** IRS LISS-III  
\*Numbers rounded to whole number

(xvii) **List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:**  
Details of category wise list of anticipated type of industrial units (category A or category B as per EIA notification 2006) to be housed within proposed industrial area is given below:

S. No.	Focus Sector	Anticipated types of industrial units / activities	Category A or B as per EIA notification, 2006
1	Food and Agro Processing	Processing and preserving of fruits, vegetables & aqua food related processing (fish and prawns etc.) including meat trimming & packing	NA
		Manufacture prepared meals & dishes, other food products like macaroni, noodles, couscous and similar farinaceous products	NA
		Spice grinding and packaging	NA
		Cashew nut processing	NA
		Manufacture of prepared animal feeds (feed for cattle, poultry & pets etc.)	NA
		Making of maize flakes & grit , manufacturing atta chakkies, chilly & masala powder & powdering of spices	NA

		2	Metallurgical industries ferrous & non-ferrous) & Engineering: Other Industrial Machinery	All other non –toxic secondary metallurgical processing industries >5000 tonnes/annum, Manufacturing of electrical line materials and industrial engineering works, Engineering: Other industrial machinery, Engineering industries with heat treatment, annealing, quenching, blackening, spray painting etc. (Leaf springs)	3(a) Category B for all other non –toxic secondary metallurgical processing industries > 5000 tonnes/year
		3	General Engineering & Fabrication	Manufacturing of steel doors, window frames, furniture, grill gates, steel bench, hooks etc. with painting	NA
				Manufacturing of steel doors, window frames, furniture, grill gates, steel bench, hooks etc. without painting operations	NA
				Industrial fabrication and Automobile body building (dry process without heat treatment / metal surface finishing operations / painting)	NA
		4	Apparel & Textile Industry	Garment stitching/ Stitching of shoe uppers / Cotton knitting including Socks, Shoe lace / Readymade leather garments	NA
		5	Warehousing & Logistics / Storage units	Storage of raw materials and goods	NA
				Facility of handling, storage and transportation of food grains / product in bulk	NA
		6	Others	Vegetable oil manufacturing edible oil with effluent quantity less than 100 KLD	NA
				Rice mill (Rice hullers & polishing)	NA
				Hot mix plants	NA
				Corrugated boxes & Wooden boxes	NA
				Tyres and tube re-treading (without boilers)	NA
				Mineral water plant (packaged drinking water)	NA
				Printing press &/or Screen Printing	NA
				Bio briquettes	NA
				All other Green category industries categorization as per CPCB /SPCB	NA

	All other White category industries categorization as per CPCB /SPCB	NA
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(xviii) **Terrain and topographical features:** The proposed site is situated in mostly plain terrain with altitude ranging from 580 m to 650 m above mean sea level (MSL). The study area (10 km radius) around the proposed project site fall under Survey of India Toposheet No E43V10, E43V14, E43V11 and E43V15 (1:50000 scale). Major portion of the proposed land for industrial area is non-fertile barren, rocky land with small herbs and shrubs which is mostly undeveloped. Land is in possession of KIADB.

(xix) **Details of water bodies, impact on drainage, if any:** Details of water bodies downstream of proposed project site is given below:

Name	Distance (km)	Direction	Area (Ha)
Ronihal Lake	0.5	SW	34
Malghan Lake	1	E	26
Dudihal Lake	5	SW	72
Almatti reservoir is about 11 km (S)			

Other water bodies near site are Mulawada Lake 0.5 km (NW); Karajol Lake 1.5 km (W). Canals and seasonal natural nalas/ drains passing through site will not be diverted. Storm water drainage system will be developed to handle rainwater runoff. Necessary buffers and green belt will be provided all along canals and nala within project site.

(xx) **Water requirements, sources (during construction and operation phases) and NOC:** Total water requirement of proposed IA is around 13 MLD. Water for proposed project during construction and operation phases will be sourced from Almatti reservoir (back water near Kolhar village). Water allocation certificate for the project from Government/ authorities shall be produced during EIA report submission.

(xxi) **Groundwater extraction/usage and NOC/Clearance from CGWA/State Ground Water Department:** No ground water extraction is envisaged during construction and operation phases of the proposed project.

(xxii) **Whether the project is in Critically Polluted area:** The proposed project area is not in critically polluted area.

(xxiii) **Tree cutting, types, numbers, girth size etc.:** Tree cutting is not envisaged but a detailed analysis will be carried out during baseline studies to quantify tree cutting, type, number, girth size etc.

(xxiv) **Whether the project involves diversion of forest land: If yes, provide the extent of the forest land involved and status of the forest clearance.:** No. Proposed project site does not involve forest land.

	<p>(xxv) <b>Whether the project is located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.: If yes, provide details of the PA, distance from project site and status of clearance from National Board for wild life.:</b> Proposed project is not located within 10 km of protected area (PA).</p> <p>(xxvi) <b>Whether the project is located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&amp;CC: If yes, provide the status of recommendation of the Monitoring Committee of ESZ/ESA.:</b> Proposed project is not located within ESZ or ESA notified by MoEF&amp;CC.</p> <p>(xxvii) <b>Whether project site is in CRZ area if yes furnish the CRZ map:</b> Proposed project site is not in CRZ area.</p> <p>(xxviii) <b>CETP: Provide details type and quantity of effluent, effluent conveyance system from the member units to CETP with CETP's Capacity.:</b> Wastewater generated from individual industries will be partially treated by respective industries to CETP inlet standards. Partially treated wastewater is sent to CETP for further treatment. About 3.8 MLD of industrial wastewater is generated. During initial stages (partial occupational stage of industries), waste water conveyance will be met through tankers. During full occupation / operational stage of industries, the waste water conveyance will be met through pipe network. Waste water conveyance lines (industrial effluent and sewage water) within proposed project site shall be designed in accordance with the CPWD specifications. CETP with a capacity of 4.5 MLD shall be installed in phased incremental manner to meet treatment needs of wastewater generated from industries. CETP shall consist of primary, secondary and tertiary treatment. Schematic flow diagram of CETP with various stages /components shall be proved with EIA report.</p> <p>(xxix) <b>STP: Provide details of treatment and usage of treated sewage with STP's capacity.</b> About 1.9 MLD Sewage is generated from industrial portable use, residential and commercial &amp; establishments within IA. Sewage shall be sent to Common Sewage Treatment Plant (CSTP) of capacity 2.5 MLD (installed in incremental manner) for treatment. Schematic flow diagram of CSTP with various stages /components shall be proved with EIA report. Treated water shall be reused for Green belt/ floor wash/flushing/dust suppression etc. to meet Zero liquid discharge system.</p> <p>(xxx) <b>R&amp;R issues involved, if any:</b> KIADB is in possession of land identified for proposed project. No R&amp;R issues are envisaged.</p> <p>(xxxi) <b>Employment potential, No. of people to be employed:</b> Project shall provide employment opportunity for about 800 people during construction phase and about 30,000 people during operation phase. Project shall provide employment opportunity for youth from nearby habitations.</p> <p>(xxxii) <b>Benefits of the project :</b> Proposed project shall provide impetus for growth in the area by bringing significant socio-economic and</p>
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	<p>environmental benefits like:</p> <ul style="list-style-type: none"> <li>• <b>Employment:</b> Creating employment opportunities and market linkages resulting in regional economic development.</li> <li>• <b>Connectivity:</b> Improvement in infrastructure linkages &amp; connectivity of the region to International airport, urban centres and other economic growth centres.</li> <li>• <b>Social development:</b> Integrated townships consisting of commercial, institutional establishments with requisite physical and social infrastructure facilities are definite means of social development expected from the project.</li> <li>• <b>Regional development:</b> Goods and products manufactured from industries would fill demand-supply gap and hence improve the domestic markets.</li> </ul> <p>(xxxiii) <b>Details of Court cases, if any:</b> There are no court cases or litigations pending against the proposed project.</p>
3.5.2	<p>In view of above mentioned observations of the EAC during 234<sup>th</sup> meeting held on 27<sup>th</sup> April, 2020, <b>recommended</b> the project for grant of <b>Terms of Reference (ToR)</b>, and for preparation of EIA/EMP report with public consultations subject to compliance of all conditions as notified in the standard ToR applicable for such projects and specific conditions, as mentioned below:</p> <ul style="list-style-type: none"> <li>(i) State Government notification regarding Establishment of proposed Mulwada Industrial Area.</li> <li>(ii) The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) prepared by IL&amp;FS as well as CPCB's Zoning Atlas Guidelines for siting industries.</li> <li>(iii) No water polluting/chemical industries should be planned in order to protect various water bodies (ponds for irrigation purpose) in the area. The proponent shall revise the layout and planning of the proposed Industrial Estate.</li> <li>(iv) Water balance chart be prepared and submitted along with EIA/EMP report.</li> <li>(v) Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.</li> <li>(vi) Detailed land use breakup of proposed Industrial area with green belt to be submitted.</li> <li>(vii) The project area has undulating terrain and it is important to have detailed hydrological study and its impact need to be carried out on the catchment and drainage system in core and buffer zones.</li> <li>(viii) Proponent shall not do any coal-based operation. Instead, possibilities to be explored for gas/electricity-based operations. Option to utilise solar power and wind energy should also be worked out.</li> <li>(ix) Proponent shall ensure that proposed site is least 500m away from existing Highways and thick green-belt is developed in between.</li> </ul>

	<p>(x) The activities and budget earmarked for Corporate Environmental Responsibility (CER) shall be as per ministry's O.M No 22-65/2017-IA.III dated 1<sup>st</sup> May, 2018 and the action plan on the activities proposed under CER shall be submitted at the time of appraisal of the project included in the EIA/EMP Report. The CER cost shall be calculated on slab basis.</p> <p>(xi) The PP shall not use groundwater without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall obtain necessary permission from Competent Authority to use surface water from Almatti reservoir.</p> <p>(xii) 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 25<sup>th</sup> October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.</p>
<b>3.6</b>	<p>Development of Industrial Estate Rai Sector-38 Phase-II and Sector 39 at Rai, District Sonapat, Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC) – <b>Terms of Reference</b></p> <p>[Proposal No. IA/HR/NCP/142015/2020] [F. No. 21-31/2020-IA.III]</p>
<b>3.6.1</b>	<p>The proposal was not considered by EAC, because PP has not submitted the required documents and presentation copy in advance to all EAC members and to the Ministry.</p>
<b>3.7</b>	<p>Any other item with the permission of Chair.</p>
<b>3.7.1</b>	<p>Development of Industrial (Pharma) Complex at Chittivalasa village, Srikakulam District, Andhra Pradesh by M/s Vijayasri Organics Ltd. – <b>Extension of validity of Environmental &amp; CRZ Clearance</b></p> <p>[Proposal No. IA/AP/NCP/112303/2019] [F. No. 21-42/2009-IA.III]</p> <p>The above mentioned proposal was considered and recommended by EAC in its 222<sup>nd</sup> meeting on 20<sup>th</sup> August, 2019, for extension for validity of Environmental Clearance for next three years w.e.f. 26<sup>th</sup> July, 2019 to 25<sup>th</sup> July, 2022, on same terms and conditions as specified in EC letter dated 26<sup>th</sup> July, 2012, in addition to specific conditions and subject to submission of certain documents as mentioned in the Minutes of above said 222<sup>nd</sup> EAC meeting.</p> <p>It has come to the knowledge of EAC that the proponent has not submitted the desired documents even after more than eight months.</p> <p>The EAC, therefore, reverted back its earlier recommendation and deferred the above said proposal until submission of requisite information by the Project proponent to the Ministry.</p>

**LIST OF PARTICIPANTS IN 234<sup>TH</sup> MEETING OF EAC (INFRA-1) HELD ON 27<sup>TH</sup>**  
**APRIL, 2020 THROUGH VIDEO CONFERENCING**

<b>Sl. No.</b>	<b>Name</b>	<b>Designation</b>	<b>Attendance</b>
1.	Dr. Deepak Arun Apte	Chairman	P
2.	Dr. V.K. Jain	Member	P
3.	Dr. M.V. Ramana Murthy	Member	P
4.	Shri Rajesh I Shah	Member	P
5.	Dr. N.K. Verma	Member	P
6.	Dr. Manoranjan Hota	Member	P
7.	Dr. Anil Kumar Singh	Member	P
8.	Shri Prabhakar Singh	Member	P
9.	Shri Narendra Surana	Member	P
10.	Dr. Mohan Singh Panwar	Member	A
11.	Dr. Anuradha Shukla	Member	P
12.	Shri R Debroy	Member	A
13.	Dr. D. Chakraborty	Member	P
14.	Smt. Bindu Manghat	Member	A
15.	Shri Raghu Kumar Kodali	Scientist 'F' & Member Secretary	P
16.	Dr. Ashish Kumar	Scientist 'D', MoEF&CC	P