

Minutes of the 314th meeting of Expert Appraisal Committee held on 18th November, 2022 through Video Conference 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 Complexes7(c); Ports, Harbors, Breakwaters, Dredging7(e) and National Highways 7(f).

The 314th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conference during 18th November, 2022 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 312th EAC Meeting held on 3rd - 4th November, 2022.

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 Greenfield Highway from KN/TS border near Nandinne village (Ch. 202+900) in the State of Telangana to outskirts of Kurnool (Ch. 280+400) in Andhra Pradesh under Bharatmala Pariyojana (Lot-5/Pkg-1) (Length 77.5 km) by M/s National Highways Authority of India – Environmental Clearance - reg.

Proposal No. IA/AP/NCP/271683/2021 and File No. 10/15/2021-IA.III.

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

3.1.1 The Project proponent along with the EIA consultant M/s Mantras Green Resources Limited, Nasik has made a presentation through Video Conferencing and provided the following information-

3.1.2 The proposed project is for development of Greenfield Highway from KN/TS border near Nandinne village (Ch. 202+900) in the State of Telangana to outskirts of Kurnool (Ch. 280+400) in Andhra Pradesh under Bharatmala Priyojana Lot-5/Pkg-1. The proposed project starts at Km 202+900 (16°12'14.73"N, 77°29'55.81"E) near KN/TS border in Telangana and

ends at Km 280+400 (15°45'19.21"N, 78° 1'32.37"E) near NH 44 on Outskirts of Kurnool of Andhra Pradesh State. Total length of the project is 77.500 Km, out of which 52.250 km in the district of Jogulamba Gadwal in Telangana and 25.250 km in Kurnool district of Andhra Pradesh.

3.1.3 The Terms of References (ToR) proposal was considered in 254th meeting on 11th February, 2021 and the ToR was granted by EAC vide letter no. 10/15/2021-IA.III, dated 04th March, 2021.

3.1.4 The proposed project falls under 7(f), Category-A, Highway as per EIA notification 2006. Total investment/cost of the project is Rs 3177 Crores.

3.1.5 The total land acquisition for the proposed highway is 483.76 ha out of which 446.610 ha is private land and 37.150 ha is Government land. The proposed RoW of the project is 60m. The project is 6 lanes highway with paved shoulders configuration.

3.1.6 The terrain and topographical features of the project area has greenfield alignment of KN/TS border to outskirts of Kurnool mostly follows 'plain' and 'rolling' terrain. The elevation varies from ~283 m to ~441 m above MSL at different locations. Average elevation of the project stretch is ~325 m AMSL.

3.1.7 Public Hearing was conducted in Kurnool, Andhra Pradesh, and Jogulamba, Telangana the details are as following:

S.no	Date	Location	Chaired by
1	11 th November, 2021	Sunayana auditorium in Kurnool Collectorate complex, Kurnool, Andhra Pradesh	District revenue officer
Issues raised during PH		Land compensation, Pollutions water related issue	
2	15 th September, 2021	Tahsildar office premises, Ieeja, Jogulamba Gadwal-District, Telangana	Additional District Collector
Issues raised during PH		Land compensation, Pollutions water related issue	

3.1.8 The Land use pattern on 10 km on either side of the proposed National Highway primarily comprises of agricultural land, barren land, water body, vegetation, built up area, village settlements and village ponds/nallah/water bodies. The agriculture practiced is mostly multicrop due to the network of canals/rivers and main crops grown in the area are agriculture fields observed were Paddy, Jowar, Bajra, Ragi, Bengal gram etc. The proposed highway lies generally in plain terrain. However certain length of highway lies in rolling terrain.

3.1.9 The proposed alignment does not pass through any National Parks, Wildlife Sanctuary, and Tiger Reserve or any other Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC within 10 Km radius of the project site.

3.1.10 There are 02 nos. of Rivers, 1 canal, falls along the alignment. The project impacted area shall be maintained through improvement of 189 numbers of structures (such as culverts,

minor bridges, major bridges etc.) will be constructed. The road will have 3 Major Bridges, 46 no's of Minor Bridges, 140 no's of culverts, 08 no's of Vehicular underpass, 62 no's of LVUPs, and 1 nos. ROB.

3.1.11 The peak water requirement is 6050560 KLD during construction stage and will be extracted from local surface water resources i.e. from local surface/ground water (which is easily available) after getting necessary permission from concerned authority by the appointed contractor. No Groundwater extraction is proposed.

3.1.12 Rainwater harvesting structures shall be provided at the interval of 500m interval on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 155 nos. of structures shall be constructed).

3.1.13 The proposed alignment does not pass through Wildlife Sanctuary/National Park and its eco sensitive zone within 10 km radius from the proposed project. The proposed project does not passes through any CRZ locations.

3.1.14 Tree cutting, types, number, girth size etc.: The alignment will involve cutting of approx. 4407 nos. of trees. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.1.15 Waste Management: Construction and demolition waste due to demolition of existing structures & construction activities shall be managed as per Construction and Demolition Waste Management Rules, 2016.

3.1.16 R&R Issues: Adequate compensation would be paid as per the measurement and prevailing state government norms. Further the compensation towards the acquisition of land will be made as per the provisions of the NH Act 1956 and applicable clauses and procedures as laid down in the RFCT LARR Act, 2013.

3.1.17 Benefits of the project: Project shall provide multi-fold benefits; Travel Time and Cost Savings, Faster access and better reach to the nearby major market for perishable products, Direct and indirect employment, easy movement of industrial traffic, tourism in the area will be benefitted from improved access and connectivity, improved road safety as a result of access-control expressway and reduced crossings. The proposal shows a potential of economic growth along the highway & including employment generation. Construction highway is expected to generate about 1050 employment of peoples.

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

3.1.19 The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 314th meeting during 18th November, 2022 and **recommended the proposal for grant of Environment Clearance** with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority,

compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).

- ii. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.
- iii. Green belt development (tree plantation) in lieu of the trees being felled in non forest land should be carried out by the State forest department as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- iv. The landscape planning should include plantation of native species. The species with heavy foliage, broad leaves and wide canopy cover are desirable. Water intensive and/or invasive species should not be used for landscaping.
- v. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.
- vi. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.
- vii. In all the construction sites within 150m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipments used in construction shall strictly conform to the CPCB/SPCB noise standards.
- viii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.
- ix. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.
- x. About 4407 nos. of trees are likely to be felled along the proposed alignment after obtaining permission from the competent authorities. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and

Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance).

- xi. As per the Ministry's Office Memorandum F.No.22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.
- xii. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death.
- xiii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.
- xiv. Rain water harvesting pit shall be at least 3-5 m above the highest ground water table.
- xv. All the recommendation of the EMP presented in the EIA report shall be complied with in letter and spirit.

Agenda No. 3.2

Construction of 4 lane Inner Ring Road Phase -1 in and around Prayagraj city starting from near village Adampur, Design Ch. 0+000 and ends near Khodaypur Kasgaon village, Design Ch.65+066 in Prayagraj and Kaushambi districts in the state of Uttar Pradesh (Total length: 65.066 km) by M/s National Highways Authority of India – Terms of Reference Proposal No. IA/UP/INFRA1/404236/2022 and File No. 10/43/2022-IA.III.

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

3.2.1. The project proponent along with the DPR consultant DPR Consultant: M/s. Artefact Projects Ltd. in association with M/s. Renaissance IOT LLP Nagpur has made a presentation through Video Conferencing and provided the following information.

3.2.2. The proposed project is for Construction of 4 lane Inner Ring Road Phase -1 in and around Prayagraj city starting from near village Adampur (25°33'51.09"N 81°45'12.09" E), Design Ch. 0+000 and ends near Khodaypur Kasgaon village (25°29'26.54"N, 82° 0'7.78"E), Design Ch.65+066 in Prayagraj and Kaushambi districts in the state of Uttar Pradesh. The total length of the project alignment is approx. 65.066 Km.

3.2.3. The proposed project falls under schedule 7(f), Highway, Category "A" of EIA Notification 2006. Total investment/cost of the project is about Rs. 7048 crores.

3.2.4. Land use/Land breakup of the proposed project site.

S.No.	Land use / Land cover	Area (ha)	Percentage %	Remarks if any
1.	Private land	368.69	88.20	Agriculture Land
2.	Government land	45.31	10.84	Agriculture/Barren/other Land
3.	Forest land	4	0.96	Protected Forest land
	Total	418	100	-

3.2.5. Forest Land: The proposed project will require diversion of 418 ha. of forest land out of which 4 ha. is reserve forest land. The forest proposal shall be prepared after consultation with concerned forest officer and necessary forest clearance shall be obtained.

3.2.6. ESZ/National Park/Sanctuary: The proposed alignment does not pass through any ESZ, National Parks, Wildlife Sanctuary, Tiger Reserve, Protected area or any other notified eco-sensitive areas within in 10 Km radius of the project locations.

3.2.7. Terrain and topographical features: Terrain of project road is mostly plain and with minor undulating in nature.

3.2.8. Water bodies: the proposed alignment is crossing Tributaries at 04 locations, 02 nos of Canals, 07 nos. of Nallahs and 03 no rivers along the alignment. There shall be no major impact on the drainage system as sufficient no. of structures such as culverts, minor bridges, major bridges etc. will be constructed.

3.2.9. Water requirements: The total water requirement during construction period is about 6000KLD Approx. Which will be extracted from suitable surface sources (river/canals) or ground water after obtaining necessary permissions from the competent authority.

3.2.10. Tree cutting: The proposed alignment requires cutting of approximately 1200 trees are likely to be affected due to proposed RoW of 60 m out of which approx. 200 nos. of trees fall in protected forest land and remaining 1000 falls in the private agriculture field. Minimum no of trees is to be felled for construction of four/six lane road. Detailed tree inventories will be provided in EIA after joint enumeration with the appropriate authority. Avenue plantation

shall be carried out as per IRC SP: 21:2009 on available ROW apart from statutory requirements.

3.2.11. Land acquisition and R&R issues: About 418 ha land and about 250nos of structures likely to be acquired as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.

3.2.12. Employment details: The total manpower requirement for the project is 950. During the construction of the project around 800 persons would be employed for a period of 2.5 years. During operation phase about 150 persons will be employed on permanent basis. Generally, locals are employed by the contractor.

3.2.13. Benefits of the project: The proposed project provide employment opportunities to locals, strengthen tourist development, ensure road safety, and provide better transportation facilities and other facilities such as way side amenities. Vehicle operating cost will also be reduced due to improved road quality. The compensatory plantation and road side plantation shall further improve the air quality of the region.

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

3.2.15. During *the deliberation, the EAC observed and noted the following:*

- i. The proposed alignment is crossing Tributaries at 04 locations and will bisect Tributaries and river bed areas. Pillars will be laid to cross the Island which will spoil the natural endowments and aquatic ecosystem of the Island as well as will have serious impact on its ecology. NHAI shall explore to plan elevated corridors where there is Tributaries crosses.*

3.2.16. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 314th meeting during 18th November, 2022 and **recommended** the proposal for grant of Term of reference with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects.

- i. The proposed alignment is crossing Tributaries at 04 locations and will bisect Tributaries and river bed areas. Pillars will be laid to cross the Island which will spoil the natural endowments and aquatic ecosystem of the Island as well as will have serious impact on its ecology and forest. NHAI shall explore to plan elevated corridors where there is Tributaries crosses.
- ii. The proponent shall carry out a detailed traffic flow 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. 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. Alignment also should be such that it will avoid cutting old and large and heritage trees if any. All such trees to be geotagged.

- iv. Trees with heronry (breeding ground for herons), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc should be identified by state forest department and provided with details as a separate table and chainage in EIA-EMP. In case of presence of such, alignment will be required to be changed to save such trees.
- v. A report from Wildlife Institute of India be sought in case of presence of any important riverine fauna as well as nesting areas of Indian Skimmer. Accordingly, mitigation plan should be developed.
- vi. 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 fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- vii. 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.
- viii. 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.
- ix. 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. 3.3

Development of 4 lane Ring Road for Jabalpur City starting from village Manegoaon, Design Ch. 19+100 and ends near village Barela, Design Ch. 108+542 in Jabalpur district in the state of Madhya Pradesh (Total Length 89.442 km) by M/s National Highways Authority of India – Amendment in Terms of Reference-reg.

Proposal No. IA/MP/NCP/293397/2022 and F. No 10/38/2022-IA.III.

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

misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.3.2. The project proponent along with the EIA consultant M/s. Aplinka Solutions & Technologies Private Limited, Noida has made a presentation through Video Conferencing.

3.3.3. The proposed proposal is for amendment in the ToR vide letter File No. 10/38/2022-IA.III dated 10th October, 2022 granted for Development of 4 lane Ring Road for Jabalpur City starting from village Manegoaon, Design Ch.19+100 and ends near village Barela, Design Ch.108+542 in Jabalpur district in the state of Madhya Pradesh (Total Length 89.442km) by M/s National Highways Authority of India.

3.3.4. ToR was recommended by the EAC in its 308th meeting on 15th -16th September 2022 and it was granted vide letter No. 10/38/2022-IA.III dated 10th October, 2022.

3.3.5. The proponent has requested for the following amendments in the ToR letter dated 10th October, 2022.

S.no	Approved ToR	Request for amendment
1	Development of 4 lane Ring Road for Jabalpur City starting from village Manegoaon, Design Ch.19+100 and ends near village Barela, Design Ch. 108+542 in Jabalpur district in the state of Madhya Pradesh (Total Length 89.442 km) by M/s National Highways Authority of India	Development of 4 lane Ring Road for Jabalpur City starting from village Manegoaon, Design Ch. 19+100 and ends near Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total Length 97.900 km) by M/s National Highways Authority of India
Point No. 3 sub Point (i)	The proposed project is a Greenfield alignment access control is for Development of 4 lane Ring Road for Jabalpur city starting from village Manegaon (23°5'18.13" N 79°54'36.40" E), Design Ch. 19+100 and ends near Barela village (23°5'9.83" N, 80° 4'36.58" E), Design Ch.108+542 in Jabalpur district in the state of Madhya Pradesh". The total length of the project alignment is approx. 89.442 km and proposed Right of Way is 60 m.	The proposed project is a Greenfield alignment access control is for Development of 4 lane Ring Road for Jabalpur city starting from village Manegaon (23°5'18.13" N 79°54'36.40" E), Design Ch. 19+100 and ends near Barela (23° 5'19.44"N, 80° 2'58.40"E), Design Ch.117+000 in Jabalpur district in the state of Madhya Pradesh". The total length of the project alignment is approx. 97.900 km and proposed Right of Way is 60 m.
Point No. 3 sub	Total investment/cost of the project is Rs. 3016.40Crores.	Total investment/cost of the project is Rs. 3602.66 Crores.

Point No.	S. No.	Land use/ Land cover	Area (ha)	Percentage %	Remarks	Land use/ Landcover	Area (ha)	Percentage %	Remarks if any
Point (ii)									
Point No. 3 sub Point (iii)	1.	Private land	448.587	78.40	1.	Agriculture Land	513.95	84.26	Agriculture Land
	2.	Government land	93.081	16.26	2.	Government / Barren/other Land	83.16	13.63	Agriculture Barren/other Land
	3.	Forest land	30.5736	5.34	3.	Reserved Forest land	12.89	2.11	Reserved Protected Forest
		Total	572.242	100		Total	610	100	
Point No. 3 sub Point (iv)		Forest land: The proposed project will require diversion of 30.5736 ha. of forest land out of which 23.3418 ha. is reserve forest land and remaining 7.2318 ha is protected forest land.				Forest land: The proposed project will require diversion of 12.89 ha. of forest land out of which 9.89 ha. is reserve forest land and remaining 3 ha is protected forest land.			
Point No. 3 sub Point (vii)		Water bodies: There are 01 nos. of pond, 13 nos of Canals, 09 nos. of Nallahs and 04 no rivers along the alignment. There shall be no major impact on the drainage system as 251 nos. of structures such as culverts, minor bridges, major bridges etc. will be constructed.				Water bodies: There are 12 nos of Canals, 07 nos. of Nallahs, 02 nos.of rivers and 01 tributary crossing on the alignment. There shall be no major impact on the drainage system as 234 nos. of structures such as culverts, minor bridges, major bridges etc. will be constructed.			
Point No. 3 sub Point (viii)		Water requirements: The total water requirement during construction period is about 8000KLD Approx.				Water requirements: The total water requirement during construction period is about 9000 KLD Approx.			
Point No. 3 sub Point (ix)		Tree cutting: The proposed alignment requires cutting of approximately 5000 nos. of trees in proposed RoW.				Tree cutting: The proposed alignment requires cutting of approximately 3000 nos. of trees in proposed RoW.			
Point No. 3 sub		Land acquisition and R&R issues: About 572.242 ha land and about 110 nos of structures likely to be acquired				Land acquisition and R&R issues: About 610 ha land and about 125 nos of structures likely to be acquired as per NH Act 1956;			

Point (x)	as per NH Act 1956; compensation will be given as per RFCT LARR Act, 2013.	compensation will be given as per RFCT LARR Act, 2013.
Point No. 3 sub Point (xi)	Employment details: The total manpower requirement for the project is 1200. During the construction of the project around 1000 persons would be employed through contractor temporarily for a period of 2.5 years. During operation phase about 200 persons will be employed on permanent basis. Generally, locals are employed by the contractor.	Employment details: The total manpower requirement for the project is 1400. During the construction of the project around 1200 persons would be employed through contractor temporarily for a period of 2 years. During operation phase about 200 persons will be employed on permanent basis. Generally, locals are employed by the contractor.
Point No. 5	The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Terms of Reference for the "Development of 4 lane Ring Road for Jabalpur City starting from Manegoaon, Design Ch.19+100 and ends near village Barea, Design Ch. 108+542 in Jabalpur district in the state of Madhya Pradesh (Total Length 89.442 km) by M/s National Highways Authority of India."	The Ministry of Environment, Forest and Climate Change has considered the proposal based on the recommendations of the Expert Appraisal Committee (Infrastructure, CRZ and other Miscellaneous projects) and hereby decided to grant Terms of Reference for the "Development of 4 lane Ring Road for Jabalpur city starting from Manegoaon, Design Ch.19+100 and ends near Barela, Design Ch. 117+000 in Jabalpur district in the state of Madhya Pradesh (Total Length 97.9 km) by M/s National Highways Authority of India."

3.3.6. Reason for the Amendment: "Long Proof range of Defence where the testing of barrels of weapons like Shaghan and Danush takes place having firing range up to 39 km is falling on the earlier approved alignment".

3.3.7. During the deliberation, the EAC observed and noted the following:

Earlier ToR was recommended with the following specific conditions; PP shall strictly adhere the following specific ToR even after amendment.

- i. The proposed alignment is passing through Narmada River and will bisect Narmada River near and river bed areas. Pillars will be laid to cross the Island. NHAI shall explore to plan elevated corridors between chainage of 36+600 and 37+000 to reduce breaking of patches of ravines and gullies.

- ii. Alignment passing near Bhedaghat region be shifted minimum 1 km away from the same. Accordingly, final alignment to be provided.
- 3.3.8. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 310th meeting on 11th October, 2022 and **recommended** the proposal for grant of Amendment in Terms of Reference as mentioned in the table above with the same terms and conditions mentioned in the ToR letter No. 10/38/2022-IA.III dated 10th October, 2022.
- i. The proposed alignment is passing through Narmada River and will bisect Narmada River near and river bed areas. Pillars will be laid to cross the Island. NHAI shall explore to plan elevated corridors between chainage of 36+600 and 37+000 to reduce breaking of patches of ravines and gullies.
 - ii. Alignment passing near Bhedaghat region be shifted minimum 1 km away from the same. Accordingly, final alignment be provided.

Agenda No. 3.4

Development of Greenfield Non-major Port at Machilipatnam, Krishna District, Andhra Pradesh by M/s Andhra Pradesh Maritime Board – Environmental and CRZ Clearance Proposal No. IA/AP/INFRA1/405711/2022 and File No. 10-62/2020-IA.III.

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

3.5.2. The project proponent along with the EIA consultant M/s SV Enviro Labs & Consultants has made a presentation through Video Conferencing and provided the following information-

3.5.3. The proposed project is for Development of Green- Field Non- Major Port at Machilipatnam, Krishna District, Andhra Pradesh with the capacity of 115.97 MMTPA with 16 number of Berths in an area of 2935 acres (including 225 acres for road/ rail connectivity and 155 acres for dredging on land side). Initially under Phase -I , 35 MMTPA handling capacity is envisaged with four(4) number of berths and rest of 80.97 MMTPA handling capacity is envisaged with twelve(12) number of berths and corresponding infrastructure facilities will be carried out in subsequent phases". The total length of the sea front is 3.5 km. A continuous southern breakwater of 2075m length and a northern breakwater of 250m are proposed to establish a tranquil harbour basin. An Approach/Entrance channel of length about 12.6 km and width 200m and having a depth - 17.10m below CD is proposed. Turning basin of diameter 450m and depth -16.4m below CD is proposed. During the initial phase, the port will receive 80,000 DWT vessels.

3.5.4. The proposed project falls under 7(e), Category-A, Ports, Harbours as per EIA notification 2006. Total investment/cost of the project is Rs 1146400 Crore.

3.5.5. The ToR for the proposed project was issued by MoEF&CC *vide* letter No. 10-62/2020-IA-III dated 17th February, 2021.

3.5.6. The public hearing was conducted on 29.04.2022 at Zillaparishad Office Compound, Machilipatnam, Krishna District, Andhra Pradesh.

3.5.7. Terrain and Topography: The terrain of the project area is shallow in nature and as per the National Hydrographic Charts beach slope of the project area lies in between 1:800 to 1:1000. The Machilipatnam bay, which measures approximately 6 km along north-south and 0.9 km along east-west, is bordered by Manginapudi village on the north and on the south the beach is backed by low lying land which is prone to flooding and towards the eastern boundary the ground level varies from 0.8 m to 1.0 m, and towards the western boundary of the port location the ground levels are higher than 2.0 m, with respect to MSL. However, in the creek, the ground levels are in the range of 0.5 m to (-) 2.0 m.

3.5.8. Land use /Land cover of project site.

S.No.	Land use/Land cover	Area (ha)	%
1	Agricultural Land	76.8	6.47
2	Grazing land	235.93	19.9
3	Barren land	112.90	9.51
4	Waste Land	100.36	8.45
5	Surface Water Bodies	79.3	6.68
6	Marshy land	104.8	8.82
7	Settlements	1.21	0.1
8	Roads/Other infrastructure	4.85	0.41
9	Scrub	471.45	39.7
Total		1187.75	100

3.5.9. Water Bodies & impact on Drainage: Apart from creeks, no other water bodies like ponds, lakes, seasonal ponds are existing within the project site area.

3.5.10. Total Daily Water Requirement for All Facilities (in Phase 1) will be about 0.5 MLD whereas total water requirement for All Facilities (in Subsequent Phases) will be about 2.35 MLD, say 2.5 MLD. Water will be supplied through pipeline from Bandar Canal Tidal Lock (BCTL) and overhead water tanks proposed within port premises to supply the water internally. Permission for water supply obtained from Government of Andhra Pradesh vide G.O MS No: 49 Dt: 08.09.2022. the estimated water requirement for the port during the operation is as following:

1	Port personal and port	Unit	Phase-I	Subsequent Phases
	Requirement	lpd/person	150	150
	No. of persons	Nos	1056	3651

	Water Requirement per Day	litres	1,58,240	547650
2	Fire Water			
	Fire Water Storage Tank Proposed	Cum	250	1105
	Fire Water Reqd. per day considering utilization every 6 months i.e. 150 days	litres	1,667	7367
3	Ship supply			
	Average Requirement	Litres per ship	55,000	165,000
	No. of Ships per annum	Nos.	240	1707
	Water Requirement per annum (assume only 25% of ships take water)	litres	33,00,000	234,71,250
	Water Requirement per Day <i>assuming 350 days</i>	litres	9,429	67061
4	Land scaping			
	Requirement	litre/m ² /day	3	3
	Area for Landscaping	m ²	30,000	352500
	Water Requirement per Day	litres	90,000	1057500
5	Dust suppression			
	Coal Throughput	MTPA	8.82	23.46
	Water Requirement for Dust Sup. (@1%)	Cum/annum	88,200	234600
	Water Requirement per Day (assuming 350 days)	litres	2,52,000	670285
	Water requirement incremental per day	litres	5,09,383	2349862
	Say	MLD	0.51	2.35
	Total water requirement	MLD	0.51	2.5

3.5.11. Details of Rain Water Harvesting: Around 300 water harvesting pits shall be made to harvest the water around 7000 KL, the harvested water will be sent to the dump pond at designated area.

3.5.12. Tree cutting: About 1450 tree and around 25ha of Casurina plantation (1 yr old) owned by the occupier are likely to be removed after obtaining the permission from the AP Forest Department under WALTA Act 2002. Total Area of Green Belt 264 Acres i.e. one-third of the total project area during phase-1 and 704.55 Acres during subsequent phase's will be developed.

3.5.13. There is no National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) notified by the MoEF&CC within 10 km of proposed project site.

3.5.14. The proposed project attracts Coastal Regulation Zone (CRZ) clearance as per the CRZ Notification 2011. The proposed project falls under CRZ IB, CRZ III, CRZ IVA, and CRZ IVB according to the CRZ map. The CRZ map (HTL/LTL Demarcation) for this project is prepared by National Centre for Sustainable Coastal Management (NCSCM) Chennai. The following facilities fall under CRZ areas.

S.No	CRZ Classification	Area (Ha)	Facilities
1	CRZ-IB (Intertidal zone)	9.82	Master plan berths, South breakwater, Approach Channel, North Break water, Proposed Groynes
2	No Development Zone – CRZ III	81.41	Ware House, Other commodities, Master plan berths, Transit shed, Fertilizers, Coal stack yard, Edible oil, Granite, approach channel, Open park
3	200m to 500m from HTL- CRZ III	50.02	Ware house, Other commodities, Master plan berths, Approach channel, Phase –I Berths, Turning circle
4	CRZ-IVA (Sea LTL to 12 Nm)	183.4	South breakwater, Approach channel, North breakwater, proposed Groynes, south breakwater
5	CRZ –IVB (River or Creek)	3.32	Approach Channel
6	Outside CRZ	610.66	Administration block, car parking, container, customs building, Dump pond, ETP, Fire station, Gate complex, Guest house, High mast, Iron ore stack yard, main receiving substation, overhead tank, port operation building, STP, Substation -2 & 3, Truck parking, UG tank and pump house, UG tank of dump pond, Water storage reservoir, workshop, Security cum reception building, sub station -1 & food grains.

3.5.15. Maharashtra CZMA has recommended the proposal vide letter No. 421/CRZ/Port/2022-563 dated 01.11.2022.

3.5.16. The quantity of cargo to be handled is 35 MMTPA handling capacity is envisaged with four (4) berths in Phase-I. 80.97 MMTPA handling capacity is envisaged with twelve

(12) numbers of berths and corresponding infrastructure facilities will be carried out in subsequent phases. The total length of the sea front is 3.5 km. A continuous southern breakwater of 2075m length and a northern breakwater of 250m are proposed to establish a tranquil harbour basin. An Approach/Entrance channel of length about 12.6 km and width 200m and having a depth - 17.10m below CD is proposed. Turning basin of diameter 450m and depth -16.4m below CD is proposed. During the initial phase, the port will receive 80,000 DWT vessels.

3.5.17. The quantity of cargo to be handled is 35 MMTPA in phase I and 80.97 MMTPA in subsequent phases through 16 berths. A conveyor system covered with steel sheeting and water-sprinkling system is used as dust controlling measure. The oil spill contingent management plan is adopted. The dredging and disposal of dredging details is as follows.

Phase	Total volume	
	Capital dredging ($\times 10^6 \text{ m}^3$)	Maintenance dredging ($\times 10^6 \text{ m}^3$ per year)
Phase -I	46.606	6.0
Subsequent phases	11.297	6.0

3.5.18. The dredged material will be used for reclamation of port area during construction of port. The quantity of dredged material used for reclamation is given in the table below.

Phase	Volume ($\times 10^6 \text{ m}^3$)	Total volume ($\times 10^6 \text{ m}^3$)
Phase -I	5.90	11.90
Subsequent phases	6.0	

3.5.19. Part of the remaining dredged material if found suitable will be used for raising the backup areas. Rest unsuitable dredged material will be disposed offshore at the designated location as identified by APMB.

3.5.20. Waste Management: The estimated solid waste generation will be 400kg/day and Source segregation of waste and storage at site using waste bins will be done. Treatment of solid waste of proposed port will be handover to the Panchayat Raj Department, GoAP. Around 1500LPA used oil will be generated from the port and it will be stored in HDPE drums in isolated place, Discarded containers/barrels 1000 no/Annum will be generated which will be kept at isolated place under covered shed and Cargo waste (4 ships per day) will be 20Kg/day. All the waste shall be treated as per the Hazardous Waste Management Rules, 2016.

3.5.21. **CETP:** CETP is not proposed ETP - 10 KLD is proposed for Phase- I and additional 10 KLD in Subsequent Phases. The recycled water from ETP will be used for landscape and Gardening. The treated water in STP and ETP will be used for non-potable purposes such as flushing, washing, greenbelt development/ plantation. No wastewater shall be discharged either into the ground or to any water bodies, thereby adopting Zero Liquid Discharge (ZLD). STP details: For initial phase, a STP of capacity 45 KLD is proposed for treating sewage (40

KLD for treating sewage generated from Admin. Block and operations building and 5 KLD for treating sewage generated from workshop.) Similarly for Subsequent phases STP of capacity 110 KLD is proposed for treating sewage (150 KLD for treating sewage generated from Admin. Block and operations building and 5 KLD for treating sewage generated from workshop in Master Plan.).No wastewater shall be discharged either into the ground or to any water bodies, thereby adopting Zero Liquid Discharge (ZLD).

3.5.22. Land acquisition and R&R issues involved: No R&R is involved.

3.5.23. Benefit of the Project: As per the Feasibility Assessment, the project is found to be improve the sea transport facilities, Revenue Generation and Employment opportunities, improvement in physical infrastructure like project infrastructure and ancillary industries, improvement in social infrastructure like roads, railways, townships, housing, water supply, electrical power, drainage, educational institutions, hospitals, improved environmental conditions etc. The proposed project is estimated to generate 6550 peoples get Direct and indirect Employment.

3.5.24. Details of Court cases: There are three court cases the details are as following:

- i. W.P No 12980 of 2019 filed by earlier Concessionaire M/s Navayuga Machilipatnam Port Ltd against the Government/APMB was dismissed by Hon'ble High Court of A.P on 25.08.22.
- ii. W.A No 672/2022 filed against the Judgement dated 25.08.22 in the Hon'ble High Court of A.P. Listed for Final hearing on 12.12.2022.
- iii. I.A for Staying the Judgement in W.P No 12980 of 2019 was dismissed by Hon'ble High Court of A.P on 29.09.22.

3.5.25. During *the* deliberation, *the* EAC *observed and noted the following:*

- i. The proposed project site is cyclone porn area and the Machilipatnam bay, south side of the beach is backed by low lying land which is prone to flooding which is sensitive nature, thus, a subcommittee will make a site visit before considering the proposal for further.

3.5.26. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 314th meeting during 18th November, 2022 and **deferred** the proposal for want of following documents/ information:

- i. A detailed map of proposed reclamation area with the proposed landuse of the reclamation land should be submitted.
- i. The proposed project site is cyclone porn area and the Machilipatnam bay, south side of the beach is backed by low lying land which is prone to flooding which is sensitive nature, thus, a subcommittee will make a site visit before considering the proposal for further consideration.
- ii. Coal and Cement other hazardous materials storage are proposed in the NDZ area which is not allowed as per the CRZ Notification, 2011 which shall be avoided and a revised layout shall be submitted.
- iii. Desalination plant is proposed outside the port area shall be removed from the current

- proposal and a revised layout shall be submitted.
- iv. Coal is proposed in open stack and proposed in the CRZ area which shall be avoided and coal stacks shall be kept under covered shed the stacks area shall be outside the CRZ area. Details on this aspect shall be submitted.
 - v. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scales, which is not available on the Parivesh.
 - vi. Submit superimposing of latest CZMP as per CRZ Notification (2011) on the CRZ map.
 - vii. Detailed modelling studies for Disaster Management covering the aspects of cyclone, floods can withstand severe cyclones and develop design in accordance to due safety measures.
 - viii. Details and status of court case pending against the project.
 - ix. The actual distance from the turtle nesting site and other wild life sanctuaries to the existing and proposed project site shall be submitted.
 - x. List of flora and fauna, endangered, endemic and RET Species existed in the core and buffer area of the project shall be submitted the list of species duly authenticated by the DFO, State forest/Wild life Department and based on such species present in the core and buffer zone of the project location, conservation plan for the all the Schedule-I species shall be submitted.
 - xi. Detailed layout for the Phase-I along with the KML file shall be submitted.
 - xii. Clear details infrastructure and port facility to be planned shall be demarcated in the lay out and need to submit.
 - xiii. A management plan for the area under which mangroves are or likely to be removed and compensatory mangrove plantation plan be submitted.
 - xiv. Erosion and accretion study at the mouth of the creek which is adjacent to the proposed site be carried out and submitted.
 - xv. Air quality modeling should be carried out for prediction of impact of the project on the air quality of the area. It should also take into account the impact due to coal stacks. The details of the model used and input parameters used for modelling should be provided. The air quality contours may be shown on a location map clearly indicating the location of the site, location of sensitive receptors, if any, and the habitation. The wind roses showing pre-dominant wind direction may also be indicated on the map.

Agenda No. 3.5

Development of Deep Green Field Captive Port at Suvali Village, Surat District, Gujarat by M/s Arcelor Mittal Nippon Steel India Limited–Terms of Reference

Proposal No. IA/GJ/INFRA1/402971/2022 and File No. 10/42/2022-IA.III.

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

misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.5.2. The project proponent along with the EIA consultant M/s Chola MS has made a presentation through Video Conferencing and provided the following information-

3.5.3. ArcelorMittal Nippon Steel India Limited has proposed to set up a Deep draught Captive Port development at Suvali for the AMNS Hazira Steel Plant to handling capacity of 65 MMTPA (Bulk/break Bulk Cargo & Finished Goods-60MMTPA + LNG-5MMTPA) with total 8no of berts(7nos Capesize Vessel(1,80,000 DWT)-B1,B2&B3, Supermax Vessel(55000 DWT)-B4,B5,B6,B7 and 1no LNG Berth in an area of 364 ha. Located at Suvali Village, Surat District, Gujarat.

3.5.4. The proposed project falls under 7 (e) - Ports, Harbours, Dredging, and Reclamation, of the schedule to the EIA Notification, 2006 and its subsequent amendments. Total cost of the project is Rs. 1394500Lakh.

3.5.5. The proposed project will develop over an area of 364ha out of which port is proposed to develop over an area of 300ha. About 185 ha of the port area will be dedicated for cargo storage of various types. The various cargos that are proposed to be handled are bulk cargo (Limestone, dolomite, and iron ore) and finished goods (flat products, slab, pipes and other steel products). The details are as follows:

S.no	Cargo Type	Proposed Area	Cargo to be Stored
1	Break Bulk	95ha	Limestone, Dolomite, Iron Ore, Scrap
2	Finished Goods and Secondary products	25ha	flat products, slab, pipes and other steel products.
3	LNG Storage and Regasification	65ha	LNG
Total		185ha	

3.5.6. Dimensions of the Bert are as following

S.no	Proposed Bert	Dimension	Operational Depth	Vessel Capacity
1	B1	350 m x 30	-19.2 m C.D	180000 DWT
2	B2	350 m x 30	-19.2 m C.D	180000 DWT
3	B3	350 m x 30	-19.2 m C.D	180000 DWT
4	B4	250 m x 70	-15.4 m C.D	55000 DWT
5	B5	250 m x 70	-15.4 m C.D	55000 DWT
6	B6	250 m x 70	-15.4 m C.D	55000 DWT
7	B7	250 m x 70	-15.4 m C.D	55000 DWT

8	LNG Berth	400 m x 30 m	-15.4 m C.D	145000 Cu.m
9	Tug Floatila Berth	270 m x 70	-15.4 m C.D	

3.5.7. Summary of Proposed Developments.

S.No	Description	Proposed	Remark
1	Development Area	364 ha	Area includes port area, desalination plant, space for electrolyser and utility corridor.
2	Port Area	300ha	Area including port, port based infrastructure, port based backup area
3	Cargo Capacity	65MMTP	Bulk/Break Bulk Cargo & Finished Goods -60 MMTPA LNG-5MMTPA
4	Cargo Storage Area	185ha	Break bulk: 95ha finished Goods:25ha
5	North Breakwater	2400m	Rubble Mound Breakwater
6	South Breakwater	2700m	Rubble Mound Breakwater
7	Jetty (Query Length)	2320m	-
8	Approach Trestle Width	100m	-
9	LNG Trestle	450m*30m	
10	Turning Circle (Diameter)	560m	
11	No of Bulk Cargo & Finished Goods Berth	7 Nos	Capesize Vessel(1,80,000 DWT)-B4,B5,B7
12	No.of LNG Berth	1No	---
	Capital Dredge Disposal	3M.cu.m	To be disposed at location identified and approved by GMB

13	Desalination Plant	300MLD	
14	Utility corridor	1.5Km	Conveyor, Road, Rail line, Waterline, LNG Line, Electric Cable and Other utilities.
15	Admin Building/Truck parking/Others	115ha	-
16	Greenbelt	28ha	-
17	Creek Rerouting	450m	-
18	Provision of training wall to ensure creek stability if required	-	-

3.5.8. Land use Land cover of the Project area.

Current Land Use	Area in Hectare	Remarks
Surface Water Body	104.7 Ha	Sea and Creek
Aquaculture Pond	58.8 Ha	-
Mangrove	12 Ha	-
Vegetation	36.5 Ha	-
Intertidal Area	152 Ha	
Total	364 Ha	-

3.5.9. The project area is mainly flat and fine sand dominated terrain and Creek that is present in the project site is proposed to be rerouted to ensure tidal fluctuation during all seasons. 450 m of creek rerouting is proposed as part of the development.

3.5.10. About 500 KL/day of water is required during construction phase and for Operation Phase about 2500 KL/day water will be required and water will be sourced from existing Steel Plant. Water requirement for Proposed 300 MLD Desalination plant: 750 MLD of sea water will be sourced from the sea. No Ground Water withdrawal envisaged.

3.5.11. There is no diversion of forest land. There is no National Parks, Sanctuaries and Tiger Reserves etc are around 10km from the proposed project site.

3.5.12. The proposed project does not involve any forest land. The proposal involves in CRZ area and required Gujarat Coastal Zone Management Authority (GCZMA), under the provision of CRZ Notification 2011.

3.5.13. STP of capacity 30 KLD will be proposed to treat the wastewater generated. Treated water will be utilized for Greenbelt development.

3.5.14. Dredging details, disposal and reclamation: About 30M.Cu.m of bed material would be dredged for creation of the navigation channel and jetty basin. Capital dredged material shall be used for 308 ha land reclamation.

Land acquisition and R&R issues: Maximum required land will be reclaimed part of this project. Govt. vacant land acquisition is under progress. The proposed project does not involve any R&R activities.

3.5.15. An approach channel of width 215m will be developed with an operational depth of – 15.6 m C.D. the dredging material will be utilized for reclamation to level raise the proposed port area. The existing topography levels of the proposed reclamation area is approximate 2 to 5 m above C.D. to achieve a desired elevation of 10 m above C.D., dredge sediment to the tune of 10Mm³ will be utilized based on the suitability. The proposed site is a Non-Eroding Coast. Detailed shoreline change assessment will be undertaken as part of the EIA study.

3.5.16. The project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves etc.

3.5.17. Tree cutting: Vegetation spread over an area of 48.5 Ha (Mangroves 12 Ha & 36.5 Ha of Prosopis-juliflora) will be removed as part of the proposed development.

3.5.18. Land acquisition and R&R issues: Maximum required land will be reclaimed part of this project. Govt. vacant land acquisition is under progress. No R&R and land acquisition is involved as part of this project development.

3.5.19. Benefits of the project: The proposed project will improve socio-economic condition of the people and reduce the marine traffic congestion in Tapi estuary, it will also reduce the dust emissions and fuel consumption from Road/other transport by maximizing cargo handling through sea route, and decreased fuel consumption will reduce Greenhouse gas emissions. Apart from this the proposed project will also uplift in the quality of lifestyle due to employment.

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

3.5.21. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 314th meeting during 18th November, 2022 and **deferred** the proposal for want for following information/clarification:

- i. Port notification for the proposed project area shall be submitted.
- ii. A layout map of the project boundaries superimposing CRZ boundaries, rivers and creeks, other ecologically sensitive areas (turtle nesting, migratory bird areas etc) etc may be prepared and submitted.
- iii. The proposed project is located to very close to the proposed Kalpasar project as well as existing Hazira port including its expansion plans area and the impacts on the creek and other ecologically sensitive areas (migratory bird areas) etc
- iv. Proposed project also aims to removing the vegetation spread over an area of 48.5 Ha

(of which Mangroves constitute 12 Ha & 36.5 Ha of *Prosopis-juliflora*). Detailed layout need to be submitted.

- v. A site visit by the sub-committee shall be conducted once the above information is submitted.

Agenda No. 3.6

Construction of 4-lane elevated road for implementation of wildlife friendly measures proposed on Kaziranga National Park (KNP) stretch of NH-37 (New NH-715) in the State of Assam by M/s Public Works Department (NH Division), Govt. of Assam, Nagaon – Terms of Reference.

Proposal No. IA/AS/INFRA1/405716/2022 and File No. 10/44/2022-IA.III.

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

PP could not present the proposal due to technical glitch; the Committee asked the Member Secretary that the proposal may kept in the upcoming agenda for further, consideration.

Annexure-A

Following members were present during the 314th EAC (Infra-1) meeting held on 18th November, 2022.

S. No.	Name	Designation	18th November, 2022
1.	Dr. Deepak Arun Apte	Chairman	Present
2.	Shri S. Jeyakrishnan	Member	Present
3.	Shri Manmohan Singh Negi	Member	Present
4.	Shri Sham Wagh	Member	Present
5.	Dr. Mukesh Khare	Member	Conveyed inability to attend
6.	Dr. Ashok Kumar Pachauri	Member	Absent
7.	Dr. V. K Jain	Member	Present
8.	Dr. Manoranjan Hota	Member	Present
9.	Representative of CPCB	Member	Absent
10.	Representative of CGWA	Member	Absent
11.	Dr. M. V Ramana Murthy	Member	Present
12.	Dr. Nirmalendu Kumar	Member	Absent
13.	Dr. Niraj Sharma	Member	Absent
14.	Shri Amardeep Raju	Scientist 'E' & MS - EAC (Infra-1)	Present