

**Minutes of the 293<sup>rd</sup> meeting of Expert Appraisal Committee held on 24<sup>th</sup> – 25<sup>th</sup> March, 2022 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, breakwaters, dredging 7(e) and National Highways 7(f)**

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The 293<sup>rd</sup> Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi during 24<sup>th</sup> – 25<sup>th</sup> March, 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 291<sup>st</sup> EAC meeting held on 10<sup>th</sup> March, 2022.

**AGENDA WISE CONSIDERATION OF PROPOSALS:**

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

**Agenda No.3.1**

**Integrated development of International Container Transhipment Terminal (ICTT)-14.2 Million TEU along with Greenfield International Airport (4000 Peak Hour Passengers-PHP), Township & Area development and 450 MVA Gas and Solar based power plant in 16610 ha. Great Nicobar Islands, Nicobar District by M/s Andaman and Nicobar Islands Integrated Development Corporation Ltd – Environmental Clearance**

**[Proposal No. IA/AN/NCP/260108/2021 and File No. 10/17/2021-IA.III]**

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

The EAC noted that the document submitted by the PP were received only 2 days before the EAC meeting and therefore members have sought some time to study the entire set of documents due to multiple components involved in the project. In view of this, the EAC **deferred** the proposal and informed to submit all relevant studies undertaken for preparation

of EIA-EMP.

### Agenda No. 3.2

**Ship breaking of “M.T. Basra Star” grounded at Bhati Mirya Head Bay, due to “Nisarga Cyclone” near the vicinity of Mirya Port Ratnagiri, Taluka & District Ratnagiri, Maharashtra by Shri Praveen Kumar Mishra representative of M/s Shat Al Arab Marine Services LLC, Sharjah, UAE –Terms of Reference  
[Proposal No. IA/MH/NCP/260269/2022 and File No. 10/15/2022-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. 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 aforementioned proposal was placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. Shri. Praveen Kumar Mishra, a representative of project proponent M/s Shat Al Arab Marine Services LLC along with the EIA consultant M/s Mahabal Enviro Engineers Pvt. Ltd., Thane West, Maharashtra made a presentation through Video Conferencing and provided the following information.

3.2.2. The proposed project is for Ship breaking of “M.T. Basra Star” grounded at Bhati Mirya Head Bay, due to “Nisarga Cyclone” near the vicinity of Mirya Port Ratnagiri, Taluka & District Ratnagiri, Maharashtra by Shri Praveen Kumar Mishra representative of M/s Shat Al Arab Marine Services LLC, Sharjah, UAE.

3.2.3. M. T. Basra Star is steel built welded construction vessel which was built in the year 1986. The vessel had arrived from U.A.E to Jaigad (Dist. Ratnagiri, MH) for cargo discharge. After the cargo discharge, the voyage of U.A.E started on 29.05.2020. Due to “Nisarga Cyclone” warning, the D. G. Shipping, India had permitted the vessel to stay at inner anchorage of Ratnagiri on dt. 03.06.2020, the “Nisarga Cyclone” hit the Ratnagiri coast and the vessel drifted with her anchor at Bhati Mirya Head Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra.

3.2.4. The “Nisarga Cyclone” hit the Ratnagiri coast and the M. T. Basara vessel drifted with her anchor and the vessel rested on the stone bund of Mirya Bunder. Due to drifting, the hull as well as inner bottom is badly damaged hence cannot be navigated or towed to a ship breaking yard. The vessel doesn't have sufficient buoyancy to afloat. The bottom way of engine room, pump room and steering compartment has damaged resulting flooding the compartments.

3.2.5. The present damaged vessel is affecting marine and coastal environment at Bhati Mirya Head Bay, Ratnagiri. The project has been designed to recycle M. T. BASRA STAR in the safest and environmentally sustainable manner; otherwise it is posing threat to the marine environment. There is a need of dismantling of wrecked/damaged ship to stop the further damage to the environment and coast of the Ratnagiri. For the conservation of coastal

environment, this one time activity of recycling of M. T. Basara need to be done.

3.2.6. The “MT Basra Star” is grounded/stranded at Latitude 17°0'42.09"N and Longitude 73°16'59.94"E, Bhati Mirya Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. The Geo-coordinates of project site is as following-

<b>North:</b> 17° 0'43.23"N and 73°16'59.76"E	<b>East:</b> 17° 0'42.03"N and 73°17'0.13"E
<b>South:</b> 17° 0'40.79"N and 73°17'0.02"E	<b>West:</b> 17° 0'42.07"N and 73°16'59.67"E

3.2.7. No alternative has been examined for dismantling of ship as the vessel doesn't have sufficient buoyancy to afloat and unfit for the salvage. The hull as well as inner bottom is badly damaged hence cannot be navigated or towed to any other ship breaking facility. Thus need to be broken on “As is where is basis”.

3.2.8. The proposed activity will be done only for a total period of three to four months, without any permanent establishment. The site will be reinstated once the activity is completed. Maharashtra Maritime Board (MMB) has given permission for cutting of vessel vide letter No. MMB/CEO/Traffic-3/MT Basra Star/2021/4634 dated. 15.11.2021 valid till 25.05.2022. Directorate General of Shipping, Mumbai (Ministry of Port, Shipping and Waterways) has approved our dismantling/salvage plan of wreck vessel vide letter F. No. 25-35012/3/2021-NT-DGS dated. 09.03.2022 valid till 25.05.2022.

3.2.9. Area (ha)/Length (km) of the proposed project: There is no permanent establishment; it is the one time activity of ship breaking of vessel “MT Basra Star”. Temporary land area required is 1,500 m<sup>2</sup> for working areas, scrap storage, LPG storage room (with Safety equipment), Temporary Hazardous Waste Storage/Intermediate Storage, Oil water tanks and fire water tanks, Sanitation, Restroom cum change room, Oxygen meter & Gas meter, Security Office etc. on the landward side.

<b>Details of the “MT Basara Star” vessel</b>		
S. No.	Length	75 m
1	Breadth	11.5 m
2	Depth	5.4 m
3	Year of built	1986
4	Dead weight	2,113 ton
5	Material	Steel
6	Type	Oil tanker

3.2.10. The site is accessible by 9 m wide Mirya road which is connected to National highway No. 166 (Ratnagiri - Solapur) at a distance of 3 km. The site is located about 1.5 km from Ratnagiri city and 8 km from Ratnagiri railway station. Nearest port is Mirkarwada (Ratnagiri) fishing harbour. The Ratnagiri Airstrip is at 4 km. Sindhudurg (Chipi) Airport and Kolhapur Airport is at 115 km and 110 km respectively.

3.2.11. The proposed project falls under 7(b) of Category ‘A’ (ship breaking yards including ship breaking units) of Schedule to the EIA Notification 2006. Total project cost is Rs. 60 Lakhs.

3.2.12. Land use/Landover of project site: There is no permanent change in the land use. The

project work involves recycling process of MT Basra Star vessel and the activity will be done within 3 to 4 months. The land use will be changed temporarily. Prior to start of works a video and photograph survey of the plot will be undertaken. This survey will form the baseline to which the area will be reinstated once operations are completed.

3.2.13. Landuse/Landcover around 10 km radius of project site: Landuse/Landcover around 10 km radius of project site is as follows:

S. No.	Landuse/ Landcover	Area (Ha)	Area (%)
1	Water body	17373	55.28
2	Vegetation	7448	23.70
3	Scrub	1966	6.26
4	Barren Land/Exposed Rock	3560	11.33
5	Agricultural land	1007	3.20
7	Settlements/Built up area	74	0.23

Based on the classified satellite imagery of the study area, the project area including its 10 km surroundings has good vegetation cover (around 23.70%) while water bodies too contribute substantially (around 55.28%) to the land cover.

The area under agriculture is quite less (3.2%). The area under settlements/ exposed rocks and barren land accounts for about 0.23% and 11.33% of the Study Area respectively.

3.2.14. The terrain of the project site is Coastal Rocky shore.

3.2.15. Water Bodies: The M. T. Basra vessel is stranded at Bhati Mirya Head Bay, near the vicinity of Mirya Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. The proposed activity will not impact on nearby water bodies or drainage pattern as no solid or liquid waste will be disposed in Arabian sea/Mirya Bay. Prior to ship breaking, provision of booms at shoreline will be done for positive seal against release, spread or leakage of any material and that will be taken out with the help of skimmers.

3.2.16. Water Requirement: Total water required during dismantling phase is 2 KLD and the same will be met by Grampanchayat supply. Two syntex tanks with 25 KL capacity each will be installed on the site as septic tank. Local septic tank waste collector vehicles operated by local Municipal body will take wastewater once in every 15 days. No ground water will be used for the project.

3.2.17. Tree cutting/Protected area/ESZ: Minor clearance of vegetation is needed to approach the ship grounded location. No forest land is involved in the project. Project site is not located within 10 km radius of any protected area, Eco sensitive zones, National Park, Wild life sanctuary and Tiger Reserves etc. There are no mangroves in the vicinity of the stranded ship i.e. at Mirya Bay. Nearest mangroves are at landward side of existing road and at a distance of 250 m.

3.2.18. CRZ area: the proposed project attracts provisions of CRZ notification 2011 as it is in CRZ I (ii) and CRZ III category.

3.2.19. Waste Management: Two syntex tanks with 25 KL capacity each will be installed on the site as septic tank. Local septic tank waste collector vehicles operated by local Municipal

body will take wastewater once in every 15 days.

3.2.20. Details of shore line change: There will be no change in shoreline as this is one time activity of ship breaking of “M. T. BASRA STAR” which is grounded at Bhati Mirya Head Bay, near the vicinity of Port of Ratnagiri, Tal. & Dist. Ratnagiri, Maharashtra. As per the National Shoreline change assessment report for Maharashtra state, Ratnagiri district, the shoreline at the Bhati Mirya Head Bay is stable and does not undergo changes.

3.2.21. Details of channel, breakwaters, dredging, disposal and reclamation: Channel, breakwaters, dredging and reclamation is not required for the project activity. The recycling activity of “M. T. BASRA STAR” vessel is proposed in the project and there will be

- Steel scrap: 70%
- Machinery: 20%
- Electrical Items: 5%
- Wood/plywood/furniture: 3%
- Others: 2%

Nearly, 100% of the ship will be recycled as ship dismantling removes many recyclable materials and that can be used in a ship’s construction. There will not be any disposal of materials in land or sea. While breaking the ship, boom will be placed around the ship to control the spillage/disposal.

3.2.22. Handling of each cargo, storage, transport along with spillage control, dust preventive measures: M. T. Basra Star is an oil tanker. The oil/fuel is not expected from vessel as the same has been removed as per DG shipping notice 356-J. Hazardous materials (i.e. Used Oil/Oily wastes and other hydrocarbon compounds (fuels, diesel and grease (if any), Asbestos (if any), Paint waste residues, PCBs, CFC, TBT, batteries, glass wool, Thermocol etc. will be collected, stored at designated space and handed over to the CHWTSDF or to the appropriate recycling facility. While breaking the ship, provision of booms at shoreline for positive seal against release, spread or leakage of any material from ship will be done and that will be taken out with the help of skimmers. Adequate measures will be taken while handling asbestos (if any). Asbestos and asbestos containing materials (ACM) will be removed before actual ship cutting starts. Dismantling of ACM will be carried out in special completely enclosed chambers equipped with special air filters. Pressure inside will be kept slightly below the atmospheric pressure. All the asbestos (if any) will be packed in leak proof and labelled containers and the same will be disposed to CHWTSDF. The oil spill contingency plan will be followed and implemented. All the recovered spill oil (if any), contaminated saw dust, sand, soil, used oil and slop oil will be packed in bags and given to CHWTSDF for disposal/or for authorized recyclers.

3.2.23. Land acquisition and R&R issues: No land acquisition and R&R is involved in the project.

3.2.24. Employment potential: The employment potential for dismantling of ship will be 50 Nos. Local transport system/vehicles will be hired.

3.2.25. Benefits of the project: The vessel is grounded at Mirya Bay location due to “Nisarga

Cyclone” and it is proposed to be demolished/recycled in the safest and most environmentally sustainable manner in order to prevent it from further damage to the environment and restoring it to the original status. The proposed ship breaking activity will create temporary economic opportunities for labourers of private sector investment. Nearly 100% of the ship will be recycled. In this perspective, ship breaking can be claimed to be a sound sustainable industrial activity. Nearly 70% of steel, machinery 20%, electrical items 5% and wood/plywood/furniture 3% will be recovered from the proposed activity. This will also reduce Carbon Footprints.

3.2.26. Details of Court Cases: No court cases are pending against the project.

3.2.27. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. Engine oil/lubricants should be completely removed from the ship.
- ii. Paints and other debris should not be deposited after dismantling the ship.
- iii. There should not be marine/surface soil contamination.
- iv. Details of the processes for each activity, generation of wastes, types quantity and methodology for collection, storage, treatment and disposal of wastes.
- v. MoU with authorized agency for disposal of hazardous wastes if any.
- vi. Details of the water source, waste generation, treatment system and disposal along with water balance.
- vii. Detailed baseline marine water quality vis-a-vis likely impact due to ship breaking and mitigation proposed.
- viii. Details of personal protective equipment (gas masks, dust masks, hand gloves, safety shoes, safety goggles, etc) for workers engaged for cutting, dismantling, isolation and segregation process.
- ix. Details of Environmental Management Plan and Environmental Monitoring Plan with parameters and costs.
- x. Details of Oil Spill Contingent Management Plan. Details of oil, hazardous materials, asbestos etc handling onshore or offshore.
- xi. Copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale along with the recommendation of the SCZMA.
- xii. The Public Hearing should be conducted for the project in accordance with provisions of Environmental Impact Assessment Notification, 2006 and the issues raised by the public should be addressed in the Environmental Management Plan along with budgetary provisions.
- xiii. The duration of shipbreaking should be indicated clearly.

### Agenda No. 3.3

**Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-I from Varanasi ring road Km 00.000 (near Barhuli village) to Km 73.800 (near Rampur village) in the state of Uttar Pradesh and Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3) (Total Length - 73.800 km) by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/UP/NCP/253149/2022 and File No. 10/10/2022-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. 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/validity Extension given, if any, will be revoked at the risk and cost of the project proponent.*

3.3.1 The aforementioned proposal was considered earlier in 289<sup>th</sup> EAC meeting during 17<sup>th</sup> - 18<sup>th</sup> February 2022 and the proposal was deferred for the want of certain documents/information.

3.3.2 At this instance, the proposal was further placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.3.3 There is no change in the alignment.

3.3.4 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. Road safety audit (along with accident/black spots analysis), by any third-party

- competent organization need to be carried out at all stages, namely, at detailed design stage, construction stage and pre-opening stage to ensure that the project road is constructed considering all the elements of road safety.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
  - vi. 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 should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
  - vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
  - viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
  - ix. 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.
  - x. 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.
  - xi. Passage for animal movement has to be detailed in the report
  - xii. 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.

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



**Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-II from Km 73.800 (near Rampur village) to Km 114.000 (near Tetarahar village) in the state of Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 40.200 km) by M/s National Highways Authority of India - Further consideration for Terms of Reference  
[Proposal No. IA/BR/NCP/253236/2022 and File No. 10/11/2022-IA.III]**

*“The EAC noted that the Project Proponent and the consultant submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. 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.”*

3.5.1. The aforementioned proposal was considered earlier in 289<sup>th</sup> EAC meeting during 17<sup>th</sup> - 18<sup>th</sup> February 2022 and the proposal was deferred for the want of certain documents/information.

3.5.2. At this instance, the proposal was further placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.5.3. There is no change in the alignment.

3.3.5 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out 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.

- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vi. 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 should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people’s dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry’s Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. 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.
- x. 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.
- xi. Passage for animal movement has to be detailed in the report
- xii. 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.

### **Agenda No. 3.5**

**Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-III from Km 114.000 (near Tetarahar village) to Km 184.400 (near Shahpur village, Bihar/Jharkhand Border) in the state Bihar under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 70.40 km) by M/s National**

## Highways Authority of India - Terms of Reference

[Proposal No. IA/BR/NCP/253270/2022 and File No. 10/12/2022-IA.III]

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3.5.1. The aforementioned proposal was considered earlier in 289<sup>th</sup> EAC meeting during 17<sup>th</sup> - 18<sup>th</sup> February 2022 and the proposal was deferred for the want of certain documents/information

3.5.2. At this instance, the proposal was further placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.5.3. There is no change in the alignment.

3.5.4. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out 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.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.

- vi. 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 should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people’s dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry’s Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. 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.
- x. 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.
- xi. Passage for animal movement has to be detailed in the report
- xii. 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.

### **Agenda No. 3.6**

**Development of 4/6 lane (green field) access control expressway from Varanasi to Kolkata Package-IV from Km 184.400 (near Shahpur village, Bihar/Jharkhand Border) to Km 375.600 (near Kamalpur village, Jharkhand/WB Border) in the state Jharkhand under Bharatmala Pariyojana Phase-II (lot-9 package-3)(Total Length - 191.200 km) by M/s National Highways Authority of India - Terms of Reference [Proposal No. IA/JH/NCP/253250/2022 and File No. 10/13/2022-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have submitted the application*

*and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. 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.”*

3.6.1. The aforementioned proposal was considered earlier in 289<sup>th</sup> EAC meeting during 17<sup>th</sup> - 18<sup>th</sup> February 2022 and the proposal was deferred for the want of certain documents/information

3.6.2. At this instance, the proposal was further placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.3.6 As per the direction by MoEF&CC, NHAI made a detailed presentation on the alignment with concerned RCCFs and DFOs and subsequently this was put up before PCCF & CWLW, Govt. of Jharkhand. Considering various suggestions/inputs and as per the suggestions of the concerned DFOs, NHAI has amended the alignment and proposed various elevated structures to cater for the safe passages of wildlife. Further refinement of alignment and structural provisions also incorporated in the proposed project. The revised alignment along with provisions towards structures and re-alignment with bare minimum forest land and also saving of forest patches is having a length of 620 km. as against the previous proposed length of 612 km.

3.6.3. During deliberation, EAC observed and noted the following-

- i. The location of the alignment from chainage 248.800 to 261.800 should be revised to make an over bridge.

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

3.6.5. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHAI will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.

- iv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization need to be carried out 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.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
- vi. 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 should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
- vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
- viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
- ix. 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.
- x. 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.
- xi. Passage for animal movement has to be detailed in the report
- xii. 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.

## Agenda No. 3.7

**Development of 4/6 lane (Greenfield) access control expressway from Varanasi to Kolkata (Package-5) from Km 375+600 (near Kamalpur village, Jharkhand/West Bengal Border) to Km 612.00, NH-16, near Uluberia, Howrah District, West Bengal under Bharatmala Pariyojana Phase-II (Lot-9 Package-3) (Total length – 236.400 km) by M/s National Highways Authority of India - Terms of Reference.**

**[Proposal No. IA/WB/NCP/253301/2022 and File No. 10/14/2022-IA.III]**

*“The EAC noted that the Project Proponent and the consultant have submitted the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. 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.”*

3.7.1 The aforementioned proposal was considered earlier in 289<sup>th</sup> EAC meeting during 17<sup>th</sup> - 18<sup>th</sup> February 2022 and the proposal was deferred for the want of certain documents/information.

3.7.2 At this instance, the proposal was further placed before the EAC during 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the DPR consultant M/s SA. Infrastructure Consultants Pvt. Ltd and EIA consultant M/s. P&M Solution has made a presentation through Video Conferencing and provided the following information-

3.7.3 There is no change in the alignment.

3.7.4 The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022 and recommended the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. NHA will design the alignment as per the suggestions of the concerned Forest Department of Govt. of Jharkhand with necessary structural provisions for safe passage of wildlife and re-alignment for saving of forest patch.
- ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current stretch under consideration.
- iii. 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.
- iv. Road safety audit (along with accident/black spots analysis) by any third-party

- competent organization need to be carried out 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.
- v. Provide compilation of road kill data on the wildlife on the existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.
  - vi. 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 should be geo-tagged, photographed and details be submitted in the EIA –EMP report.
  - vii. The proponent shall carry out a comprehensive socio-economic assessment and also impact on biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.
  - viii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30<sup>th</sup> September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfil these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.
  - ix. 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.
  - x. 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.
  - xi. Passage for animal movement has to be detailed in the report
  - xii. 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.

### **Agenda No. 3.8**

#### **Development of Zaheerabad National Investment and Manufacturing Zone (NIMZ) in**



**Sangareddy District of Telangana by M/s Telangana State Industrial Infrastructure Corporation Limited – Environmental Clearance**

**[Proposal No. IA/TG/NCP/71421/2017; File No. 21-237/2017-IA.III]**

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

3.8.1. The abovementioned proposal was earlier considered in the 258<sup>th</sup> and 278<sup>th</sup> meetings of Expert Appraisal Committee held during 17<sup>th</sup> -18<sup>th</sup> March, 2021 and 27<sup>th</sup> - 28<sup>th</sup> October, 2021, respectively. The proposal was deferred for the want of requisite information/documents.

3.8.2. At this instance, the proposal was further placed before the EAC in its 293<sup>rd</sup> meeting during 24<sup>th</sup> – 25<sup>th</sup> March 2022. The project proponent along with the EIA consultant M/s L&T Infrastructure Engineering Limited, Hyderabad has made a presentation through Video Conferencing.

3.8.3. Brief summary of specialized Studies carried out for the project as per the ToR: Green conservation plan studies were conducted to address the clarifications sought by EAC during the 258<sup>th</sup> meeting of the Expert Appraisal Committee held on 17-18 March 2021. Proponent Submitted Responses to 278<sup>th</sup> Meeting EAC Observations on March 13, 2022:

Information sought during 278 <sup>th</sup> Meeting EAC	Reply given by PP during 293 <sup>rd</sup> meeting during 24 <sup>th</sup> – 25 <sup>th</sup> March 2022
<p>i. The Proponent should submit a detailed report about direct and indirect type of employment opportunities during construction and operation phase including those are compatible with the existing skills of an agrarian community that is residing near the project area. Skill development programme should detailed out with other supplementary skills that may be necessary (No specific details submitted as per the earlier query)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised.</p> <p>Briefly, the PP has submitted that-</p> <p>i. About 2845 (direct) members can be absorbed / utilized in construction period/phase and others will be given skill development training in a suitable area for employing them during the operational phase.</p> <p>ii. Available Workers estimated by 2025 is 11508, out of which Agrarian community represent around 10442. From the total available Agrarian Work force ~7262 can get absorbed in Food Processing, Non Metallic Minerals, Metals, Transport Equipment sectors. Whereas remaining persons can be absorbed in others sectors.</p> <p>iii. In the coming years, the Employment opportunities would increase further,</p>

	<p>thereby providing sufficient opportunities for complete absorption of Agrarian Community.</p> <p>iv. Skill Development Program shall be carried out for Project Affected Families (PAFs) through Telangana Academy of Skill and Knowledge (TASK), MOU's &amp; Training arrangement with various Institutional agencies like NSDC, ASDC, etc. Government of Telangana is committed for providing Employment Opportunities to local people.</p>
<p>ii. An elaborate report on land acquired so far, pending land acquisition, R&amp;R details if any and the period for settlement has to be sorted according in line with the State Government Policy. (no specific information submitted)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised. It has been submitted that Land Alienation/ Acquisition Process shall be initiated as per provisions of Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement 2013. As on date, total 3,100.07-acre land has been acquired for Parcel 1.</p> <p>For Parcel II land notification has been published and Government of Telangana is expediting the Efforts for procuring the balance land.</p>
<p>iii. Proposed industrial estate would negatively impact on the life, livelihood and health of people staying in the few existing hamlets within the boundary of the proposed industrial area. PP need to address this issue and submit detailed plan regarding the same. If R&amp;R is involved, then PP has to submit evidence showing that local population at select sites are in agreement for voluntary relocation. (no specific information submitted)</p>	<p>The proponent has submitted detailed information/documents regarding the query raised.</p> <p>As per EAC Suggestion in 258th Meeting, TSIIC prepared an Option for Relocation of these settlements.</p> <p>Mitigation Measures during Construction Phase around these Hamlets will be implemented.</p> <p>Land allotment will be as per Zoning plan. Disaster Management with Onsite and Offsite Emergency will be implemented. Hamlets will be considered under CSR Initiatives (under SPV). R&amp;R shall be as per The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Telangana Amendment ) Act, 2016 (Act 21 of 2017)</p>
<p>iv. PP has to submit the details of land acquisition including (project affected families) how much land is acquired from the individuals/families. R&amp;R &amp; Livelihood of the affected families</p>	<p>The proponent has submitted detailed information/documents regarding the query raised. Mitigation measures to compensate impact livelihood has been provided in detail.</p>

should be clearly mentioned.	
v. Several complaints are received in relation to land acquisition, public hearing, R&R, bio-diversity and employment for the local population, however, no proper justification has been provided in the document submitted by the PP. A detailed reply to the queries raised shall be submitted.	The PP has submitted that Government of Telangana / TSIIC are committed to Implement the commitments made during Public Hearing.

3.8.4. Complaints received regarding the proposal: A number of complaints from more than 200 local peoples/farmers have been received against this proposal stating several issues that may directly affect their life/livelihood. The complaints were sent to PP for providing their response to the complaints with measures adopted to address the complaints. Sample of the complaints and response of PP is attached for Reference:

<b>S. No</b>	<b>Public representation</b>	<b>Response of TSIIC</b>
1	Land compensation	Land acquisition and Compensation for land and structure would be as per G.O. 123 issued by GoTS and Telangana State RFCCT LAR&R Act 2016 in line with RFCT LAR&R Central Act. 2013. Revenue department is carrying out land acquisition in transparent manner by duly following the prevailing rules and regulations of the state. Compensation for the lands would be decided by the District Collector and compensation accordingly
2	Employment Opportunities and imparting training to the villagers for employment	NIMZ is envisaged to generate direct and indirect employment of 2,66,000 Local people will be getting a large employment opportunity. TSIIC expressed that minimum one job per project affected family will be given due to loss of land (PAF). In case, more number of eligible personnel are there in the PAF, they too would be given preference for employment based on their skill set. Skill development centre such as ITI will be developed and necessary training will be imparted to meet the requirement of industries coming up in proposed NIMZ so that local people will be benefitted by the employment in the industries coming

		up in NIMZ.
3	Pollution such as air, water, soil and noise	Mitigation measures shall be adhered by TSIIC and upcoming member industries with reference to EIA-EMP report including the total green areas planned in the NIMZ (park level) of 1974.4 acres (15.6%). In addition, each industry will maintain 33% area of its area under green areas in their plot

During deliberation, EAC observed and noted the following-

- i. All red category project should be confined at one place/area.
- ii. All red category project should be at minimum 500-700 m away from the boundary of Hamlet.
- iii. Plantation/green belt should be developed at the boundary of the industrial project/area and hamlet/all nearby villages.
- iv. Two Hamlets i.e., Mungi Thanda and Chilepalle Thanda should be left out side from the project boundary located within Parcel I land.
- v. Acquisition of Agricultural/fertile lands should be avoided, since agriculture ensures a critical number of ecosystem services and is vital for food security and supports the Sustainable Development Goal. Agricultural land is lifeline for those poor people/farmers whose livelihoods are completely dependent of their land and crops they grow.

3.8.5. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 293<sup>rd</sup> meeting during 24th – 25th March 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. All red category projects should be confined at one place/area and a minimum distance of 500-700 m shall be maintained between the Industrial area and the boundary of Hamlet.
- ii. Plantation/green belt should be developed at the boundary of the industrial project/area and hamlet/all nearby villages.
- iii. Two Hamlets i.e., Mungi Thanda and Chilepalle Thanda should be left out side from the project boundary located within Parcel I land.
- iv. All the mitigation measures to reduce pollution as mentioned in EIA-EMP report shall be implemented in toto.
- v. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.

- vi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory 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 be implemented and become part of EMP.
- vii. The existing water bodies in the project area shall be conserved and used for effective water management. No ground water shall be used in any case.
- viii. Provision shall be made to recharge the ground water and construct rainwater harvesting structures for augmentation of ground water levels. Rain water harvesting for roof run-off and surface run-off, as plan submitted shall be implemented.
- ix. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall be kept at least 4 meters above the highest ground water table. Piezometer be installed adequately to monitor the ground water level.
- x. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance is maintained and the record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring report.
- xi. Grading within the project site shall be planned such that there shall be negligible impacts on the existing natural drainage system/pattern. An adequate drainage system shall be provided at the site with separate collection streams to segregate the storm run-off from roads, open areas, material storage areas, vehicle wash water and other wastewater streams. Suitable measures should be taken to prevent the washing away of construction materials into the drainage system.
- xii. The Industrial area shall maintain Zero Liquid Discharge and to achieve this waste water generated from various industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.
- xiii. The member units shall provide storage tanks and provide primary treatment as per the CETP norms before sending into the CETP for further treatment. Flow meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.

- xiv. Ambient noise levels shall be regularly monitored and conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase.
- xv. Continuous monitoring system be installed by all the member industries and adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.
- xvi. A comprehensive plan for disaster management and mitigation be developed taking in to account the products, processes and hazardous waste if any and its disposal. The plan should also include financial provisions for the same and integrate these within EIA/EMP.
- xvii. EMP- Budget allocation for developing adequate infrastructure for healthcare facilities and its operations for the employees and general public be made and implemented. Also adequate financial provisions be made for skill development for local population as provided for in the EIA-EMP
- xviii. Green belt should be developed all around the settlements and water bodies. Minimum 33% of total project area shall be maintained as green belt.

### **Agenda No. 3.9**

#### **Development of Industrial City over an area of 93.85 ha (231.9084 acres) at Shendra, MIDC, Aurangabad, Maharashtra by M/s Inspira Infra (Aurangabad) Ltd. - Terms of Reference**

##### **[Proposal No. IA/MH/NCP/259563/2022 and File No. 10/16/2022-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 PFR/DPR/Form-1/Annexure-III. 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.”*

3.9.1 The aforementioned proposal was placed before the EAC in its 293<sup>rd</sup> meeting during 24th – 25th March 2022. The project proponent along with the EIA consultant M/s Ardra Consulting Services Pvt. Ltd., Bhubaneswar, Odisha has made a presentation through Video Conferencing and provided the following information-

3.9.2 The proposed project is intended to develop and set up a world class INDUSTRIAL CITY on the possessed property of plot/land admeasuring about 93.85 Ha (231.8943 Acres) in five-star Industrial area, Shendra MIDC, Aurangabad, Maharashtra State. Geo-coordinates of project site are at Latitude 19.54° North & longitude 75.29° east.

3.9.3 The proposed project falls under 7(C), Industrial estates/ parks/ complexes/ areas, export processing Zones (EPZs), Special Economic Zones (SEZs), Category A. Total project

cost is Rs. 420.28 Crore.

3.9.4 Land use/Land cover of project site is as following-

<b>S. No.</b>	<b>Facility</b>	<b>Plot Area in Ha</b>
<b>1</b>	<b>Industrial Area-</b>	
a	Industrial Use	56.3
b	Utility-Common Infra	12.9
c	Open Green	8.7
	<b>SUB TOTAL</b>	<b>77.9</b>
<b>2</b>	<b>Residential Area-</b>	
a	Residential /Other Use	8.83
b	Utility-Common Infra	2.02
c	Open Green	1.36
	<b>SUB TOTAL</b>	<b>12.2</b>
<b>3</b>	<b>Commercial Area-</b>	
a	Commercial Use	2.68
b	Utility-Common Infra	0.61
c	Open Green	0.45
	<b>SUB TOTAL</b>	<b>3.75</b>
<b>TOTAL LAND AREA</b>		<b>93.85</b>

3.9.5 Land use/Land cover around 10 km radius of project site is as following –

<b>Land Use types</b>	<b>Area in Ha</b>
Airport	103.35
Crop Land	19243.20
Embankment	11.86
Industrial Area	1103.79
Industry	254.22
Institutional Area	23.08
Nh	42.05
Open Forest	165.98
Plantation	91.80
Quarry	9.26
Railway	69.61
Reservoir	1087.70
River	256.16
Road	703.68
Scrub Forest	5752.84
Scrub Land	5136.36
Settlement	957.23
Tank	250.62
Urban Area	1817.49
<b>Total</b>	<b>37080.29</b>

3.9.6 List to industries to be housed with the proposed project site:

Sl. No.	Industry Types
1	Metal forging
2	Food processing including boiling
3	Paint industry
4	Plastic processing and assembly
5	Cosmetic formulation
6	Pharmaceutical formulation
7	Food packaging
8	Manufacturing of detergents
9	Chemical formulation
10	Rubber industry
11	Engineering Industries
12	Manufacturing of silica gel
13	Jute processing without dyeing
14	Detergents and Soaps
15	Fermentation industry
16	Coated electrode manufacturing
17	Dairy and dairy products
18	Cattle feed processing
19	House hold chemicals

3.9.7 Details of water bodies, impact on drainage: Although there is no major river in the study area surrounding 10 km radius, the local drainage pattern is controlled by the topography of the area. Therefore, the drainage is dendritic in nature due to undulating topography and hilly terrain surrounding the project area. For local water usage, several small and medium scale dams are located to tap the rainwater and conserve it for usage.

Sangvi Reservoir – 12.75 km in NW	Ohar Reservoir – 15.03 km in NW
Sukna Reservoir – 7.90 km in S	Lahuki Reservoir – 5.0 km in E

3.9.8 Water requirements: The total water supply to Shendra Five Star INDUSTRIAL CITY is 15 MLD through the MIDC MBR (Master boosting reservoir) and ESR, located at the south-east corner adjacent to the site. Groundwater extraction/usage is proposed.

3.9.9 Tree cutting/Forest Diversion/PAs: is not involved. The project does not involve diversion of forest land. There are no Protected Areas, National Parks, Sanctuaries and Tiger Reserves within 15 km radius of the project area. There is no eco sensitive areas within 15 km radius of the project area.

3.9.10 Waste management: For all industrial effluents, after primary treatment at individual units shall be secondarily treated in the CETP (7 MLD approx.) and redistributed to the industries proportionately. Two (2) MLD sewerage water will be processed in two separate STPs each of 1 MLD capacity and the treated water shall be reused in greenbelt development, Flushing (After Bacterial & Pathogenic Treatment). The STP is based on the Soil Bio Technology system.



3.9.11 There is no land acquisition and R&R issues.

3.9.12 Employment potential: About 3 Lakhs people will be employed in the proposed project.

3.9.13 Benefits of the project: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition of the study area. Due to increase/enhancement of the forests and greenery, the project area will possess an enriched ecological profile with significant improvement in micro-climate. The development of planned residential and industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality. After implementation of the Project, a host and variety of industries will be established in the area. This will give rise to employment to the local people. The industrial development will also promote allied businesses and facilities in the area. This will result in considerable improvement in the economic condition of the study area.

3.9.14 Details of Court cases: No court case is pending against the proposal.

3.8.6. During deliberation, EAC observed and noted the following-

- i. Plantation/green belt area up to 33% should be developed.
- ii. Proper wind direction analysis should be carried out during EIA-EMP study.

3.8.7. The EAC, taking into account the submission made by the project proponent has a detailed deliberation in its 293<sup>rd</sup> meeting during 24th – 25th March 2022 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. 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&FS as well as CPCB's Zoning Atlas Guidelines for siting industries.
- ii. Water balance chart be prepared and submitted along with EIA/EMP report.
- iii. Proponent shall ensure the conservation and development of nearby water bodies in the surrounding areas.
- iv. Detailed land use breakup of proposed Industrial area with green belt to be submitted.
- v. 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.
- vi. 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.
- vii. Proponent shall establish captive treatment, storage, and disposal facility (TSDF) to ensure the effective Solid Waste Management.

- viii. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M) dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

#### **Agenda No. 3.10**

**Expansion of an operating notified SEZ, with an additional land of 45.86 acre, for Multi-Sectoral Chemical manufacturing facilities located at Plot 5, Vilayat GIDC Estate, Taluka Vagra, Dist Bharuch, Gujarat by M/s Jubilant Infrastructure Limited – Amendment in Environmental Clearance**

**[Proposal No. IA/GJ/NCP/260879/2022 and File No. 10/24/2021-IA.III]**

The project proponent/consultant could not attend the meeting due to technical glitch. The PP has informed the same *vide* letter dated 26.03.2022. The proposal was deferred and shall be considered in the upcoming meeting.

#### **Agenda No. 3.11**

**Integrated Manufacturing Cluster (IMC) at village Bir, District Hisar, Haryana under Amritsar Kolkata Industrial Corridor (AKIC) Project by M/s Civil Aviation Department, Government of Haryana – Terms of Reference**

**Proposal No. IA/HR/NCP/251434/2022 and File No. 10/4/2022-IA.III**

The project proponent/consultant not attended the meeting. The proposal was deferred and shall be considered as and when a request is made by the proponent.

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Following members were present during the 293<sup>rd</sup> EAC(Infra-1) meeting held on 24th – 25th March 2022.

S. No.	Name	Designation	Remarks	
			24 <sup>th</sup> March 2022	25 <sup>th</sup> March 2022
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Requested leave of absence	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. Sham Wagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Requested leave of absence	Requested leave of absence
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Requested leave of absence
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Prof. Santosh Kumar Hampannavar	Nominee from Thermal Power	Present	-
15.	Dr. Nandni N	Nominee from Thermal Power	Present	-
16.	Dr. H.C. Sharatchandra	Nominee from Infra-II	Present	-
17.	Shri V. Suresh	Nominee from Infra-II	Present	-
15.	Sh. Amardeep Raju	Scientist 'E' & MS, MoEF&CC	Present	Present
16.	Dr. Rajesh Prasad Rastogi	Scientist 'C', MoEF&CC	Present	Present

