

Minutes of the 34th Meeting of Expert Appraisal Committee (Infra-2) for Projects related to All Ship Breaking Yard including Ship Breaking Unit, Airport, Common Hazardous Waste Treatment, Storage and Disposal Facilities, Ports and Harbours, Aerial Ropeways, CETPs, Common Municipal Solid Waste Management Facility, Building/Construction Projects, Townships and Area Development Projects held on 24-26 September, 2018 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day 1: Monday, 24th September, 2018

34.1 Opening Remarks of the Chairman

At the outset, Chairman welcomed the members of the Expert Appraisal Committee (Infra-2). Thereafter, agenda items were taken up for discussion. The deliberations held and decisions taken are as under.

34.2 Confirmation of the Minutes of the 33rd Meeting of the EAC held on 9-10 August, 2018 at New Delhi.

The minutes of the 33rd Meeting of the EAC (Infra-2) held on 9-10 August, 2018 were confirmed. Following correction were made in the minutes of 25th meeting held on 29-30 November, 2017, 30th meeting held on 18-20 April, 2018, 32nd meeting held on 2-4 July, 2018 and 33rd meeting of the EAC held on 9-10 August, 2018.

Agenda item No./Date of meeting	Minuting	Correction/To be read as
25.3.17 of 25 th meeting held on 29-30 November, 2017 (IA/MH/NCP/64937/2017; F.No. 21-198/2017-IA-III)	Project Brief at para (iii) The project comprises of 158 Nos. of residential buildings with 12,380 Nos. of residential tenements, 5 school buildings, 64 no. of shops along with 5 club house and 1Yoga/Gym building.	Project Brief at para (iii) The project comprises of 157 Nos. of residential buildings [Building (35) +Row House (72), Twin Bungalows (42)+ Bungalows (8)] with 3617 Nos. of residential tenements, 5 school buildings, 101 no. of shops along with 5 club house and 1Yoga/Gym building.
30.4.13 of 30 th meeting held on 18 - 20 April, 2018 (IA/BR/MIS/61409/2016; F.No. 10-94/2016-IA-III)	Project brief point (iii) The total land required for the project is about 247.16 Acres which is non-agriculture land and is already under possession of JPNI Airport Patna. No forest land is involved. The entire land has been allotted by Government of Bihar. No river passes through the project area. It has been reported that no water body/ water body exist around the project and modification/diversion in the existing natural drainage pattern at any stage has not been proposed.	Project brief point (iii) The total land required for the project is about 25 Acres which is non-agriculture land and is already under possession of JPNI Airport Patna. No forest land is involved. The entire land has been allotted by Government of Bihar. No river passes through the project area. It has been reported that no water body/ water body exist around the project and modification/diversion in the existing natural drainage pattern at any stage has not been proposed.
30.5.14 of 30 th meeting held on 18 - 20 April, 2018 (IA/RJ/NCP/73673/2018; F.No. 21-17/2018-IA-III)	<i>Project brief point (ii)</i> The project is new. The total plot area is 11,335.85 sqm and total construction area of 24,974.68 sqm. The project will comprise of 7 Buildings. Total 476 flats shall be developed. Maximum height of the building is 14.95m.	<i>Project brief point (ii)</i> The project is new. The total plot area is 11,335.85 sqm and total built-up area of 24,974.68 sqm. The project will comprise of 7 Buildings. Total 476 flats shall be developed. Maximum height of the building is 14.95m.
	<i>Project brief point (iii)</i> During construction phase, total water requirement is expected to be 0.10 KLD which will be met by tanker water. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force.	<i>Project brief point (iii)</i> During construction phase, total water requirement is expected to be 15 to 20 KLD which will be met by tanker water. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force.
	<i>Project brief point (iv)</i> During operational phase, total water demand of the project is expected to be 323 KLD and the same will be met by the 107 KLD Recycled Water. Wastewater generated (257 KLD) will be treated in 1 STP of total 260 KLD capacity. 231 KLD of	<i>Project brief point (iv)</i> During operation phase, total water demand of the project is expected to be 217 KLD and the same will be met by UIT Bhiwadi supply/ground water and treated water. Freshwater requirement will be 146 KLD and 71 KLD of treated water will be used. Wastewater generated

	treated wastewater will be recycled (107 KLD for flushing, 2 KLD for gardening). About 122 KLD will be disposed in to municipal drain.	(179 KLD) will be treated in STP of capacity 200 KLD generating 143 KLD of treated waste water, which will be recycled (62 KLD for flushing and 9 KLD for horticulture). About 72 KLD will be disposed into municipal drain.
	<i>Project brief point (vi)</i> The total power requirement during construction phase is 50 KW and will be met from DG SETS and total power requirement during operation phase is 1052 KVA and will be met from energy supplied from Jaipur Vidyut Vitran Nigam (JVVN).	<i>Project brief point (vi)</i> The total power requirement during operation phase is 1052 KW and will be met from energy supplied from Jaipur Vidyut Vitran Nigam (JVVN).
	<i>Project brief point (vii)</i> Rooftop rainwater of buildings will be collected in 3 RWH tanks of total 24.77 KLD capacity for harvesting after filtration	<i>Project brief point (vii)</i> Rooftop rainwater of buildings will be collected in 3 RWH tanks of 24.77 KLD capacity each for harvesting after filtration.
	<i>Project brief point (viii)</i> Parking facility for 8 four wheelers and 856 two wheelers is proposed to be provided against the requirement of 7.91 cars and 851 two wheelers respectively (according to Affordable Housing norms).	<i>Project brief point (viii)</i> Parking facility for 8 four wheelers and 856 two wheelers is proposed to be provided against the requirement of 8 cars and 851 two wheelers respectively (according to Affordable Housing norms).
32.3.18 of 32 nd meeting held on 2-4 July, 2018 (IA/KL/NCP/75177/2018; F.No. 21-57/2018-IA-III)	Brief at para (iv) During operational phase, total daily water requirement is 317 KLD. Total domestic water demand of the project is expected to be 219 KLD (which includes fresh water requirement of 159 KLD) and the same will be met by the 158 KLD Recycled Water. Wastewater generated (175 KLD) uses will be treated in STP of total 158 KLD capacity. 210 KLD of treated wastewater will be recycled (158 KLD for flushing, 60 KLD for gardening). About Nil treated water will be disposed in to drain.	Brief at para (iv) During operational phase, total daily water requirement is 317 KLD. Total domestic water demand of the project is expected to be 219 KLD and the same will be met by Kerala Water Authority/Rain water (fresh water 159 KLD) and 60 KLD from recycled water. Wastewater generated (175 KLD) uses will be treated in the STP of total 210 KLD capacity. 158 KLD of treated wastewater will be recycled and re-used (60 KLD for flushing and 98 KLD for gardening). No treated water will be disposed in to municipal drain.
32.3.19 of 32 nd meeting held on 02 - 04 July, 2018 (IA/RJ/NCP/75258/2018; F.No. 21-58/2018-IA-III)	Project brief point (v) About 2.9 TPD solid wastes will be generated in the project. The biodegradable waste (1.3 TPD) and the non-biodegradable waste generated (1.5 TPD) will be handed over to authorized local vendor.	Project brief point (v) About 3.0 TPD solid wastes will be generated in the project. The biodegradable waste (1.4 TPD) and the non-biodegradable waste generated (1.6 TPD) will be handed over to authorized local vendor.
32.5.20 of 32 nd meeting held on 2 - 4 July, 2018 (IA/RJ/NCP/73673/2018; F.No. 21-17/2018-IA-III)	<i>Specific Condition point (vi)</i> Fresh water requirement from ground water shall not exceed 124 KLD with prior permission from CGWA.	<i>Specific Condition point (vi)</i> Total fresh water use from UIT Bhiwadi supply/ground water shall not exceed 146 KLD, with prior permission of UIT Bhiwadi supply authority and CGWA.
	<i>EAC noted point (iii)</i> The proposal was earlier considered in 30 th meeting held on 29-30 April, 2017 and 31 st meeting held on 29-30 May, 2018. The EAC asked the project proponent to submit more details.	<i>EAC noted point (iii)</i> The proposal was earlier considered in 30 th meeting held on 18 - 20 April, 2018 and 31 st meeting held on 29-30 May, 2018. The EAC asked the project proponent to submit more details.
33.3.6 of 33 rd meeting held on 9 - 10 August, 2018 (IA/BR/MIS/61409/2016; F.No. 10-94/2016-IA-III)	<i>Specific Condition point (xxviii)</i> Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.	<i>Specific Condition point (xxviii)</i> A detailed traffic impact assessment study and a traffic management and traffic decongestion plan shall be drawn up and submitted to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D. and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.

33.3.15 of 33 rd meeting held on 09 - 10 August (IA/RJ/NCP/75730/2018; F.No. 21-68/2018-IA-III)	<i>Project brief point (ii)</i> The project is new project. The total plot area is 5,476.95 sqm. FAR area is 24,895 sqm and total construction (built-up) area of 30,269.10 sqm. The project will comprise of 3 Buildings. Total 522 flats shall be developed. Maximum height of the building is 39.50 m (up to terrace level).	<i>Project brief point (ii)</i> The project is new project. The total plot area is 5,476.95 sqm. FAR area is 24,895 sqm and total construction (built-up) area of 30,269.10 sqm. The project will comprise of 1 residential block. Total 522 flats shall be developed. Maximum height of the building is 39.50 m (up to terrace level).
	<i>Specific Condition point (vi)</i> Fresh water requirement from PHED supply shall not exceed 162 KLD.	<i>Specific Condition point (vi)</i> Fresh water requirement from PHED supply shall not exceed 162 KLD, with prior permission of PHED.
33.3.10 of 33 rd meeting held on 09 - 10 August (IA/OR/MIS/67364/2017; F.No. 10-53/2017-IA-III)	<i>Specific Condition point (xiv)</i> As proposed, treatment of wastewater shall be done in 2 STPs of 30 KLD each at upper and lower terminal. Treated water will be used for flushing and gardening. In any case, no wastewater shall be discharged in open.	<i>Specific Condition point (xiv)</i> <i>Deleted</i>
	<i>Specific Condition point (xv)</i> Adequate parking shall be constructed at upper terminal and lower terminal. PP shall ensure smooth traffic management and minimum waiting time.	<i>Specific Condition point (xv)</i> <i>Deleted</i>
	<i>Specific Condition point (xvi)</i> Separate dedicated baggage trolleys shall be provided and passenger trolleys should not be allowed to carry heavy baggage (beyond hand baggage as defined for air travel).	<i>Specific Condition point (xvi)</i> <i>Deleted</i>
33.4.10 of 33 rd meeting held on 9-10 August, 2018 (IA/GJ/MIS/27560/2013; F. No. 11-4/2013-IA-III)	<i>Specific condition (vii)</i> No solid, semi solid cargos would be handled.	<i>Deleted</i>
	<i>Specific condition (xiii)</i> The fresh water requirement is estimated about 2.3 MLD up to Phase 1 A which can be sourced from Tokar River and through Authorized Local Water Suppliers. Rain water harvesting shall be followed as per local byelaw and harvested water shall be stored, treated and reused to reduce the additional water requirement since Chennai is a water deficient area, besides use of water efficient appliances.	<i>Specific condition (xiii)</i> The fresh water requirement is estimated about 2.3 MLD up to Phase 1 A which can be sourced from Tokar River and through Authorized Local Water Suppliers.

34.3 Consideration of Proposals

34.3.1	<p>Shivkhori Passenger Ropeway Project (Monocable Detachable Gondola System) at Shivkhori, Village Ransoo, Tehsil & District Reasi, Jammu & Kashmir by M/s J&K State Cable Car Corporation - Environmental Clearance</p> <p>(IA/JK/MIS/75983/2017; F.No. 10-13/2017-IA-III)</p> <p><i>The project proponent did not attend the meeting and as such, the proposal was deferred.</i></p>
34.3.2	<p>Integrated Common Hazardous Waste Treatment, Storage & Disposal Facility by Tamil Nadu Waste Management Limited, Unit-3 at Bargur, Krishnagiri District, Tamil Nadu by M/s Tamil Nadu Waste Management Limited - Environmental Clearance</p> <p>(IA/TN/MIS/73565/2018; F.No. 10-23/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Ramky Enviro Services Private Limited gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The proposed project will be established at Plot No. 141A, 142 & 143, SIPCOT Industrial</p>

Complex, Bargur, Pokkampatti (V), Pochampalli (T), Krishnagiri (D), Tamil Nadu.

- (ii) The project is proposed in an area of 25 acres. The facilities proposed for the treatment of Hazardous waste, Bio-medical waste, management of E-waste, recycling of used oil, spent solvent, paper, plastic, lead and Alternative fuel and raw material recovery. The proposed facilities along with size and quantity are given in Table.

S. No.	Description	Proposed Capacities
1.	Direct landfill	83.0 TPD
2.	Landfill after treatment	166.0 TPD
3.	Alternative Fuel & Raw Material facility	83.0 TPD
4.	Biomedical waste treatment facility	2.0 TPD
5.	Incinerator	500 Kg/hr
6.	E- waste recycling facility	16.0 TPD
7.	Paper recycling facility	2.0 TPD
8.	Plastic recycling facility	2.0 TPD
9.	Waste oil / used oil recovery facility	2.0 KLPD
10.	Spent solvent recovery facility	5.0 KLPD
11.	Used lead acid battery recycling facility	5.5 TPD

- (iii) As per the Land Acquisition, Rehabilitation and Resettlement Bill, 2011, the land area of 25 acres may not attract R&R plans as the LARR bill specifies that R&R is applicable for land acquisition of more than 100 acres of land in rural area.
- (iv) Green belt will cover 33% of the total area. Greenbelt of 10 m will be developed along the boundary, 1m along the road (two sides), open areas, other than active landfills.
- (v) The Total water requirement is 170 KLD in which 125 KLD shall be fresh water requirement and 45 KLD shall be used recycled/treated water. The fresh water supplied through pipelines/tankers from the SIPCOT/villages. Tamil Nadu Water supply and Drainage and board (TWAD) has allotted 7 MLD water for Bargur SIPCOT industrial complex which is 4 MLD from local source and 3 MLD from river Thenpernnaiyar.
- (vi) The effluents generation is expected to be around 50 KLD which will be treated in ETP and the treated waste water will be reused in the process. Sludge generated in the pond shall be disposed in the secured landfill as per landfill disposal regulations. 4 KLD of domestic sewage will be sent to septic followed by soak pit/ETP/Mobile STP. There will not be any wastewater discharge to any nearby water body and adopts the zero liquid discharge concept.
- (vii) Solid waste generated within the premises shall be disposed off in incinerator. Otherwise, waste shall be segregated and disposed off as per MSW Rules, 2016. The ash generated in the incinerator is considered as a hazardous solid waste. The incinerator ash will be collected in specified containers and stored in the pre-destinated totally enclosed storage yards lined with HDPE and disposed in the secured landfill. All the hazardous solid wastes generated are properly handled and treated and hence, there is no adverse impact of hazardous solid wastes on soil, air or water environment.
- (viii) The proposed project is located inside Bargur SIPCOT industrial complex, total power requirement is 1500 KVA and shall be supplied by SIPCOT through Tamil Nadu Electricity Board (TNEB) from nearby substation.
- (ix) Terms of Reference (ToR) was accorded by MoEF&CC vide letter F.No 10-23/2018-IA-III

dated 14.06.2018.

- (x) The project has been exempted from Public Hearing as per Para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006 for preparation of EIA/EMP report, being site is located in the notified industrial area.
- (xi) The baseline study was carried out during summer season from March 2018 - May 2018. The data is collected with respect to meteorological conditions, air pollution levels, noise levels, water quality, soil quality, land use and socio-economic conditions during the study period.
- (xii) As per the current status, there are no litigations/judicial issues pending against the proposed project.
- (xiii) The cost of the project is Rs. 80 Crores.
- (xiv) Budgetary provision of Rs. 9 Crores (capital cost) and Rs. 150 Lakhs (recurring cost) is allocated towards EMP for environmental protection and safety measures. Rs. 160 Lakhs (i.e. 2% of the project cost) shall be allotted for Corporate Environment Responsibility (CER) activities as specified under Ministry's office memorandum vide F.No 22-65/2017-IA.iii dated 1st May 2018.
- (xv) Employment potential: Employment generated during construction period is around 200 people, in operation period is around 100 (administrative -15, Skilled - 35, Unskilled - 50).
- (xvi) Benefits of the project: Facilitating better management of Solid wastes, Provides a one stop solution for the management of various types of wastes, Minimizes pollution load on environment with an additional benefit of green and clean surroundings, Possibility for recovery of materials thereby conserving the natural resources, Management of wastes is relatively easier and economically viable at a common facility, Most viable option in the absence or availability of expertise, Reduced environmental liability due to captive storage of hazardous waste in the premises of industries, Better occupational health and safety at individual industry level and Prevention of natural resource contamination.

The EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project 'Integrated Common Hazardous Waste Treatment, Storage & Disposal Facility by Tamil Nadu Waste Management Limited, Unit-3 at Bargur, Krishnagiri District, Tamil Nadu by M/s Tamil Nadu Waste Management Limited.
- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.
- (iii) Terms of Reference (ToR) was accorded by MoEF&CC vide letter F.No 10-23/2018-IA-III dated 14.06.2018.
- (iv) The project has been exempted from Public Hearing as per Para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006 for preparation of EIA/EMP report, being site is located in the notified industrial area.

The EAC deliberated upon the proposal and noted that the project has been given exemption from conducting public hearing as per para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006, being site is located in Notified Industrial Area. The EAC, on being satisfied with the submissions of the project proponent, recommended the project for grant of environmental

clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The Project proponent should ensure that the TSDF fulfils all the provisions of Hazardous and other Wastes (Management and Transboundary Movement) Rules, 2016.
- (iii) Ground water abstraction shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (iv) It shall be ensured that all the trees and other plantation are of the non edible varieties and do not in any way encourage the incorporation of toxic materials in the food chain.
- (v) The TSDF should only handle the waste generated from the member units.
- (vi) As proposed, air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO₂, NO_x and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.
- (vii) Analysis of Dioxins and Furans shall be done through CSIR – National Institute for Interdisciplinary Science and Technology (NIIST), Thiruvananthapuram or equivalent NABL Accredited laboratory.
- (viii) The project proponents shall adhere to all conditions as prescribed in the Protocol for 'Performance Evaluation and Monitoring of the Common Hazardous Waste Treatment, Storage and Disposal Facilities' published by the CPCB in May, 2010.
- (ix) Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator.
- (x) Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water quality in consultation with the State Pollution Control Board / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
- (xi) Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
- (xii) The depth of the land fill site shall be decided based on the ground water table at the site and may be such as permitted by the Pollution Control Board.
- (xiii) Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
- (xiv) The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
- (xv) On line real time continuous monitoring facilities shall be provided as per the CPCB or

	<p>State Board Directions.</p> <p>(xvi) No non hazardous wastes, as defined under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, shall be handled in the premises.</p> <p>(xvii) Gas generated in the Land fill should be properly collected, monitored and flared.</p> <p>(xviii) Project Proponent shall develop green belt with native plant species that are significant and used for the pollution abatement. At least 10 m thick greenbelt shall be developed in the periphery of hazardous waste facility.</p> <p>(xix) Project should ensure that the site is properly cordoned off from general movement and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorisation under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 to prevent unwanted access.</p> <p>(xx) Pre medical check-up to be carried out on workers at the time of employment and regular medical record to be maintained.</p> <p>(xxi) Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.</p> <p>(xxii) Rain water runoff from the landfill area and other hazardous waste management area shall be collected and treated in the effluent treatment plant.</p> <p>(xxiii) The Project proponent shall not store the Hazardous Wastes more than the quantity that has been permitted by the CPCB/SPCB.</p> <p>(xxiv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and as proposed, a fund of Rs. 1.6 Crore @ 2% of project Cost, shall be earmarked under Corporate Environment Responsibility (CER) for the activities mentioned in the EIA Report. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.3.3	<p>Expansion of Residential Group Housing Project of M/s Pioneer Urban Land & Infrastructure Ltd at Sector 62, Gurugram District, Haryana by M/s Pioneer Urban Land and Infrastructure Ltd - Environmental Clearance</p> <p>(IA/HR/MIS/78059/2017; F.No. 21-219/2017-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Environmental Engineers & Consultants Pvt. Ltd. gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project is located at 28°24'50.58"N to 28°24'37.76"N (Latitude) and 77°05'28.96"E to 77°05'10.66"E (Longitude).</p> <p>(ii) The project is Expansion of Existing Group Housing project.</p> <p>(iii) Earlier Clearance details: The existing Group Housing project has accorded with Environmental Clearance vide Order No. 21-1055/2007-IA.III dated 04.06.2018 for built-</p>

up area 2,97,320.95 sqm & plot area of 9.9605 ha. The project will start the construction work for the expansion area only after obtaining the Environmental Clearance from MoEF&CC.

- (iv) The total plot area is 9.9605 ha. FSI area is 1,72,585.8 sqm and total built-up area of 3,04,562 sqm. The project will comprise of Group Housing Project, Community Centre, Convenient shops, school with supporting infrastructure facilities shall be developed. Maximum height of the building is 116.95 m.
- (v) During construction phase, total water requirement is expected to be 34 KLD which will be met by treated water from STP for construction purposes and HUDA supply for domestic requirement of construction labourers. During the construction phase, mobile STP will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force.
- (vi) During operational phase, total domestic water demand of the project is expected to be 321 KLD with fresh water requirement of 198 KLD and use of 123 KLD of recycled water. Wastewater generated (217 KLD) will be treated in STP of total 261 KLD capacity. 195 KLD of treated wastewater will be recycled (73 KLD for flushing, 50 KLD for gardening & 72 KLD for makeup water req. for cooling towers. No untreated water will be disposed in to municipal drain.
- (vii) About 1,294 kg/day solid waste will be generated in the project. The biodegradable waste (863 kg/day) will be processed in bio-gas generation unit and the non-biodegradable waste generated (431 kg / day) will be handed over to authorized local vendor.
- (viii) The total power requirement during operation phase is 7,064.41 kW and will be met from Dakshin Haryana Bijli Vitran Nigam & DG Sets (standby) and total power requirement during construction phase is 0.5 MVA and will be met from Dakshin Haryana Bijli Vitran Nigam & DG Sets (standby).
- (ix) Rooftop rainwater of buildings will be collected in Rain Water Harvesting Pits with appropriate capacity for harvesting after filtration.
- (x) Parking facility for 1596 ECS is proposed to be provided against the requirement of 723 ECS respectively (according to local norms).
- (xi) Proposed energy saving measures would save about 22 % of power.
- (xii) No Eco Sensitive area is located within 10 km radius.
- (xiii) There is no court case pending against the project.
- (xiv) Investment / Cost of the project is Rs. 1,193 Crores.
- (xv) Employment potential about 400 jobs.
- (xvi) Benefits of the project: Better and economical residential services.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project Expansion of Residential Group Housing Project of M/s Pioneer Urban Land & Infrastructure Ltd. at Sector 62, Gurugram District, Haryana by M/s Pioneer Urban Land and Infrastructure Ltd.
- (ii) The project/activity is covered under category 'B' of item 8(b) 'Townships and Area Development projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However due to absence of

	<p>SEIAA/SEAC in Haryana, the proposal is appraised at Central Level.</p> <p>(iii) Previous Environment Clearance from MoEF vide Order No. 21-1055/2007- IA.III dated 04.06.2008 with built-up area of 2,97,320.95 sqm and plot area of 9.9605 ha.</p> <p>(iv) Terms of Reference (ToR) vide letter dated 12.07.2017 and File No. 21-219/2017- IA- III.</p> <p><i>The Committee discussed the project in detail and noted that this is an expansion project for which earlier Environment Clearance was granted by MoEF&CC vide letter F.No. 21-1055/2007- IA.III dated 04.06.2008. The EAC deliberated on the certified compliance report letter F. No. 4-536/2008-RO(NZ)/406-407 dated 21.09.2017 issued by the MoEF&CC's Regional Office (NZ), Chandigarh and noted that there are certain non compliances of the conditions of earlier environmental clearance. The Committee after deliberation on the proposal, sought following documents/certificates:</i></p> <ul style="list-style-type: none"> (i) Provide comparative project detail (area, building no., height, parking space et al.) along with environmental statement showing existing, proposed and total details of the project. (ii) Submit Action taken report submitted to Regional Office, MoEFCC, Chandigarh on non compliance of EC Conditions along with response of Regional Office on the submission. (iii) Submit revised water balance for the project along with the quantitative commitment of fresh water supply from HUDA. (iv) Submit details of solid waste generated and plan for management of solid waste. (v) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be obtained and submitted. (vi) The Air Quality Index shall be calculated for base level air quality. (vii) A detailed report on compliance to ECBC-2017 norms. (viii) Submit detailed traffic impact study duly endorsed by the concerned authority. (ix) Submit revised requirement of manpower during operation phase. (x) Details of tree cutting, if any and submit green belt development plan. (xi) Submit revised Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted. <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.3.4	<p>Integrated Common Hazardous Waste Treatment Storage & Disposal Facility at EPIP SIPCOT, Village Pappankuppam, Taluka Gummidipoondi, District Tiruvallur, Tamil Nadu by M/s Tamil Nadu Waste Management Limited - Environmental Clearance</p> <p>(IA/TN/MIS/74913/2018; F.No. 10-43/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Ramky Enviro Services Private Limited gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> (i) M/s Tamil Nadu Waste Management Limited (TNWML) proposes to establish a Common Hazardous Waste Treatment, Storage and Disposal Facility (CHWTSDF) at Plot No.1 to 33 and 124 to 150, Export Promotion Industrial Park (EPIP) SIPCOT Industrial Complex,

Gummidipoondi, Tamil Nadu which is operational since 2005.

- (ii) ToR for the project was granted by MoEFCC vide letter F.No 10-43/2018-1A-III dated 27.08.2017.
- (iii) Public hearing was exempted as per para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006.
- (iv) The existing facility consists of secured landfill & landfill after treatment (1,00,000 TPA) and incinerator (1 TPH). TNWML proposes to enhance its existing facilities secured landfill & landfill after treatment. The details of proposed treatment facilities with capacities are as follows-

S. No.	Name of Facility	Existing Capacity	Capacity after Expansion
1.	Secured Landfill (SLF)	1,00,000 TPA	3,00,000 TPA
2.	Landfill after treatment (LAT)		
3.	Alternative Fuel and Raw Material Facility (AFRF)	-	50,000 TPA
4.	Common Incineration for Hazardous Waste and Bio Medical Waste	1.0 TPH	1.5 TPH
5.	Bio Medical Waste Facility	-	5 TPD
6.	E- waste recycling facility	-	16 TPD
7.	Paper recycling facility	-	2 TPD
8.	Plastic recycling facility	-	2 TPD
9.	Waste oil / used oil recovery facility	-	2 KLPD
10.	Spent solvent recovery facility	-	5 KLPD

- (v) The project is proposed in an area of 66 acres, green belt will cover 33% of the total area.
- (vi) Total water requirement is 250 KLD in which fresh water is 186 KLD and treated water is 64 KLD. Required water will be supplied through SIPCOT bore well/tankers.
- (vii) The effluents generation is expected to be around 64 KLD which will be treated in ETP and the treated waste water will be reused in the process. Sludge generated in the pond shall be disposed in the secured landfill as per landfill disposal regulations. 18 KLD from domestic sewage will be disposed off to septic followed by soak pit. The effluent generated from floor washings, recycling activity, etc., will be collected in collection sump, sent to chemical treatment, treated water sent to Pressure sand filter and activated carbon filter then recycled to incinerator or circulated back to system. The wastewater generated from boiler and cooling tower is treated and used in scrubber/quencher. The domestic effluent generated will be treated in septic tank/mobile STP. There will not be any wastewater discharge to any nearby water body and adopts the zero liquid discharge concept.
- (viii) Solid waste generated within the premises shall be disposed off in incinerator. Otherwise, waste shall be segregated and disposed off as per MSW Rules, 2016.
- (ix) The cost of the project is Rs. 80 Crores.
- (x) Budgetary provision of Rs. 9 Crores (capital cost) and Rs. 150 Lakhs (recurring cost) is allocated towards EMP environmental protection and safety measures. The company shall earmark funds of Rs. 80 Lakhs for social development and welfare measures under CER activities in the surrounding villages towards development of education, healthcare

and infrastructure facilities. After that the company shall allot 2% of the annual profit towards CSR activities as mandated by Indian Companies Act.

- (xi) The skilled and unskilled manpower required for the proposed project will be around 400.
- (xii) The project will facilitate a one stop solution for management of all types of wastes at a common treatment facility. The wastes would be collected from the waste generators, treated as per their characteristics and finally disposed of, meeting MoEF&CC guidelines and standards.
- (xiii) The Adjacent Pond is not a revenue pond and there is no infringement. The pond will be adequately developed for rain water harvesting as per law and the permissions and guidelines of the CGWA.

The EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project 'Integrated Common Hazardous Waste Treatment Storage & Disposal Facility at EPIP SIPCOT, Village Pappankuppam, Taluka Gummidipoondi, District Tiruvallur, Tamil Nadu by M/s Tamil Nadu Waste Management Limited.
- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.
- (iii) ToR for the project was granted by MoEFCC vide letter F.No 10-43/2018-1A-III dated 27.08.2017.
- (iv) Public hearing was exempted as per para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006.

The EAC deliberated upon the proposal and noted that the project has been given exemption from conducting public hearing as per para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006, being site is located in Notified Industrial Area. The Committee notes that Common Hazardous Waste Treatment, Storage and Disposal Facility (CHWTSDF) at Plot No.1 to 33 and 124 to 150, Export Promotion Industrial Park (EPIP) SIPCOT Industrial Complex, Gummidipoondi, Tamil Nadu which is operational since 2005 and now proposes for expansion of the project. The Committee during deliberation noted that Consent to operate (CTO) for existing facility under Water (Prevention & Control of Pollution) Act, 1974 and under Air (Prevention & Control of Pollution) Act, 1981 has been renewed by Tamil Nadu State Pollution Control Board (TNSPCB) vide Consent order No. 180817833091 dated 02.03.2018 and Consent order No. 180827833091 dated 02.03.2018 respectively and valid up to 31st March, 2019.

The EAC, on being satisfied with the submissions of the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The Project proponent should ensure that the TSDF fulfils all the provisions of Hazardous

	and Other Wastes (Management and Transboundary Movement) Rules, 2016 and Bio Medical Waste Management Rules, 2016.
(iii)	CPCB guidelines and rules as prescribed under the E.P. Act for siting criteria shall be followed.
(iv)	Ground water abstraction shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
(v)	It shall be ensured that all the trees and other plantation are of the non edible varieties and do not in any way encourage the incorporation of toxic materials in the food chain.
(vi)	The TSDF should only handle the waste generated from the member units.
(vii)	Air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO ₂ , NO _x and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.
(viii)	Analysis of Dioxins and Furans shall be done through CSIR – National Institute for Interdisciplinary Science and Technology (NIIST), Thiruvananthapuram or equivalent NABL Accredited laboratory.
(ix)	The project proponents shall adhere to all conditions as prescribed in the Protocol for 'Performance Evaluation and Monitoring of the Common Hazardous Waste Treatment, Storage and Disposal Facilities' published by the CPCB in May, 2010.
(x)	Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator.
(xi)	Incinerator shall be placed in downwind direction.
(xii)	Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water quality in consultation with the State Pollution Control Board / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
(xiii)	Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
(xiv)	The depth of the land fill site shall be decided based on the ground water table at the site and may be such as permitted by the Pollution Control Board.
(xv)	Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
(xvi)	The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
(xvii)	On line real time continuous monitoring facilities shall be provided as per the CPCB or State Board Directions.
(xviii)	No non hazardous wastes, as defined under the Hazardous and Other Wastes

	<p>(Management and Transboundary Movement) Rules, 2016, shall be handled in the premises.</p> <p>(xix) Gas generated in the Land fill should be properly collected, monitored and flared.</p> <p>(xx) Project Proponent shall develop green belt with native plant species that are significant and used for the pollution abatement. At least 10 m thick greenbelt shall be developed in the periphery of hazardous waste facility.</p> <p>(xxi) Project should ensure that the site is properly cordoned off from general movement and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorisation under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 to prevent unwanted access.</p> <p>(xxii) Pre medical check-up to be carried out on workers at the time of employment and regular medical record to be maintained.</p> <p>(xxiii) Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.</p> <p>(xxiv) Rain water runoff from the landfill area and other hazardous waste management area shall be collected and treated in the effluent treatment plant.</p> <p>(xxv) The Adjacent Pond is not a revenue pond and there is no infringement. The pond will be adequately developed for rain water harvesting as per law and the permissions and guidelines of the CGWA.</p> <p>(xxvi) Green Belt in three tier be developed along the periphery of the project site</p> <p>(xxvii) The Project proponent shall not store the Hazardous Wastes more than the quantity that has been permitted by the CPCB/SPCB.</p> <p>(xxviii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and as proposed, a fund of Rs. 80 Lakhs @ 1% of project Cost, shall be earmarked under Corporate Environment Responsibility (CER) for the activities mentioned in EIA report. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.3.5	<p>Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by M/s Airports Authority of India Pune - Environmental Clearance</p> <p>(IA/MH/MIS/78440/2018; F.No. 10-11/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s ABC Techno Labs gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The existing Civil Enclave is located on 26.01 Acres (10.526 ha) land. For proposed development of the existing Civil Enclave additional 15.84 Acres (6.41 ha) land has been handed over by Indian Airforce to Airports Authority of India for construction of new</p>

integrated terminal building.

- (ii) Under the proposed project, construction of new integrated terminal building, reconstruction of old terminal building, modification of existing expanded terminal building, associated city side facilities, expansion of apron and link taxiway track, multi - level car park and cargo terminal at the Pune Civil Enclave are proposed. New Integrated Terminal Building will be constructed on 35,000 sqm area adjacent to old terminal building. The area details of the Proposed Development of the Pune Civil Enclave is as follows:

S. No.	Height Wise Breakup Area	Basement	Ground Floor	First Floor	Total (sqm)
1.	Basement	11,986.18			11,986.18
2.	Ground Floor Arrival/Departure		17,027.47		17,027.47
3.	First Floor Arrival/Departure			13582.53	13,582.53
4.	Service Yard			3600.00	3,600.00
5.	Link Corridor		175.50	48.15	223.65
6.	Road at Grade level (including pedestrian way)		18,831.40		18,831.40
7.	Land scape		12,095.38		12,095.38
8.	Front continuous Véranda		14,331.48		14,331.48
9.	Forecourt F&B		1,080.00		1,080.00
10.	Forecourt F&B Canopy		3,136.00		3,136.00
11.	Cargo		2900.00		2,900.00
	Total	11,986.18	69,577.23	17,230.68	98,794.09

- (iii) Total 31 trees are growing on the site received from IAF. During the design of new terminal building and other facilities, 12 trees have been saved, while 19 trees will be felled after obtaining permission from Pune Municipal Corporation. Airports Authority of India has already applied to Pune Municipal Corporation for obtaining permission for cutting of trees.
- (iv) Pune Civil Enclave is located at Longitude 73°54'31.96" E and Latitude 18°34'45.67" N with elevation of 585 above msl.
- (v) For Pune Civil Enclave total daily fresh water requirement will be 715 KLD. For the proposed project, water requirement will be met through Municipal Corporation Supply, tankers and deep tube wells to be drilled after obtaining permission from competent authority.
- (vi) 1,125 KLD sewage will be generated after the proposed development at Pune Civil Enclave. Sewage generated from the airport will be treated in well-designed Sewage Treatment Plant (STP). It is proposed to install Moving Bed Biofilm Reactor (MBBR) type sewage treatment plant of two modules of 600 KLD capacity each (total treatment capacity 1200 KLD). After meeting stipulated standards, treated waste water will be utilized for HVAC, flushing purpose, irrigation of greenery and landscaping.
- (vii) Approx 2600 kg per day solid waste is generated during operation of the new terminal building, which will be collected, segregated and managed by external agency for disposal as per Solid Waste Management Rule, 2016.
- (viii) Total power requirement for the proposed development of Pune Civil Enclave will be 6775 kW as per details given in Table 2.3. It is proposed to install 5 numbers of DG sets considering one additional standby DG set of 1500 kVA capacity.

- (ix) ToR was granted by the Ministry vide letter No. 10-11/2018-IA-III dated 16.04.2018.
- (x) The public hearing for the proposed New Terminal Building and Associated works by Airports Authority of India at Pune Airport was conducted on 29.08.2018 at Pune Airport by Maharashtra Pollution Control Board.
- (xi) Estimated cost of the project is Rs. 700 Crores.
- (xii) The total estimated manpower requirement for construction and operation phases of the New Integrated Terminal Building and associated works will be more than 250.
- (xiii) The direct and indirect benefits of the New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal are Better infrastructure facilities for air passengers Promotion of tourism, trade, commerce, etc Increase in regional economy as it will boost tourism and commercial activities in the region. Generation of more revenue to the state, hence more development of the region.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project 'Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra) by M/s Airports Authority of India Pune.
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iii) ToR was granted by the Ministry vide letter No. 10-11/2018-IA-III dated 16.04.2018.
- (iv) The public hearing for the proposed was conducted on 29.08.2018 at Pune Airport by Maharashtra Pollution Control Board.

The Committee deliberated upon the information provided by the project proponent and noted that the project proponent has not submitted copy of valid consent to operate for the existing project as per ToR condition. The project proponent informed that they are in advance stage of getting consent to operate. The Committee was of opinion that if the project proponent will submit the Consent to operate during the meeting i.e. up to 26th September, 2018 then the proposal may be considered.

The project proponent approaches the Committee on 26th September, 2018 and informed that consent to operate has been issued by the Maharashtra Pollution Control Board vide consent order no. Format1.0/BO/CAC-cell/UAN No. 53607/53635/E/O/CAC-1809002180 dated 25.09.2018 valid up to 31.05.2019. The project proponent also submitted compliance of the consent conditions.

The Committee was also informed that out of 31 trees present in the existing site, 12 trees have been saved, while 19 trees will be felled after obtaining permission from concerned Authorities as per Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975.

Based on the information and clarifications provided by the Project Proponent and detailed discussions held on all the issues, the EAC recommended the project for granting Environmental Clearance subject to stipulation of the following additional specific conditions along with other environmental conditions while considering for accord of environmental

clearance:

- (i) As proposed, Environmental Clearance is for Construction of New Integrated Terminal Building, Reconstruction of Old Terminal Building, Modification of existing expanded Terminal Building, Associated City Side facilities, Multi-Level Car Park and Cargo Terminal at Civil Enclave, Pune Airport (Maharashtra).
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Construction site should be adequately barricaded before the construction begins.
- (v) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (vi) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.
- (vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.
- (viii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (ix) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimised. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt.
- (x) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xi) As proposed, total fresh water requirement of 715 KLD will be met through Municipal Corporation Supply, tankers and deep tube wells.
- (xii) No ground water shall be extracted without prior permission from CGWA.
- (xiii) Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- (xiv) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xv) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
- (xvi) Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be

	decided with in consultation with State Pollution Control Board.
(xvii)	Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
(xviii)	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
(xix)	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
(xx)	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.
(xxi)	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. Rain water recharge shall be as per the guidelines prescribed by the CGWA.
(xxii)	Sewage Treatment Plant of two modules of 600 KLD capacity each (total treatment capacity 1200 KLD) based on Moving Bed Biofilm Reactor (MBBR) Technology shall be provided to treat the wastewater generated from airport. Treated water will be reused for HVAC, flushing purpose, irrigation of greenery and landscaping. As proposed the Airport will operate on zero liquid discharge principle.
(xxiii)	Continuous online air monitoring system shall be in place for expansion project.
(xxiv)	During construction and operational phase AAQ monitoring should include PM ₁₀ , PM _{2.5} , SO ₂ , NO _x , NH ₃ , CO, CH ₄ and Benzene.
(xxv)	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
(xxvi)	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
(xxvii)	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.
(xxviii)	Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
(xxix)	Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.
(xxx)	Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the

	<p>areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.</p> <p>(xxxi) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.</p> <p>(xxxii) No tree shall be cut/transplanted unless exigencies demand. Where absolutely necessary, tree cutting/transplantation shall be with prior permission from the Concerned Regulatory Authority / Forest Department as per Maharashtra (Urban Areas) Protection and Preservation of Trees Act, 1975. Old trees should be retained based on girth and age regulations as may be prescribed by the Concerned Regulatory Authority / Forest Department. Where the trees need to be cut 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) shall be done and maintained. Plantations to be ensured species (cut) to species (planted).</p> <p>(xxxiii) The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. As proposed 1.4 ha area shall be provided for green belt development.</p> <p>(xxxiv) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.</p> <p>(xxxv) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.</p> <p>(xxxvi) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and proposed by the project proponent, an amount of 3.5 Crore i.e. @0.50% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities as mentioned in EIA/EMP report. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.3.6	<p>Establishment of Common Effluent Treatment Plant at Block No.138/part & 154/part, Behrampura, Ahmedabad (to be managed by the Ahmedabad Hand Screen Printing Association) by M/s Ahmedabad Hand Screen Printing Association - Amendment in Environmental Clearance</p> <p>(IA/GJ/MIS/38384/2016; F.No. 10-3/2016-IA-III)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) Ahmedabad Hand Screen Printing Association has been granted Environmental clearance by MoEF&CC vide F.No.10-3/2016-IA.III dated 16th March, 2018 for Establishment for Common Effluent treatment Plant (CETP).</p>

(ii) The following amendment in the Environmental Clearance has been proposed:

S. No.	Conditions	As per EC granted vide letter dated 16.03.2018	Modification Requested
01	2(i)	Ahmedabad Hand Screen Printing Association (AHSPA) has proposed to establish a Common Effluent Treatment Plant of 30 MLD capacity for treatment and disposal of industrial effluent from the 732 member units. For the execution of entire project, AMC has been appointed as NODAL agency through resolution by the Standing Committee of AMC.	Ahmedabad Hand Screen Printing Association (AHSPA) has proposed to establish a Common Effluent Treatment Plant of 30 MLD, expandable to 45 MLD capacity for treatment and disposal of industrial effluent from the 732 member units. For the execution of entire project, AMC has been appointed as NODAL agency through resolution by the Standing Committee of AMC.
02	2(ii)	CETP with design Capacity of 30 MLD, expandable to 45 MLD considering peak flow of 1.5 times is proposed at Block No.135/Part & 154/Part, Behrampura, Ahmedabad. Project is for establishment of CETP for the effluent from various textile/hand screen printing industries units and small scale dyes & blending manufacturing units located at Danilimda & Behrampura area of Ahmedabad.	CETP with design Capacity of 30 MLD, expandable to 45 MLD is proposed at Block No.138/Part & 154/Part, Behrampura, Ahmedabad. Project is for establishment of CETP for the effluent from various textile/hand screen printing industries units and small scale dyes & blending manufacturing units located at Danilimda & Behrampura area of Ahmedabad.
03	Part -A - Specific conditions - (i)	No further expansion in the existing industries and no new industries shall be allowed in the Danilimda Behrampur Area within Ahmedabad City.	Only those industries will be allowed, which have been registered/enrolled and as conveyed by letter from Industries Commissionerate (Government of Gujarat) through letter dated 12.07.2018 irrespective of other registration and these unit not have further expansion.
04	Part -A - Specific conditions - (iii)	shall be ensured that the Membership is restricted to only those industries included in and for capacities and discharges, as on 18th November, 2016 as per list of member industries given in the Rapid EIA Report. Any modification will be done only after getting the Environmental Clearance modified	The membership to CETP will be restricted to those Units having listed in letter from Industries Commissionerate (Government of Gujarat) through letter dated 12.07.2018 and its for amendment if any, having cumulative capacity not exceeding 45 MLD.

The EAC noted the following:

- (i) The proposal for grant of amendment in environmental clearance to the project 'Establishment of Common Effluent Treatment Plant (to be managed by the Ahmedabad Hand Screen Printing Association) by M/s Ahmedabad Hand Screen Printing Association.
- (ii) The project/activity is covered under category B of item 7(h) 'Common Effluent Treatment Plant (CETP)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at SEIAA/SEAC level by sectoral EAC. However, due to applicability of General Condition i.e. Critically Polluted Area as notified

by CPCB, the proposal falls under Category A and is appraised at Central Level.

The Committee deliberated upon the proposal and noted that Environmental clearance was granted in favor of M/s Ahmedabad Hand Screen Printing Association for Establishment of Common Effluent Treatment Plant of 30 mld capacity (to be managed by the Ahmed bad Hand Screen Printing Association) subject to the specific and general conditions, some of which are as under:-

- (i) No further expansion in the existing industries and no new industries shall be allowed in the Danilmda Behrampur Area within Ahmedabad City.
- (ii) The Ahmedabad Screen Printing Association and the Gujarat Pollution Control Board should ensure that the Member Ship of the CETP is restricted to only those industries which legitimately exist in the area.
- (iii) It shall be ensured that the Membership is restricted to only those industries included in and for capacities and discharges, as on 18th November, 2016 as per list of member industries given in the Rapid EIA Report. Any modification will be done only after getting the Environmental Clearance modified

The Committee was of opinion that this is a proposal for expansion not amendment or corrigendum in which the capacity of CETP is proposed to increase from 30 MLD to 45 MLD. The Committee advised the project proponent to apply afresh to the appropriate authority based on the current status of 'identified critically polluted area' under expansion category. However, the Committee recommended the following correction to be made in the environmental clearance issued vide dated 16.03.2018.

S. No.	Project Brief	As per EC granted vide letter dated 16.03.2018	Modification Requested
02	2(ii)	CETP with design Capacity of 30 MLD, expandable to 45 MLD considering peak flow of 1.5 times is proposed at Block No.135/Part & 154/Part , Behrampur, Ahmedabad. Project is for establishment of CETP for the effluent from various textile/hand screen printing industries units and small scale dyes & blending manufacturing units located at Danilmda & Behrampur area of Ahmedabad.	CETP with design Capacity of 30 MLD, expandable to 45 MLD considering peak flow of 1.5 times is proposed at Block No.138/Part & 154/Part , Behrampur, Ahmedabad. Project is for establishment of CETP for the effluent from various textile/hand screen printing industries units and small scale dyes & blending manufacturing units located at Danilmda & Behrampur area of Ahmedabad.

34.3.7 Expansion of existing Common Hazardous Waste Treatment, Storage and Disposal Facilities (CHWTSDf) to Integrated Common Hazardous Waste Treatment, Storage and Disposal Facilities (ICHWTSDf) located at Plot No. 672, Kumbhi village, Akbarpur Tehsil, Kanpur Dehat, Uttar Pradesh by M/s Ramky Enviro Engineers Ltd - Reconsideration for Environmental Clearance

(IA/UP/MIS/67005/2017; F.No. 10-49/2017-IA.III)

- (i) The Committee noted that the proposal was earlier considered by the EAC (Infra-2) in its 32nd meeting held on 2-4 July, 2018. During deliberation, it was noted that there is an order dated 24.04.2018 passed by Hon'ble High Court of Judicature at Allahabad in Civil Misc. Writ Petition No. 14759 of 2018 which inter-alia states following:

"Considering the facts and circumstances of the case, we dispose of this petition with the

direction to the respondent No.3 to consider the objections of the petitioners before deciding the request of the respondent no. 4 for grant of environmental clearance, if not already granted, strictly in accordance with law, within a period of six weeks from the date of production of a certified copy of this order, after affording due opportunity of hearing to the petitioners and respondent no. 4”.

- (ii) In compliance to the aforesaid order dated 24.04.2018 of Hon'ble High Court of Judicature at Allahabad, the committee recommended that the case may be deferred and the petitioners and respondents be invited in the next meeting and be heard for further deliberation.
- (iii) Accordingly project listed for consideration in the agenda of 34th meeting of EAC (Infra-2) scheduled on 24th September, 2018 and the project proponent and petitioner was asked to attend the meeting and present their views. Dr. Vinay Kumar Verma, President, Common Bio Medical Waste Facility Operators Association has attended the meeting.

During deliberation, the Committee noted that Hon'ble High Court of Judicature at Allahabad vide its order dated 24.04.2018 dispose of the petition with the direction to the respondent No.3 (Regional Officer, UP Pollution Control Board, Kanpur Dehat) to consider the objections of the petitioners before deciding the request of the respondent no. 4 (project proponent) for grant of environmental clearance, if not already granted, strictly in accordance with law, within a period of six weeks from the date of production of a certified copy of this order, after affording due opportunity of hearing to the petitioners and respondent no. 4.

The Committee was informed that the Regional Officer, UPPCB, Kanpur Dehat had conducted a meeting of petitioner and the project proponent on 22.05.2018 and forwarded the proceedings to the Chief Environmental Officer, U P Pollution Control Board vide letter dated 26.05.2018 and 07.06.2018.

The Committee recommended that before further consideration of the proposal for environmental clearance, the view of Uttar Pradesh Pollution Control Board may be taken on the decision given in the meeting held by Regional Officer, UPPCB, Kanpur Dehat on 22.05.2018.

The Committee felt that though the rules only restrict an occupier (generator) from setting up a facility within 75 kms. of an existing common facility and the project proponent is not an occupier, yet, because the directions passed by the Regional Officer are in continuation to the authority given to him by the Hon'ble High Court. The directions of the Regional Officer are directions of the Court and the committee may not be able to take a decision till such times as the Court does not order so. Currently there is no order of the high court for the Committee or the Ministry. Respondent no. 3 is the Pollution Control Board. Accordingly, the project proponents and the petitioners were both advised to seek a redressal from the Regional officer/Hon'ble High Court and then proceed in the matter.

In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.

34.3.8	Construction of fifth Oil Berth at Jawahr Dweep, Mumbai by M/s Mumbai Port Trust - Reconsideration for Amendment in Environmental and CRZ Clearance
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(IA/MH/MIS/26552/2015; F.No. 10-4/2015-IA-III)

The project proponent gave a detailed presentation on the salient features of the project and informed that:

The EAC noted the following:-

- (i) The proposal is for grant of Amendment in Environmental and CRZ Clearance to the project 'Construction of fifth Oil Berth at Jawahr Dweep, Mumbai by M/s Mumbai Port Trust.
- (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. 'Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iii) Environmental and CRZ Clearance for the project 'Construction of fifth Oil Berth at Jawahr Dweep, Mumbai by M/s Mumbai Port Trust was granted by MoEFCC vide letter No. F.No. 10-4/2015-IA-III dated 25.05.2016 and subsequent amendment dated 20.03.2018.
- (iv) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.
- (v) Project Proponent has submitted the additional information on Ministry's website on 23.07.2018.

The para-wise compliance of the EAC observations as submitted are as under:

(i) *Impacts of disposal on marine ecology and biodiversity especially with reference to the physical and chemical characteristics of the material to be dumped.*

The said study had been carried out and submitted to the Learned Expert Committee. The MoEF had granted the amendment no. 1 for reclamation using the dredged rock material arising out of the capital dredging of JNPT project. Since the sufficient quantity was not available and since MMRCL has requested MbPT for the alternative location, MbPT has approached MoEF for the amendment for the change in source of material. The impact will be the same and the rock material also will be the same, since the terrain is same. Therefore, further study is not envisaged.

(ii) *The Impacts of the proposed proposals on the movement of traffic along with a traffic impact assessment report as drawn up in consultation with the Urban Development Department/Concerned authority for the widening of roads and other infrastructure.*

Mumbai Metro Rail Corporation Ltd (MMRCL) under the Govt. of Maharashtra is executing the Metro rail project in Mumbai City. At all the station locations and also for tunneling work between stations, good rock material is extracted and there is no dumping place for this rock material in the vicinity. The dumping is required to be done at the location out of the city which is more than 50 km through trucks. This transportation is not only congesting the city roads, but also hampering the progress of work.

MMRCL have agreed to transport and dump excavated rock material mixed with murum from Cuffe Parade Station up to Shivaji Maharaja Terminus Station (Metro- package 1) and from the stretch Siddhivinayak Mandir to Sitladevi Station (Metro- package 4) to a vacant plot identified by Mumbai Port near the sea front named Modistone plot for stacking the excavated material transported from stations above. The distance ranges

from 8 kms to 13 kms. The material will be transported through Tippers by road and as directed by the Mumbai Traffic Police.

The material shall be transported during non-peak hours through the existing road network of MCGM and MbPT. The existing roads are wide enough to cater the need of this project and as such no widening of roads are envisaged.

(iii) *The impacts of handling rock on the ambient air quality.*

The rock comprises of large to medium sized boulders mixed with murrum and does not contains much of dust, however following mitigative measures have been proposed.

- a) Use of dust control measures during material loading
- b) Covering the trucks to control spillage
- c) Regulation of truck movement by the Traffic Police during non-peak hours.

(iv) *Project Proponent shall describe the total logistics involved by transporting from three different locations to Wharf and the impact on the present traffic during inter carting.*

a) Source of Material:

MMRCL have proposed to dump excavated rock material mixed with murum from Cuffe Parade Station up to Shivaji Maharaja Terminus Station, and for the stretch from Siddhivinayak Mandir to Sitladevi Station.

b) Shifting of Material from the respective stations:

Mumbai Port has identified a vacant plot near the sea front named Modistone plot for stacking of the excavated material transported from stations above. The distance ranges from 8 kms to 13 kms. The material will be transported through Tippers by road and as directed by the Mumbai Traffic Police.

Mumbai Port will be appointing an agency for reclamation of JD using the available excavated material. The material is first shifted from Modistone plot to Haji Bunder water front which is about 500 mtrs from Modistone plot. The said material is again loaded on barges by using excavators / poclains. The loaded barges will then ply to Jawahar Dweep through waterways and the material is dumped at Jawahar Dweep. There will be no impact due to the transportation since the entire transportation from Modistone plot to Hajibunder to Jawahar Dweep is within the Mumbai Port Estate and with least disturbance to the city traffic.

(v) *Project Proponent shall furnish the impacts of air pollution due to transport considering both the scenarios of controlled and uncontrolled.*

MMRCL has a strict measure for removal of the excavated material and its transportation. No trucks without the cover will be allowed and also the tyres of the trucks are washed thoroughly before they leave the site, so that the dust due to the tyres are completely controlled and will not spoil the roads.

Moreover, the Mumbai Traffic Police will also not allow any trucks without covers on the city roads. Thus, it is ensured no trucks are allowed to ply in the city roads without proper covers.

As regards the air pollution due to the truck movements on the city roads, it is to submit that the travelling distance has drastically reduced from more than 40 kms to just about 8

to 13 kms. This will reduce the air pollution.

The Committee during deliberation noted that this is a proposal wherein the source of material for reclamation is proposed to be changed. Instead of the dredged rock material proposes earlier, now it is proposed to utilise the excavated material generated from Mumbai Metro rail project, which otherwise would pose disposal problems.

The Committee being satisfied with the submission made by the project proponent recommended the following amendment.

“Instead of the dredged rock material proposes earlier for reclamation, the projects proponent can utilise the excavated material generated from Mumbai Metro rail project”.

The Committee also recommended the following additional conditions:

1. 'The storage of material shall not exceed 15 days handling capacity at the Modistone Storage plot. Storage and transport shall be strictly as per the conditions of consent to establish as may be granted by the State Pollution Control Board after satisfying themselves on the pollution control measures so as to ensure that there is no increase to the existing ambient air quality in the area. A traffic management plan shall also be drawn up and implemented to the satisfaction of the competent authorities to ensure that there is no congestion near the storage area which shall also be access controlled for the public.'
2. All complaints received shall be suitably addressed to the satisfaction of the authority monitoring this clearance.

All other conditions stipulated in the Environmental and CRZ Clearance granted vide letter 10-4/2015-IA.III dated 25.05.2016 and subsequent amendment dated 20.03.2018, shall remain unchanged.

34.3.9 Establishment of Hazardous Waste Incinerator Facility (500 kg/hr) at Existing Common Hazardous Waste Treatment, Storage, and Disposal Facility at Nimbuan, DeraBassi, Mohali District, Punjab by M/s Punjab Waste Management Project (PWMP), Ramky Enviro Engineers Limited - Reconsideration for Environmental Clearance

(IA/PB/MIS/51358/2016; F. No. 10-27/2016-IA.III)

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project 'Establishment of Hazardous Waste Incinerator Facility (500 kg/hr) at Existing Common Hazardous Waste Treatment, Storage, and Disposal Facility at Nimbuan, DeraBassi, Mohali District, Punjab by M/s Punjab Waste Management Project (PWMP), Ramky Enviro Engineers Limited.
- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by Sectoral EAC.
- (iii) ToR was granted by MoEFCC vide letter F.No 10-27/2016-IA.III dated 04.05.2016. Amendment in ToR was issued vide letter F.No 10-27/2016-IA.III dated 09.02.2018.
- (iv) Public Hearing was conducted on 30.6.2017 at the existing TSDF of Ramky Enviro

	<p>Engineers Ltd (Unit: Punjab Waste Management Project) located opposite M/s Vardhman Chemtech Ltd, Village Nimbuan, P.O. Rampur Sainia, Tehsil Dera Bassi, District Mohali (S.A.S. Nagar)</p> <p>(v) The proposal was considered by the EAC (Infra-2) in its 29th meeting held on 20th March, 2018, wherein the Committee sought additional information.</p> <p>(vi) The project proponent submitted/uploaded the additional information on 02.08.2018 Ministry's website.</p> <p><i>The EAC deliberated upon the information provided by the project proponent and found that information provided is inadequate. After deliberation, the Committee sought following documents/certificates:</i></p> <p>(i) Submit affidavit that project has been operational prior September, 2006 and therefore do not require prior environmental clearance.</p> <p>(ii) Submit duly filled Form -2.</p> <p>(iii) Submit a certified compliance report from the concerned State Pollution Control Board on the conditions stipulated in the Consents to Establish and Consents to Operate under the Air and Water Acts and the Authorizations for the TSDF.</p> <p>(iv) Submit revised water balance and permission for use of water for existing facility.</p> <p>(v) Submit Plan for green belt development.</p> <p>(vi) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be submitted.</p> <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.3.10	<p>Madhya Pradesh Waste Management Project (A Division of Ramky Enviro Engineers Limited) at Plot No. 104, Industrial Area No. 2, Pithampur, Dhar District, Madhya Pradesh by M/s Ramky Enviro Engineers Ltd- Reconsideration for Environmental Clearance (IA/MP/MIS/67217/2017; F.No. 10-50/2017-IA.III)</p> <p>The EAC noted the following:-</p> <p>(i) The proposal is for Environmental clearance to the project 'Madhya Pradesh Waste Management Project (a Division of Ramky Enviro Engineers Limited) at Plot No. 104, Industrial Area No. 2, Pithampur, Dhar District, Madhya Pradesh by M/s Ramky Enviro Engineers Ltd.</p> <p>(ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at Central level by sectoral EAC.</p> <p>(iii) Terms of Reference was issued to the project by MoEFCC vide letter F.No 10-50/2017-IA-III dated 08.09.2017.</p> <p>(iv) Public Hearing was exempted as per Para 7(i) III Stage (3) (i) (b) of EIA Notification, 2006 for preparation of EIA/EMP report, being site is located in the notified industrial</p>

	<p>area.</p> <p>(v) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.</p> <p>(vi) Project Proponent has submitted the additional information on Ministry's website on 08.08.2018.</p> <p><i>The EAC deliberated upon the information provided by the project proponent and found that information provided is inadequate. After deliberation, the Committee sought following documents/certificates:</i></p> <p>(i) Submit affidavit that project has been operational prior September, 2006 and therefore do not require prior environmental clearance.</p> <p>(ii) Submit details of court case along with its present status.</p> <p>(iii) Submit revised water balance and permission for use of water for existing facility.</p> <p>(iv) Submit Plan for green belt development.</p> <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.3.11	<p>Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy - Environmental Clearance (IA/TN/MIS/29464/2015; F.No. 10-3/2007-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Vimta Labs Limited gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The proposed expansion of Trichy airport is within the existing airport premises in a total area of 702.02 acres situated in Tiruchirappalli, Tamil Nadu. Trichy airport complex site falls in between latitudes 10°45'21"N to 10°46'16"N and longitudes 78°42'21"E to 78°44'15"E, at an average field elevation of 84 m above mean sea level. The airport is connected to NH 210 located at about 0.1 km West of Trichy airport.</p> <p>(ii) Existing Airport: The Environmental Clearance (EC) for the Existing airport was issued by MoEF&CC vide letter no. 10-3/2007-IA-III dated 9th March, 2007. The airport has had two adjacent terminals. The integrated passenger terminal is used for both international and domestic air traffic. The old terminal has been converted into an international cargo complex. The other features of the existing integrated terminal building are given below:</p> <ul style="list-style-type: none"> • Total Area: 11,777 sqm; • Peak hour capacity: 470 pax; • Annual handling capacity: 0.49 million pax; • Traffic during 2012-13: 0.87 million pax (building already saturated); • Ration Intl: Dom : 89:11; and • No. of Aerobridges: 2. <p>The salient features of the existing apron are listed below:</p> <ul style="list-style-type: none"> • Total no. of bays: 7; • In contact bays: 3 nos. (B767-400 with power in push back); and • Remote bays: 4 nos. (A320-200 with power in power out).

The existing Trichy airport handles both domestic and international flights. The details are given below:

- No. of flights handled per day: 21 nos.
- No. of International (19 nos.): Domestic flights (2 nos.).
- Type of aircraft (international): A320/B-737-800.
- Type of aircraft (domestic): ATR-72/Q-400.
- Bunching of Flights: 05:00 to 06:10 hrs and 14:30 to 17:00 hrs.

(iii) **Proposed Expansion:** Present proposal is for construction of new integrated terminal building and apron. Land use remains the same even after construction of the new terminal building and apron. The proposed airport expansion includes:

- Two level integrated terminal building having an area of 60,723 sqm;
- Car parking of Multi-Level Car Parking type (750 cars, Taxi- 250 cars and bus parking- 10 nos);
- New ATC (Air Traffic Control) Tower cum technical block;
- Airside development – Apron for 10 nos. code C type of aircraft;
- Airport systems;
- City side development like ramps to reach the departure level at the first floor; and
- Rehabilitation of AAI residential colony and CISF accommodation.

(iv) The total land available with AAI, Trichy is 702.02 acres and the existing integrated terminal building (GF+FF) covers about 11,777 sqm. The entire land is already under possession of Airports Authority of India (AAI). No additional land is required as a part of the proposed expansion project.

(v) No tree cutting is envisaged. The area is a vacant land within the airport premises and Clearing of bushes and vegetation is required.

(vi) The total water demand within the airport premises after the proposed expansion would be about 601 m³/day which will be met from the Tiruchirappalli City Municipal Corporation. Further, additionally about 98 m³/day of water will be required for the proposed AAI residential colony and CISF Barrack which will be sourced from the Tiruchirappalli City Municipal Corporation. In-house requirement includes drinking, sanitation, cleaning etc. Sprinkling requirements includes water requirement for gardening, lawn sprinkling and washing purposes.

(vii) The wastewater generation will be about 487 KLD from both airport terminal and residential area which will be treated in the existing STP of capacity 240 KLD and proposed STP of 400 KLD capacity. The treated water will be reused within the airport premises for greenbelt/green cover development, dust suppression and flushing in sanitary systems. The entire wastewater that is generated from the airport will be recycled and reused for non-potable purposes. Wastewater generated from the proposed STP will be used for horticulture and flushing system.

(viii) The rainwater harvesting structures are available at the Trichy International airport to collect the rainwater from different part of the operational area and also from the roof top of administrative structures and integrated terminal building. There are about three rainwater harvesting pits in the existing integrated terminal building and three at the operational area to collect the rainwater from the operational area.

(ix) Solid waste generated from the proposed expansion of the airport mainly comprises of

food waste and garbage waste. Further, small quantities of sludge from STP, medical waste and other waste will be generated. Collection and handling of domestic solid waste would be done in line with the provisions of the Municipal Solid Waste Rules, 2016.

- (x) The hazardous waste such as tyres, waste engine oil, batteries etc will be generated from different sections such as CNS section, electrical section, motor & transport section, etc. The waste engine oil and waste tyres will be collected at designated areas and disposed through Municipal Corporation and also through recycling agencies. It is disposed to TNPCB/CPCB authorized disposal agencies in accordance with the Hazardous Waste (Management, Handling & Trans-boundary Movement) Rules 2008. The batteries and other electronic instruments will be disposed through buy back systems.
- (xi) Presently, about 1.2 MW of power is being utilized for the entire airport which is being met from Tamil Nadu Generation & Distribution Corporation. After expansion, about 6 MW would be required which will also be sourced from Tamil Nadu Generation & Distribution Corporation. The standby power backup will be met through existing DG sets. Solar Power Plant (Green Energy) is being used to the extent of 140 KWp (Roof top based) and further work was awarded for providing 1 MWp Ground based Solar Power Project at the cost of Rs. 4,76,63,900/-. Expected production of Green Energy is 1,30,000 Units per month. The whole energy produced by the above 2 Plants will be exclusively used for Airport operations.
- (xii) Green belt will be developed in non-operational areas and greenery will be developed along the approach road and vacant areas. However, the landside of the airport, terminal building approach areas only will have greenbelt/ green cover. Shrubs and trees will be planted in encircling rows around the airport boundary. Planting of trees in each row shall be in staggered orientation (triangular form).
- (xiii) Adequate vehicle parking is provided within the airport premises which are designed to accommodate 350 vehicles. Multi Level Car Parking (MLCP) area (750 cars, Taxi- 250 cars and bus parking- 10 nos) is proposed for the airport expansion project.
- (xiv) Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide F.No. 10-3/2007-IA-III, dated 23rd November, 2015. Amendment in ToR for preparing EIA report was granted by MoEF&CC vide letter F.No. 10-3/2007-IA-III, dated 20th June, 2017.
- (xv) Baseline study of environmental quality was carried out during pre-monsoon season 2016 to determine the existing conditions of various environmental attributes within the study area (10 km radius). Ambient air quality parameters were observed to be within prescribed standards. Also, the noise levels were observed to be within the CPCB limits except the funnel areas. The ground and surface water quality in the study area does not indicate any industrial contamination. With regard to the ecological study, it is observed that there are no Schedule-I mammals in the study area, however there is presence of one Schedule-I birds namely i.e., Indian Peafowl which are found in the buffer zone of the study area. Remaining mammals and reptiles are listed in the respective schedules i.e., Sch-II, III, IV and V of the Indian Wildlife (Protection), Act, 1972. Incidentally there is no presence of endangered botanical flora reported in the study area, which are listed in the Schedule VI of the Indian Wildlife (Protection) Act, 1972.
- (xvi) Public hearing was carried out by Tamil Nadu Pollution Control Board on 25th July 2018 under the Chairmanship of Mr. Rajamani I.A.S., District Collector, Trichy at Police Community Centre, K.K. Nagar. The proceedings of the public hearing have been

incorporated in the final EIA report.

- (xvii) There are no notified wildlife sanctuaries/ national parks, biosphere reserves or any important bird areas within 10 km radius study area. Further, there are no forest blocks in the study area. No sensitive species of flora or fauna for breeding, nesting, foraging, resting, over wintering, migration. Except the presence of Indian Peafowl which is listed in the Schedule-I birds in the Indian Wildlife (Protection) Act, 1972 remaining mammals, birds and reptiles are listed in the respective schedules i.e., Schedule -II, III, IV and V.
- (xviii) **Investment/Cost of the project:** Total project cost is Rs. 951 crores.
- (xix) **Employment potential:** For the proposed expansion, the manpower requirement is expected to be 500-600 personnel during the operational phase and during construction phase, the peak demand will be about 1000 -1500 construction workers and contractors. There will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities like material handling, operation of construction machinery, actual construction, painting, installation of plant machinery, etc. Local small contractors, vehicle owners, machinery owners will get substantial amount of business for providing their services.
- (xx) **Project Benefits:** The proposed project will lead to direct and indirect benefits to the overall socio-economic status of the region also. During construction phase, there will be opportunities for local skilled and unskilled workers to be employed in the various construction related activities like material handling, operation of construction machinery, actual construction, painting, installation of plant machinery, etc. The proposed project will attract a good number of population to the area in the form of equipment suppliers, material suppliers, maintenance technicians, etc. For their accommodation, the infrastructural facilities like lodging, eateries and transport facilities on the outskirts of nearby areas up to the airport area is expected to improve. These will also benefit the local population. The proposed airport will also attract industrial and infrastructure development in the region there by generating the additional revenue which will boost the economy of the State.

The EAC deliberated on the certified compliance report letter F. No. EP/12.1/570/TN/1268 dated 08.08.2018 issued by the MoEF&CC's Regional Office (SEZ), Chennai and noted the compliance as given below:

S.No.	Conditions	Compliance
i	Necessary approvals should be obtained from concerned agencies with regard to obtaining water for construction and operation.	Complied, The PA informed that during construction water was purchased from outside and now Trichy Municipal Corporation is supplying water for operation.
ii	Details of the measures taken for energy efficiency as per BEE and National Building Code should be submitted to the Ministry within 15 days from the date of receipt of this letter	Refer below: The PA informed that the details were submitted to the Ministry. They have installed solar panels of 140KWp.
iii	All conditions stipulated by the Tamil Nadu State Pollution Control Board vide their letter No.TN PCB/T12/20039/2006 dated 16-10-2006 should be strictly implemented.	Refer below: The PA informed that all the stipulations given by the PCU were implemented,
iv	All issues raised during the public hearing should be addressed comprehensively.	Refer below: The PA informed that all the issues raised during the public hearing were addressed comprehensively.

v	A Sewage treatment plant must be set up for treating the waste water generated by various operations within the Airport, to meet the prescribed effluent standards of Tamil Nadu Pollution Control Board.	Complied The PA has constructed 240KLD capacity STP and it is under operation. The treated water is monitored through external agencies on monthly basis and used for green belt development within the airport area.
vi	The noise levels due to the proposed project should not exceed the stipulated standards. Noise control and mitigation measures must be Incorporated to ensure that noise pollution is avoided in the immediate vicinity of airport, The monitoring of noise level in and around the airport must be regularly conducted and data furnished to the Authorities including State Pollution Control Board.	Complied. The noise levels are being monitored at six locations through external agency as well; as PCB and the levels are within the limit as per the reports.
vii	A detailed plan should be worked out for proper disposal of solid waste generated in the airport and implemented.	Complied. The PA informed that the solid waste is segregated in to biodegradable and non bio degradable waste by providing separate bins. The bio degradable waste is used for making bio compost and used as manure. Other non biodegradable waste is disposed through Trichy city Municipal Corporation
viii	On-site emergency plan including fire fighting measures should be fully in place.	Complied The PA is having On-site emergency plan including fire fighting measures.
ix	The project proponent should ensure that the solid waste generated from various sources within the airport complex will be disposal of as per norms laid down by the central and state agency.	Complied As stated above in point no. vii
x	No additional land should be acquired for the project.	Complied No additional land was acquired for the project as informed.
xi	The project proponent should ensure that the afforestation will be carried out twice the number of trees that have been cut.	Complied The PA informed that 17 trees were cut during the construction period and for that 34 trees are planted. In addition to this about 2000 plants were planted in the project area.
xii	The project proponent should install adequate measures to harvest rainwater system to meet at least partial water requirement of the airport.	Complied The PA has developed Rain water harvesting system (3 Nos. 35000 liter capacity each) at different locations to harvest the rain water. Roof top collection facilities is also made.
xiii	Sewage and other liquid effluent generated from the Airport should be treated and disposed of as per the norms laid down by the State Pollution Control Board.	Complied. As stated in Point no.v
xiv	The quarry material required for construction of the project should be brought from approved quarries.	Complied. The PA informed that the construction material required for this project was brought from approved quarries.

B. General Conditions:

S.No.	Conditions	Compliance
i	Construction of the proposed structure should be undertaken meticulously confirming to the existing Central / local rules. All the construction designs/drawings relating to the proposed construction activities must have approvals of the concerned State government Departments/ Agencies.	Complied The PA informed that the construction of the structures were undertaken in conformity of the existing Central / local rules. Further stated all the construction designs/drawings relating to the construction activities were obtained approvals of the concerned State Government Departments/ Agencies
ii	A well-equipped laboratory with suitable instruments to monitor the quality of air and water shall be set up. The quality of ambient air and water shall be monitored periodically in all seasons and the results should be properly maintained for inspection of the concerned pollution control agencies. The periodic monitoring reports at least once in 6 months must be sent to this Ministry (Regional Office at Bangalore) and State Pollution	Refer below: There are no lab facilities. However PA has engaged external agency as well as PCB for monitoring the environmental parameters such as AAQ, Noise and treated sewage in all seasons. The monitored data were not submitted regularly to MoEFCC, Regional office (except one time) but they are submitted to TNPCB every month.
iii	Adequate provisions for infrastructure edifies such as water supply, fuel for cooking, sanitation etc, must be provided for the labourers during the construction period to avoid damage to the environment. It should also be ensured that the construction workers do not cut trees including mangroves for fuel wood purpose.	Complied. The PA informed that provisions for infrastructure facilities such as water supply, fuel for cooking, sanitation etc., were provided for the labourers during the construction period.
iv	To prevent discharge of sewage and other liquid wastes into the water bodies, adequate system for collection and treatment of the wastes must be provided.	Complied. The treated sewage is used for green belt development activities.
v	The project authorities should take appropriate community development and welfare measures for the villagers in the vicinity of the project site, including drinking water facilities. A separate fund should be allocated for this purpose.	Complied. The PA informed that under CSR they have constructed girls toilets (15 nos) in government schools under Swachh bharat, Swachh Vidyalaya.

vi	The quarrying materials required for the construction purpose shall be obtained only from the approved quarries / borrow areas. Adequate safeguard measures shall be taken to ensure that the overburden arid rocks at the quarry site do not find their way into water bodies.	Complied. The PA Informed that all the construction materials were obtained from approved quarries only.
vii	For employing unskilled, semi-skilled and skilled workers for the project, preference shall be given to local people.	Refer below: The PA informed that maximum local peoples were engaged for the project work through executing agency.
viii	The recommendations made in the Environment Management Plan and Disaster Management Plan, as contained in the Environmental Impact Assessment and Risk Analysis Reports of the project shall be effectively implemented.	Complied. The PA informed that the EMP and DMP recommendations are implemented.
ix	A separate Environment Management Cell (EMC) with suitably qualified staff to carry out various environment related functions should be set up under the charge of a Senior Executive who will report directly to the Chief Executive of the Company.	Refer below There is no separate EMC. But the STP and green belt development are maintained by them. The environmental parameters are monitored through external and PCB.
x	The project affected people, if any should be properly compensated and rehabilitated.	Refer below The PA informed that no land acquisition was involved for the project and hence no people were affected by the project
xi	The funds earmarked for environment protection measures should maintained in a separate account and there should be no diversion to these funds for any other purpose. A year wise expenditure on environmental safeguard should be reported to this ministry.	The PA informed that during 2016-17 an amount of Rs. 7,40,642, and during 2017-18 Rs. 7,19,022 were incurred for EMI activities. Year wise expenditure was not reported to RO.
xii	Full support should be extended to the officers of this Ministry's Regional Office at Bangalore and the officers of the Central and State Pollution Control Boards by the project proponents during their inspection of monitoring purpose by furnishing full details and action plans including the action taken reports in respect of mitigative measures and other environmental protection activities.	Complied. They have extended full corporation during the visit.
xiii	In case of deviation or alternation in the project including the implementing agency, a fresh reference should be made to this ministry for modification on the clearance conditions or imposition of new ones for ensuring environmental protection, the project proponents should be responsible for implanting the suggested safeguard measures.	Complied. The PA informed that there is no deviation or alternation in the project including the implementing agency.
xiv	The ministry reserves the right to revoke this clearance, if any of the condition subsequently, if deemed necessary for environmental protection, which shall be complied with.	Agreed to comply. The PA informed that is noted
xv	The Ministry any other Competent Authority may stipulate any other additional conditions subsequently, if deemed necessary, for Environmental protection which shall be complied with.	Agreed to comply. The PA informed that is noted
xvi	The project proponent should advertise at least in two local newspapers widely circulated in the region around the project, one of which shall be in the vernacular language of the locality concerned informing that the project has been accorded environmental clearance and copies of clearance letters are with the State Pollution Control Committee and may also be seen at Website of the Ministry of Environment & Forest. The advertisement should be made within 7 days from the date of issue of the clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry at Bangalore.	Refer below: Though the PA informed that advertisements were given in two local news papers. Copies of the same were not produced as well as submitted to the RO.
xvii	The project proponents should inform the regional office at Bangalore as well as the Ministry the date of financial closure and final approval of the project the concerned authorities and the date of start of land Development work.	Refer below: The PA did not inform the said information's.

The Committee also deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Tamil Nadu Pollution Control Board on 25.07.2018. The issues were raised regarding land acquisition, employment to local people, removal of encroachment and smooth traffic movement etc. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

Based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, the EAC recommended the project for granting Environmental Clearance subject to stipulation of the following additional specific conditions

along with other environmental conditions while considering for accord of environmental clearance:

- (i) As proposed, Environmental Clearance is for Expansion of new integrated terminal building and apron within the existing Trichy Airport, Tamil Nadu by M/s Airport Authority of India, Trichy.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Construction site should be adequately barricaded before the construction begins.
- (v) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (vi) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.
- (vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.
- (viii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (ix) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimised. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt.
- (x) The Project proponents will compensate for the low area of green belt (because of security and bird menace concerns) within the project boundaries by coordinating with the district authorities to plant an equal number (approaching 33% of vacant area of plot) of trees in degraded lands or in areas decided by the district administration.
- (xi) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xii) As proposed, total fresh water requirement of 699 KLD will be met through Tiruchirappalli City Municipal Corporation.
- (xiii) No ground water shall be extracted.
- (xiv) Electro mechanical/automatic doors to be provided in the toilets meant for physically disable passengers.
- (xv) Provision of Wash room in the parking area at suitable location to be provided.
- (xvi) Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- (xvii) Where construction activity is likely to cause noise nuisance to nearby residents, restrict operation hours between 7 am to 6 pm.
- (xviii) Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be

	reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
(xix)	Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
(xx)	Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
(xxi)	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
(xxii)	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
(xxiii)	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.
(xxiv)	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. Rain water recharge shall be as per the guidelines prescribed by the CGWA.
(xxv)	Sewage will be treated in the existing STP of capacity 240 KLD and proposed STP of 400 KLD capacity. The treated water will be reused within the airport premises for greenbelt/green cover development, dust suppression and flushing in sanitary systems and cooling tower. As proposed the Airport will operate on zero liquid discharge principle.
(xxvi)	Continuous online air monitoring system shall be in place for expansion project.
(xxvii)	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
(xxviii)	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
(xxix)	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.
(xxx)	Traffic congestion near the entry and exit points from the roads adjoining the Airport shall be avoided. Parking should be fully internalized and no public space should be utilized.
(xxxi)	Traffic Management Study and Mitigation measures as given in the EIA Report shall be

	<p>implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.</p> <p>(xxxii) Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.</p> <p>(xxxiii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.</p> <p>(xxxiv) As proposed, no tree shall be cut/felled. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. Adequate area shall be provided for green belt development.</p> <p>(xxxv) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.</p> <p>(xxxvi) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.</p> <p>(xxxvii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, an amount of 4.755 Crore i.e. @0.50% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities as mentioned in EIA/EMP report. However, the project proponent has proposed to earmark Rs. 26.4858 Crore to be spend on CER activities like construction of girls toilet including borewell in Govt. Girls High School at Trichy and installation of Radio Therapy unit at mahatma Gandhi memorial Government Hospital, Trichy. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.3.12	<p>Extension of Runway at Jammu airport (Jammu & Kashmir) by M/s Airports Authority of India– Amendment in Terms of Reference (IA/JK/MIS/75580/2015; F.No. 10-19/2015IA.III)</p> <p>The project proponent and the accredited Consultant M/s Vimta Labs Limited gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project proposes for extension of runway at Jammu airport. Proposed extension length is 398 m x 45 m and total length of runway after extension will be 2438 m x 45 m. There will not be any expansion in the passenger capacity and passenger terminal building.</p> <p>(ii) Terms of Reference for the project was granted by the Ministry vide F. No.10-19/2015-IA.III dated 14.08.2015 and was valid for a period of three years.</p> <p>(iii) Extension of validity of TOR is requested since due to the prevailing sensitive law and</p>

	<p>order situation in the state, public hearing is likely to be delayed.</p> <p>(iv) Presence of Ramnagar Rakh Sanctuary and 4 archeological sites namely - Bahu fort, Pirmitha Tomb at Pirmitha & Mast Garh Shahi, Masjid and Mubarak mandi heritage complex are observed within study area representing 10 km study area. This aspect has already been corrected in the EIA report and updated the Form-I.</p> <p>The EAC noted the following:</p> <p>(i) The proposal is for Amendment in ToR along with extension of validity of TOR granted to M/s Airports Authority of India for proposed project Extension of Runway at Jammu airport (Jammu & Kashmir).</p> <p>(ii) The project/activity is covered under category 'A' of item 7(a) 'Airports' of the Schedule to the EIA Notification, 2006 and its subsequent amendments.</p> <p>(iii) Terms of Reference was granted by the Ministry vide F. No.10-19/2015-IA.III dated 14.08.2015.</p> <p><i>After detailed deliberations, the Committee recommended following conditions to be incorporated in the ToR Amendment:</i></p> <p>(i) ToR validity may be extended for another one year from 14.08.2018 to 13.08.2019.</p> <p>(ii) Submit application made for NBWL clearance.</p> <p>(iii) Submit Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.</p>
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Day 2: Tuesday, 25th September, 2018

34.4.1	<p>Capital High Street (Bikaner) at Khasra no. 43/19/3 & 44/19/4, Village Ridmalsar Purohitan, District Bikaner, Rajasthan by M/s Arham Realty LLP - Reconsideration for Environmental Clearance</p> <p>(IA/RJ/NCP/73561/2018; F.No. 21-16/2018-IA-III)</p> <p>The EAC noted the following:-</p> <p>(i) The proposal is for grant of environmental clearance to the project 'Capital High Street (Bikaner) at Khasra No. 43/19/3 & 44/19/4, Village Ridmalsar Purohitan, District Bikaner, Rajasthan by M/s Arham Realty LLP in a total plot area of 5251.70 sqm and total construction (built-up) area of 23,970.92 sqm.</p> <p>(ii) The project/activity is covered under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However, due to absence of SEIAA/SEAC in Rajasthan, the proposal is appraised at Central Level.</p> <p>(iii) The proposal was earlier considered in 30th meeting of Expert Appraisal Committee (Infra-2) held on 18-20 April, 2018.</p> <p>(iv) Project Proponent has submitted the additional information on Ministry's website on 27.07.2018.</p>
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	<p><i>The Committee discussed the project in details and noted the information provided by the project proponent is not adequate. After deliberation on the proposal, the EAC sought following documents/certificates:</i></p> <ul style="list-style-type: none"> (i) Submit status of application of availability of water from PHED/CGWA. (ii) Submit detailed traffic impact study duly endorsed by the concerned authority. (iii) Submit details of tree cutting and plan for green belt development. (iv) Submit Revised ECBC details as discussed. (v) Submit revised Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted. <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.4.2	<p>Sudha Medical College and Hospital at Umedpura, Jagpura, Tehsil Ladpura, Kota, Rajasthan by M/s Indian Mission of Medical Sciences Society - Reconsideration for Environmental Clearance</p> <p>(IA/RJ/NCP/74759/2018; F.No. 21-49/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Gaurang Environmental Solutions Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> (i) The project is located at 25° 3' 34.40" N Latitude and 75° 52' 35.44" E Longitude. (ii) This is a new project. The total plot area is 1,84,100 sqm and total construction (built-up) area of 1,18,063 sqm. The project will comprise of medical college and hospital building. 750 bedded hospital along with medical college and hostel shall be developed. Maximum height of the building is 18.65m (up to terrace level). (iii) During construction phase, total water requirement is expected to be 9 KLD which will be met by tanker water supply. During the construction phase, soak pits and septic tanks will be provided for disposal of waste water. Temporary sanitary toilets will be provided during peak labor force. (iv) During operational phase, total water demand of the project is expected to be 769 KLD (Fresh water 370 KLD & Recycled water 399 KLD) and fresh water will be met by PHED. Wastewater generated (443 KLD) will be treated in two STPs of cumulative capacity 500 KLD capacity (250 KLD each). 443 KLD of treated wastewater will be recycled (154 KLD for flushing, 150 KLD for gardening and 92 KLD for the makeup of chillers). About 56 KLD will be disposed in to municipal drain. (v) About 2.14 TPD solid wastes will be generated in the project. The biodegradable waste (0.75 TPD) will be processed in OWC and the non-biodegradable waste generated (0.83 TPD) will be handed over to authorized local vendor and biomedical waste (0.5 TPD) will be sent to nearest CBWTF. (vi) The total power requirement during construction phase is 20 KW and will be met from JVVNL and total power requirement during operation phase is 11613.89 KW (connected load) and will be met from grid of JVVNL.

- (vii) Rooftop rainwater of buildings will be collected in 42 RWH structures of total 4500.06 m³/hr capacity for harvesting after filtration.
- (viii) Parking facility for 1376 ECU is proposed to be provided against the requirement of 1284 ECU (according to local norms).
- (ix) Proposed energy saving measures would save about maximum 15% of power.
- (x) It is not located in Eco Sensitive areas.
- (xi) There is no court case pending against the project.
- (xii) Investment/Cost of the project is Rs 193.84 crores.
- (xiii) Employment potential: The Project in the area envisages employing 800-1000 people.
- (xiv) Benefits of the project: The Project will generate the indirect employment around the project area.

The EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project Sudha Medical College and Hospital at Umedpura, Jagpura, Tehsil Ladpura, Kota, Rajasthan by M/s Indian Mission of Medical Sciences Society in a total plot area of 1,84,100 sqm and total construction (built-up) area of 1,18,063 sqm.
- (ii) The project/activity is covered under item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at State level. However, due to non-existence of SEIAA/SEAC in Rajasthan, the proposal is appraised at Central level by sectoral EAC.
- (iii) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.
- (iv) Project Proponent has submitted the additional information on Ministry's website on 27.07.2018.

The committee deliberated upon the information provided by the project proponent. The EAC, after detailed deliberations on the proposal and submissions made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of firefighting equipment etc as per National Building Code including protection measures from lightening etc.
- (iii) The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
- (iv) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities

	<p>for projects requiring Environmental Clearance shall be complied with.</p> <ul style="list-style-type: none"> (v) All construction and demolition debris shall be stored at the site (and not dumped on the roads or open spaces outside) before they are properly disposed. All demolition and construction waste shall be managed as per the provisions of the Construction and Demolition Waste Rules, 2016. All workers working at the construction site and involved in loading, unloading, carriage of construction material and construction debris or working in any area with dust pollution shall be provided with dust mask. (vi) Fresh water requirement from PHED supply shall not exceed 370 KLD. (vii) No groundwater to be used in any stage. (viii) Motion /Occupancy sensor based lighting to be provided in lobby and corridors. (ix) A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users. (x) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point. (xi) Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water dewatering. (xii) Sewage shall be treated in the STP based on MBBR Technology with tertiary treatment i.e. Ultra Filtration. The treated effluent from STP shall be recycled/re-used for flushing, gardening and make up of chillers. Excess treated water shall be discharged in to municipal drain. (xiii) The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. As proposed 42 nos. of rain water harvesting pits shall be provided as per CGWB guidelines. (xiv) Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials. Wet garbage shall be composted in Organic Waste Converter. Adequate area shall be provided for solid waste management within the premises which will include area for segregation, composting. The inert waste from project will be sent to dumping site. (xv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be obtained. (xvi) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained. (xvii) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This
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	<p>plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.</p> <p>(xviii) No tree cutting/transplantation of existing trees has been proposed in the instant project. A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. 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. As proposed 66,193.75sq.m. (35.96%) area shall be provided for green area development.</p> <p>(xix) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and proposed by the project proponent, an amount of Rs. 2.9 Crore @1.5% of project cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities like education, Jal Swablamban Yojna, Sanitation, Woman Empowerment etc. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.4.3	<p>The Grand "Mix Use Building" at Plot No. S-01, Near Shyam Nagar, Ajmer Road, Jaipur, Rajasthan, by M/s Anukampa Awas Vikas, LLP - Reconsideration for Environmental Clearance</p> <p>(IA/RJ/NCP/75326/2018; F.No. 21-60/2018-IA-III)</p> <p>The EAC noted the following:-</p> <p>(i) The proposal is for grant of environmental clearance to the project The Grand "Mix Use Building" at Plot No. S-01, Near Shyam Nagar, Ajmer Road, Jaipur, Rajasthan, by M/s Anukampa Awas Vikas, LLP in a total plot area of 7,000 sqm and total construction (built-up) area of 35,633.68 sqm.</p> <p>(ii) The project/activity is covered under item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level. However, due to absence of SEIAA/SEAC in Rajasthan, the proposal is appraised at Central Level.</p> <p>(iii) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.</p> <p>(iv) Project Proponent has submitted the additional information on Ministry's website on 31.07.2018.</p> <p><i>The Committee discussed the project in details and noted the information provided by the project proponent is not adequate. After deliberation on the proposal, the EAC sought</i></p>

	<p><i>following documents/certificates:</i></p> <ul style="list-style-type: none"> (i) Submit revised Form-1. (ii) Submit status of application of availability of water from PHED/CGWA. (iii) Copy of Application for NBWL clearance should be submitted. (iv) Submit parking details as per state by laws and earmark the disabled parking. (v) Provide cost of CER as per latest guideline/rule Submit details of tree cutting and plan for green belt development. (vi) Submit revised Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted. <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.4.4	<p>Proposed expansion of existing administrative bank office building project at Re-Survey No. 561pt, 562/1pt, 563/5pt Kakkanad village Kanayannur Tehsil, Ernakulam District, Kerala by M/s The South Indian Bank Ltd - Reconsideration for Environmental Clearance</p> <p>(IA/KL/NCP/74924/2018; F.No. 21-52/2018-IA-III)</p> <p>The EAC noted the following:-</p> <ul style="list-style-type: none"> (i) The proposal is for grant of environmental clearance to the project Proposed expansion of existing administrative bank office building project at Re-survey no. 561pt, 562/1pt, 563/5pt Kakkanad village Kanayannur Tehsil, Ernakulam District, Kerala by M/s The South Indian Bank Ltd. in a total plot area of 1.43 ha and total construction (built-up) area of 28,146.53 sqm. (ii) The project/activity is covered under item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at State level. However, due to non-existence of SEIAA/SEAC in Kerala, the proposal is appraised at Central level by sectoral EAC. (iii) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018. (iv) Project Proponent has submitted the additional information on Ministry's website on 25.08.2018. <p><i>The Committee discussed the project in details and noted the ECBC compliance provided by the project proponent is not satisfactorily documented. After deliberation on the proposal, the EAC sought following documents/certificates:</i></p> <ul style="list-style-type: none"> (i) Submit revised ECBC compliance as per ECBC-2017. <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>

34.4.5	<p>Expansion/Amendment of Proposed Residential cum Commercial Project with Rental Housing Scheme at village Balkum, Thane by M/s Dosti Enterprise – Reconsideration for Environmental Clearance</p> <p>(IA/MH/MIS/67197/2017; F.No. 21-47/2017-IA-III)</p> <p>The EAC noted the following:-</p> <ul style="list-style-type: none"> (i) The proposal is for grant of environmental clearance to the project ‘Expansion of Proposed Residential cum Commercial Project with Rental Housing Scheme at village Balkum, Thane by M/s Dosti Enterprise in a total plot area of 84,134 sqm and built-up of 5,27,405.78 sqm. (ii) Earlier Environment Clearance was granted by MoEFCC vide letter no. 21-85/2014-IA. III dated 18.06.2015 for a total built-up area of 8,33,031.72 sqm. (iii) The project/activity is covered under category ‘A’ of item 8(b) ‘Townships and Area Development Projects’ of the Schedule to the EIA Notification, 2006, and requires appraisal at central level by the sectoral EAC in the Ministry. (iv) The project was granted Standard ToR by MoEFCC vide letter No. 21-47/2017-IA-III dated 06.03.2017. (v) The proposal was earlier considered in 18th Meeting of Expert Appraisal Committee (Infra-2) held on 25-27 May, 2017 and 25th Meeting held on 29-30 November, 2017 wherein the Committee sought some additional information. (vi) The Project Proponent submitted/uploaded the additional information on Ministry’s website on 11.10.2017 and 07.08.2018. <p><i>The Committee deliberated upon the submission made by the project proponent and noted the there is a discrepancy in the built-up area of the proposed project as the application made earlier for built-up area of 5,27,405.78 sqm while now the proponent has proposed built-up area of 5,45,122.89 sqm. After deliberation on the proposal, the EAC sought following documents/certificates:</i></p> <ul style="list-style-type: none"> (i) Submit revised Form-1. (ii) Plan for management of solid waste. (iii) Submit Plan for Corporate Environment Responsibility (CER) as specified under Ministry’s Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted <p><i>In view of the foregoing observations, the EAC recommend to defer the proposal. The proposal shall be reconsidered after the above essential details are addressed and submitted.</i></p>
34.4.6	<p>Proposed Common Hazardous Waste Incineration Facility at Plot No.125, Gadag Industrial Area, Narasapura, Gadag, Karnataka by M/s Gadag Envirotech Pvt Ltd - Reconsideration for Environmental Clearance</p> <p>(IA/KA/MIS/71167/2017; F.No. 10-64/2017-IA-III)</p> <p>During deliberations, the EAC noted the following:-</p>

- (i) The proposal is for Environmental clearance to the project 'Proposed Common Hazardous Waste Incineration Facility at Plot No.125, Gadag Industrial Area, Narasapura, Gadag, Karnataka by M/s. Gadag Envirotech Pvt Ltd.
- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at Central level by sectoral EAC.
- (iii) ToR for the project was granted by MoEFCC vide letter No. F.No. 10-64/2017-IA-III dated 28th February 2018.
- (iv) Public hearing was exempted for the project as per para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006 for preparation of EIA/EMP Report, being site is located in the Notified industrial area.
- (v) The proposal was considered by the EAC (Infra-2) in its 32nd meeting held during 2-4 July, 2018, wherein the Committee sought additional information.
- (vi) The project proponent submitted/uploaded the additional information on 29.08.2018 Ministry's website.

The project proponent gave a presentation on the details sought by the Committee during its 32nd meeting held during 2-4 July, 2018. During deliberation following additional project detail were noted:

- (i) The total quantity of water requirement for the plant is about 4 KLD and will be sourced from KIADB water supply.
- (ii) Sewage generated from domestic purposes will be treated in septic tank and soak pit. Scrubber effluent and floor wash will be treated in ETP and treated effluent will be used for scrubbing flue gas in venturi scrubber and excess will be reused.
- (iii) Power requirement of the project is 50 HP and will be sourced from KPTCL. One diesel generator of 63 kVA capacity will be installed for back-up.

The EAC, after detailed deliberations on submission made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) No objection Certificate from the State Pollution Control Board shall be obtained before initiating the project.
- (ii) The Project proponent should ensure that the TSDF fulfils all the provisions of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016.
- (iii) No ground water shall be used.
- (iv) The TSDF should only handle the waste generated from the member units.
- (v) As proposed, air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue

gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO₂, NO_x and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.

- (vi) During operation stage Dioxin and Furan to be monitored in the emissions from incinerator and record to be maintained.
- (vii) Analysis of Dioxins and Furans shall be done through CSIR – National Institute for Interdisciplinary Science and Technology (NIIST), Thiruvananthapuram or equivalent NABL Accredited laboratory.
- (viii) The project proponents shall adhere to all conditions as prescribed in the Protocol for 'Performance Evaluation and Monitoring of the Common Hazardous waste treatment, storage and disposal facilities' published by the CPCB in May, 2010.
- (ix) Incinerator shall be designed as per CPCB guidelines. Energy shall be recovered from incinerator. Incinerator to be located in the down wind of habitation.
- (x) Leachates to be collected and utilized within project after proper treatment.
- (xi) Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water quality in consultation with the State Pollution Control Board / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the SPCB and the Regional Office of MoEF&CC.
- (xii) Ground water monitoring for Physico-Chemical parameters to be carried out and record maintained by providing piezometric wells along the flow channel (up and down).
- (xiii) Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
- (xiv) Solid hazardous process waste shall be disposed at approved landfill site. No waste shall be land filled on-site.
- (xv) Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
- (xvi) The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
- (xvii) On line real time continuous monitoring facilities shall be provided as per the CPCB or State Board Directions.
- (xviii) No non-hazardous wastes, as defined under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, shall be handled in the premises.
- (xix) Project Proponent shall develop green belt with native plant species that are significant and used for the pollution abatement. At least 10 m thick greenbelt shall be developed in the periphery of hazardous waste facility.
- (xx) Project should ensure that the site is properly cordoned off from general movement

	<p>and no unauthorized person or goods permitted to enter the premises. Necessary security provision should be made as a condition in the Authorisation under the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 to prevent unwanted access.</p> <p>(xxi) Pre medical check-up to be carried out on workers at the time of employment and regular medical record to be maintained.</p> <p>(xxii) Emergency plan shall be drawn in consultation with SPCB/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.</p> <p>(xxiii) Rain water runoff from hazardous waste management area shall be collected and treated in the effluent treatment plant.</p> <p>(xxiv) The Project proponent shall not store the Hazardous Wastes more than the quantity that has been permitted by the CPCB/GPCB.</p> <p>(xxv) The company shall draw up and implement corporate social Responsibility plan as per the Company's Act of 2013.</p> <p>(xxvi) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and as proposed a fund of Rs. 5 lakh @2.0% of project cost shall be earmarked for activities such as Avenue plantation, sanitation and rain water harvesting in Government school at Betageri village, "Parisara Mitra Shala" etc. under Corporate Environment Responsibility (CER). The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
34.4.7	<p>Proposed Sanitary Landfill at Tehkhand, Okhla, South East Delhi , Delhi by M/s South Delhi Municipal Corporation Delhi - Reconsideration for Environmental Clearance (IA/DL/MIS/71829/2017; F.No. 10-8/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Amaltas Enviro Industrial Consultant LLP gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The municipal waste generation in SDMC area is approximately 3600 TPD. Existing Okhla Landfill site was commissioned in the year 1996 and due to non-availability of sufficient waste processing facility, per-force dumping of Solid Waste to the extent of 1800TPD is dumped existing landfill site. The existing landfill site is full to its capacity and heaps of more than 60 m have been formed. Hence, it has been decided to scientifically close/re-mediate the existing Okhla landfill site. As old Landfill site will be closed, it was decided that a new Sanitary Landfill will be established on recently allotted 32.34 acres of land near the existing dumpsite.</p> <p>(ii) The name of the project is 'Proposed Sanitary Landfill at Tehkhand Okhla'. The total plot area for the proposed project is 32.34 acres.</p> <p>(iii) ToR was granted to the project by MoEFCC vide letter No. 10-8/2018-IA-III dated 5th</p>

April, 2018.

- (iv) Public hearing was held on 18th July 2018 at the project site near Existing SLF/Tehkhand Bus Depot, Tehkhand, Maa Anandmai Marg, New Delhi
- (v) Water requirement, during Construction Phase will be 10 KLD, which will be sourced from Tankers Supply and during Operation Phase will be 406 KLD and sourced from Delhi Jal Board & Treated sewage water from Okhla STP.
- (vi) Hazardous waste shall be managed in accordance with the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, as amended from time to time. Leachate Generation will be 100 KLD which will be treated in Leachate Treatment Plant.
- (vii) Name of eco-sensitive area and distance from the project site- Asola Wildlife Sanctuary approx. 3.5 km - SW, Okhla Bird Sanctuary approx. 6 km - NE and National Zoological Park 10 km - NW.
- (viii) Estimated Project Cost is Rs. 45 Crore.
- (ix) Employment potential: Development of project will provide employment opportunity to local skilled, unskilled & semiskilled people during construction phase.
- (x) Benefits of the project reduction of groundwater contamination through leachate collection and treatment and control of surface water contamination through runoff reduction of air contamination due to gases, litter, dust, or bad odour; control of other problems due to rodents, pests, fire, bird menace and Safety against Slope failure and reduction in soil erosion, etc.

The EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project 'Proposed Sanitary Landfill at Tehkhand, Okhla, South East Delhi, Delhi by M/s South Delhi Municipal Corporation Delhi in a total plot area of 32.34 acres.
- (ii) The project/activity is covered under category B of item 7(i) 'Common-Municipal Solid Waste Management Facility' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at State level by SEIAA/SEAC, Delhi. However, due to applicability of General Condition i.e. Inter-State boundary of Delhi and Haryana falls at approx. 200 m in South Direction, the proposal becomes category A and is appraised at Central Level.
- (iii) ToR was granted to the project by MoEFCC vide letter No. 10-8/2018-IA-III dated 5th April, 2018.
- (iv) Public hearing was held on 18th July 2018 at the project site near Existing SLF/Tehkhand Bus Depot, Tehkhand, Maa Anandmai Marg, New Delhi.
- (v) The proposal was earlier considered in 33rd meeting of Expert Appraisal Committee (Infra-2) held on 9-10 August, 2018.
- (vi) Project Proponent has submitted the additional information on Ministry's website on 30.08.2018.

The EAC deliberated upon the information provided by the project proponent. During the deliberation, the project proponent informed that this is a proposal for new sanitary landfill site as per SWM Rules, 2016. The project is not an extension of landfill site. The

land parcel on which new sanitary landfill is proposed to be established is not contiguous to the existing sanitary landfill. The project proponent has also informed that there is no authorize habitation is present within 200 mts. However, there is an encroachment on the Government land in the shape of J j cluster adjoining to the proposed site. Against allotment of two pieces of land (totaling to 50.431 acres), only 47.34 acres has been handed over by DDA to SDMC. The balance DDA land and other adjoining land is under unauthorized occupation by Jhuggi/Jhopri. SDMC vide letter dated 28.08.2018 has requested DDA to remove the said J J cluster from the site. SDMC shall be developing a green belt of 30 mt width all around the proposed facility to act as a buffer with the surroundings.

During deliberation, the project proponent informed that 466 (462 trees of Kikar) trees will be felled and 45 trees (Sheesam) will be transplanted. With prior permission from the concerned Authority. The Committee advised the project proponent to minimize the cutting/transplantation of trees as much as possible.

The EAC, after detailed deliberations on submission made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:-

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) Air pollution control device viz. gas quencher; treatment with mixture of hydrated lime and activated powder for adsorption of partial acidity and VOCs (if any); bagfilter/ESP for removal of particulate matter; ventury scrubber followed by packed bed scrubber with caustic circulation to neutralize the acidic vapours in flue gas; and demister column for arresting water carry over will be provided to the incinerator. Online pollutant monitoring shall be provided as per CPCB guidelines for monitoring particulate matter, SO₂, NO_x and CO from the incinerator stack. The periodical monitoring of Dioxins and Furans in the Stack emissions shall be carried out.
- (iii) No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the Tree Authority constituted as per the Delhi Preservation of Trees Act, 1994 (Delhi Act No. 11 of 1994). Old 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).
- (iv) Green Belt along the periphery in 3 tier.
- (v) 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.
- (vi) Analysis of Dioxins and Furans shall be done through CSIR – National Institute for Interdisciplinary Science and Technology (NIIST), Thiruvananthapuram or equivalent NABL Accredited laboratory.

- (vii) No fresh water to be used except for potable use.
- (viii) Sufficient number of Piezometer wells shall be installed in and around the project site to monitor the ground water quality in consultation with the Delhi Pollution Control Committee / CPCB. Trend analysis of ground water quality shall be carried out each season and information shall be submitted to the DPCC and the Regional Office of MoEF&CC.
- (ix) Ground water monitoring for Physico-Chemical parameters to be carried out and record maintained by providing piezometric wells along the flow channel (up and down).
- (x) Leachates to be collected and utilized within project after proper treatment.
- (xi) Ambient air quality monitoring shall be carried out in and around the landfill site at up wind and downwind locations.
- (xii) The depth of the land fill site shall be decided based on the ground water table at the site.
- (xiii) Environmental Monitoring Programme shall be implemented as per EIA report and guidelines prescribed by CPCB for hazardous waste facilities. Periodical ground water/soil monitoring to check the contamination in and around the site shall be carried out.
- (xiv) The Company shall ensure proper handling of all spillages by introducing spill control procedures for various chemicals.
- (xv) All leachates arising from premises should be collected and treated in the ETP followed by RO. RO rejects shall be evaporated in MEE. Toxicity Characteristic Leaching Procedure (TCLP) test to be performed on leachates.
- (xvi) The Company shall review the unit operations provided for the treatment of effluents, specially the sequencing of MEE after tertiary treatment, the source of permeate when no R.O. is recommended and the treatment of MEE condensate. The scheme for treatment of effluents shall be as permitted by the Pollution Control Board/Committee under the provisions of consent to establish.
- (xvii) On line real time continuous monitoring facilities shall be provided as per the CPCB or State Board Directions.
- (xviii) Scrubber water, leachate water or wheel wash effluent shall be treated in the effluent treatment plant followed by RO to achieve zero liquid discharge.
- (xix) Gas generated in the Land fill should be properly collected, monitored and flared.
- (xx) Project Proponent shall develop green belt, as committed. At least 30 m thick greenbelt shall be developed in the periphery of sanitary landfill facility.
- (xxi) Pre medical check-up to be carried out on workers at the time of employment and regular medical record to be maintained.
- (xxii) Emergency plan shall be drawn in consultation with DPCC/CPCB and implemented in order to minimize the hazards to human health or environment from fires, explosion or any unplanned sudden or non sudden release of hazardous waste or hazardous waste constituents to air, soil or surface water.
- (xxiii) Rain water runoff from the landfill area shall be collected and treated in the effluent

treatment plant.

- (xxiv) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and as proposed a fund of Rs. 90 lakh @2.0% of project cost shall be earmarked for activities under Corporate Environment Responsibility (CER). The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.

34.4.8 Development of the facilities envisaged in the Port Master Plan (phase III) of M/s Kamarajar Port Limited - Reconsideration for Environmental and CRZ Clearance

(IA/TN/MIS/31769/2015 ; F.No. 11-51/2012-IA-III)

The EAC noted the following:-

- (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Development of the facilities envisaged in the port master plan (Phase III) of M/s Kamarajar Port Limited.
- (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iii) The proposal was considered by the Expert Appraisal Committee (Infra-2) in the Ministry in its 21st meeting held on 21-24 August, 2017, 25th meeting held on 29-30 November, 2017 and 31st meeting held on 29-30 May, 2018. The Expert Appraisal Committee (Infra-2) in its meeting held 29-30 May, 2018 after detailed deliberations on the submission made by project proponent and report submitted by the sub-committee (constituted vide minutes of 25th EAC (Infra-2) meeting held on 29-30 November, 2017), has recommended the project for grant of Environmental and CRZ Clearance.
- (iv) While processing the file for approval of competent authority, it was noted that certified compliance reports issued by MOEF&CC Regional Office, Chennai with respect to environmental & CRZ clearance issued earlier to M/s Kamrajara Port Ltd have certain critical aspect which needs to be deliberated upon in the EAC (Infra-2) meeting.
- (v) It was decided to refer the matter back to EAC for re-appraisal to deliberate non-compliance of EC&CRZ clearance issued earlier.

The project proponent has submitted the Action taken report on the party complied or not/non complied conditions as under:

S. No.	MoEF Guidelines (Ref: Environment & CRZ Clearance letter No., Date & Clause No.)	Comments of Regional Office of MoEF&CC on the Compliance Report.	Action Taken Report
1	The total land area of the Project should be limited to 400 Ha as proposed. (Ref: EC letter No. J-16011/9/87-IA.III dated 28.9.1992, Clause 2(i))	Not complied: The port has more land i.e. now they have 113.7.66 hectares of land area. No information was provided about the approval of land.	Complied As per Environment clearance letter issued by Ministry of Environment & Forests for the "Construction of new satellite port at Ennore near Madras in Tamilnadu" vide letter dated 28.9.1992, the total land area accorded was 400 ha. Subsequently port has developed new projects under Phase-II and subsequently

			<p>port has developed various new projects phase wise.</p> <p>Port has acquired additional lands from various Government authorities like TIDCO, Salt Department, Ministry of Commerce, Gol.</p> <p>Port has acquired 950 Acres of land from TIDCO during the year 2002 and was shown for obtaining Environment & CRZ clearance for the development of second phase project at KPL. The stock yard for the coal, iron ore, tank farm for Marine Liquid Terminal were developed in these lands. Ministry of Environment & Forests had accorded Environment and CRZ clearances vide No. 10-28/2005-IA-III dated 19th May 2006 (Annexure- I).</p> <p>For subsequent developments, Port has acquired 679 Acres of land from Salt Department during the year 2010 & 2014. The lands were meant for the development of stackyard for additional Coal berths (CB3&4). Ministry of Environment & Forests had accorded Environment and CRZ clearances vide letter No. F.No.11-51/2012-IA.III dated 12th March 2015 (Annexure- II).</p> <p>The total land area of port is 2787.29 Acres. The remaining portion of the land is shown in the Development of facilities envisaged in the Port master plan project, for which Environment & CRZ clearance is sought. The details of land procured by KPL is tabulated enclosed as Annexure-III</p> <p>In view of the above KPL has got approval of MoEF&CC for the utilization of the above said lands.</p>
2	<p>A green belt of appropriate width (say 200 meters) must be provided along the periphery of the port excluding the water area. Adequate provision for the initial cost for greening and maintenance has to be made in the project cost and subsequent annual budget for the port;</p> <p>(Ref: EC letter No. J-16011/9/87-IA.III dated 28.9.1992; Clause 2(viii)).</p>	<p>Not complied:</p> <p>As against the development of green belt for a width of 200 mts, about 60 mts wide, as on date 2.5 km long area has been brought under green belt measuring about 15 Hectares.</p>	<p>Complied</p> <p>In 1992 the port was conceived as a satellite port to handle coal through two coal berths. Environment clearance was issued to develop green belt in an area of 15 Hectares. However, the port diversified into a multi-cargo port and subsequently a land use plan was developed which includes a green belt of 414 Acres i.e. 167.25 Hectares.</p> <p>Port is continuously developing green belt area.</p> <p>The budget for green belt /Horticulture at Port is as follows: 2015-16- Rs.28,50,917/- 2016-17 – Rs.64,63,678/- 2017-18-Rs.8,43,365 2018-19- Rs.2,61,535 (Upto August)</p> <p>The land use map of the port is enclosed as Annexure-IV.</p>
3	<p>An environment division must be set up in Ennore port headed by Environment Manager with appropriate strength of Environment Engineers, Forest officers, forest guards and other laboratory staff. An environmental laboratory for Air Water and solid waste monitoring must be set up with adequate equipment and qualified staff. Adequate fund for establishment of laboratory must be provided in the project cost. The</p>	<p>Refer below:</p> <p>Only one officer (Manager level) has been given the charge of Environmental In charge along with another officer who has been setup. All the monitoring works are carried out by external</p>	<p>Action taken</p> <p>KPL has appointed an Environmental Officer to take care of the environmental requirements of the port. Another officer was also given an additional charge to look after environmental related works. Port has engaged M/s. Hubert Enviro care Systems Pvt. Ltd. Chennai (MoEF & CC/ NABL certified) to carry out the regular environmental monitoring of various</p>

	<p>annual recurring cost for the laboratory and Environmental Division must be provided for in the annual budget of the port. (Ref: EC letter No. J-16011/9/87-IA.III dated 28.9.1992; Clause 2(xviii))</p> <p>The similar direction was also issued in the following clearance letters: (Ref:F.No.10-28/2005-IA-III dated 19th May 2006; Clause 11)</p> <p>(Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 5(iv))</p> <p>(Ref:F.No.10-28/2005-IA-III dated 24.12.2014; Clause 4 (B) ix)</p> <p>(Ref: EC letter No. 11-51/2012-IA.III dated 12.03.2015; Clause 4(A) xiii)</p>	<p>laboratories. Adequate amount has been allocated for Environmental Management purpose.</p>	<p>parameters like ambient air (PM10, PM2.5, SOx, NOx), noise levels, marine water quality (Physio-chemical parameters, Phytoplankton Zooplankton), Sediment quality (heavy metals). The copy of the monitoring report is enclosed as Annexure-V.</p> <p>KPL is in the process of Recruitment for following positions and the advertisement was issued:</p> <ol style="list-style-type: none"> 1. Junior Executive (HSE) vide Letter No.KPL/HR/Rec /2017. 2. Chief Manager (HSE) vide Letter No. KPL/HR/Rec /2018 & Advertisement dated 11.07.2018. 3. Manager (HSE) vide Letter No. KPL/HR/Rec /2018 & Advertisement dated 11.07.2018. 4. Assistant Manager (HSE) vide Letter No.KPL/HR/Rec /2018 & Advertisement dated 11.07.2018. <p>The process of recruitment is under progress. The copy of the advertisement is enclosed as Annexure-VI.</p> <p>Expenditure: The year wise expenditure occurred towards Environmental management is as follows: Kamarajar Port: (expenditure towards Environmental monitoring, Solid waste management, consent fees) 2014-15= Rs.70,14,607/- 2015-16 = Rs.74,02,884/- 2016-17 =Rs. 94,35,756/- (includes study carried out by NCSCM) 2017-18= Rs.49,99,285 2018-19- Rs.46,67,852* (*January-June 2018)</p> <p>M/s. ETTPL for the Marine Liquid Terminal terminal for the year 2015-16= Rs. 10.9 lakhs 2016-17=Rs. 10.10 lakhs. 2017-18 is Rs.11.20 lakhs.</p> <p>M/s. AECTPL for the financial year 2017-18-14.0 lakhs.</p>
4	<p>The project-affected people, of any should be properly compensated and rehabilitated. (Ref:F.No.10-28/2005-IA-III dated 19th May 2006; Clause A, xvi)</p>	No details made available	<p>Complied The land has been transferred from TNEB, TIDCO and Salt Department, Government of India. Hence no direct project affected people by Kamarajar Port Limited. The details of land procured by KPL is enclosed as Annexure-III</p>
5	<p>A well equipped laboratory with suitable instruments to monitor the quality of air and water shall be set up as to ensure that the quality of ambient air and water conforms to the prescribed standards. The laboratory will also be equipped with qualified manpower including a marine biologist so that the marine water quality is regularly monitored in order to ensure that the marine life is not adversely affected as a result of implementation of the said project. The quality of ambient air and water shall be monitored periodically in all the seasons and the results should be properly maintained for inspection of the concerned pollution control agencies. The periodic monitoring reports at least once in 6 months must be send to this</p>	<p>Refer below: There is no laboratory to monitor the Environmental parameters. Marine biologist also has not been appointed.</p>	<p>Complied. Kamarajar Port is monitoring the environment. Port has engaged M/s. Hubert Enviro Care Systems (P) Ltd, an MoEF and NABL accredited laboratory for sampling and testing of various environmental parameters inside the port.</p> <p>The operators of the coal terminal M/s. Chettinad International Coal Terminal Pvt are also monitoring environmental parameters. The environmental monitoring is carried out by M/s. Enviro Care India Pvt. Ltd.</p> <p>M/s. ETTPL one of the BOT operator handling POL projects is also monitoring</p>

	Ministry (Regional Office at Bangalore) and Pollution Control Committee. (Ref:F.No.10-28/2005-IA-III dated 19 th May 2006, Clause B, ii)		environment. The environmental monitoring is carried out by M/s. Green Chem Solution (P) Ltd. The monthly reports are submitted to state Pollution Control Board every month and a copy of the report is forwarded to Regional Office of the Ministry of Environment & Forests, Chennai once in six months. The copy of the monitoring reports is enclosed as Annexure-V .
6	Groins and other suitable structures should be constructed to prevent the closing of the mouth of Ennore creek. (Ref:F.No.10-28/2005-IA-III dated 19 th May 2006, i)	---	Being compiled Kamarajar Port had requested State Public Works Dept. vide letter dated 09.05.2017 to carry out the Groins construction works on deposit basis. In response State Public works Department, Araniyar Basin Division vide letter No. F6/AEE/ASE/2017 dated 09.11.2017 has communicated their willingness for carryout the works on deposit basis. Subsequently State PWD requested NIOT, Chennai to conduct the study and submit the estimate for the work. Kamarajar Port had entrusted the work to State Public works Department, Araniyar Basin Division Chennai for Groins construction works to prevent the closing of the mouth of Ennore creek on deposit basis. State PWD engaged NIOT, Chennai to conduct the study and submit the Report which includes the cost estimate for the Groin constructions and associated deeping in mouth of creek " KPL deposited Rs 112 lakhs for conducting the study in March 2018 .State PWD is in the process of appointing EIA consultants for obtaining CRZ approval from SCZMA.
7	The mangroves present near the project area should not be disturbed and action plan to conserve them may be indicated. (Ref:J30060/EC.3/2005-I dated 06.12.2005, Clause 2(iv))	Refer below: Mangroves present in the project area were not disturbed during the construction activities. During the operational phase, the cargo is transferred through elevated closed conveyors having required dust control measures. No spillage of cargo takes place during the transfer of cargo. KPL has left the mangrove area untouched.	Complied While executing the project it was made sure no mangroves were disturbed by the construction of conveyor belt. Further, KPL has conducted a study "Action plan and Ecological studies for Kamarajar Port" through National Centre for Sustainable Coastal Management, a unit of MoEF&CC, during May 2017. The report has identified the mangroves and also suggested various mitigation measures. The same will be implemented while exercising the Master plan projects. The relevant portion of the report is enclosed as Annexure VII
8	All other statutory clearances including Public Liability Insurance should be obtained (Ref: EC letter No. 10-28/2005-IA.III dated 10.9.2007; Clause B, iv)	Refer below: Consent validity was up to 2015 and later on it has not been renewed but the PA has submitted the application for renewal. No information was provided about the Public Liability Insurance.	Complied TNPCB has accorded consent to operate the General Cargo berth vide Consent order No.160816224964 dated 23.11.2016. The consent was valid upto March 31.2017 The copy of the consent is enclosed as (Annexure-VIII) . Application for renewal of the consent along with consent fees was submitted to TNPCB. The copy of the consent and the copy of the application submitted for subsequent renewal of the consent. The copy of the application for renewal and the consent fee paid is enclosed as Annexure IX .

			<p>The renewal of the consent is in progress. With regard to the Public Liability Insurance, port is having Pubic Liability Non-Industrial Policy with United India Insurance Co. Ltd. The present period of insurance is from 27.2.2018 to 26.02.2019.</p> <p>The copy of the Pubic Liability Non-Industrial Policy is enclosed as Annexure X.</p>
9	<p>As the Ennore expressway is very busy. It is suggested to examine the details of traffic analysis and incorporate necessary improvement study the impact of additional traffic due to the proposed development</p> <p>(Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 5(i))</p>	<p>Reportedly complied.</p> <p>The report on traffic analysis was carried out by M/s. Wilber Smith Association Pvt. Ltd, and the necessary improvements are incorporated and also implemented as informed. However a copy of the study report was not shown.</p>	<p>Complied.</p> <p>The report on traffic analysis was sent to MoEF vide our letter dated 17.2.2010. The copy of the report submitted to MoEF&CC is enclosed as Annexure-XI</p>
10	<p>No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations</p> <p>(Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009, Clause B(iv))</p> <p>A similar direction was also issued in the following clearance letter:</p> <p>(Ref:J30060/EC.3/2005-I dated 06.12.2005) State CRZ clearance letter No. 30060/EC.3/2005-1 dated 06.12.2005; Clause 2)</p>	<p>Not complied.</p> <p>Some quantity (about 1 Lakh m³) of dredged material was dumped in the port land 6 to 7 months before in the CRZ area along the port approach road on the southern side of KPL at different places. Against this a case was filed by NGOs in NGT, Application No.8 of 2016. NGT directed KPL to remove the dumped material immediately within 4 weeks. KPL has not started to remove the material and they have requested 2 more weeks time to remove the same that is by 31.1.2017.</p>	<p>Complied</p> <p>The allegations are not true. In fact During 2015, KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road, in the lands owned by Port.</p> <p>KPL has a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road. One Mr. R. Ravindran has filed petition (application No.08 of 2016) with Hon'ble NGT (SZ) stating that the dredged materials were dumped in the CRZ area. After hearing, Hon'ble NGT directed KPL to remove the dumped earth in the above said areas. KPL has removed the dumped material and informed the same to the Hon'ble NGT. Hon'ble NGT has appointed Mr. T. Sai Krishnan as an Advocate Commissioner to inspect the area and to report. Accordingly, the Advocate Commissioner inspected the site and filed Report on 11.07.2017.</p> <p>The Hon'ble NGT requested the Advocate Commissioner to visit the place once again and give the exact status that exists as on the date of inspection.</p> <p>Action was taken to remove the residue of dredged materials and the work was completed in the third week of Aug.2017. The Advocate Commissioner has visited the site on 01.09.2017 and submitted the report on 06.09.2017. The copy of the report dated 06.09.2017 filed by the advocate commissioner is enclosed as Annexure-XII.</p> <p>In the report, the Advocate Commissioner has pointed out that the petitioner has reported that dredged sand are available around the roots of mangroves. The Hon'ble NGT has directed KPL to remove the same manually. Accordingly, the same has been removed and reported on 11.09.2017. The copy of the orders of</p>

				<p>the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p> <p>The comments of the Hon'ble NGT vide Orders dated 11.9.2017 is as follows:</p> <p>Quote</p> <p>Kamarajar port also dumped dredged materials in the area which affected the natural growth of mangroves and which was subsequently removed, we are of the view that the same experts appointed by us shall be entrusted with the work of giving their recommendation relating to the remediation process, particularly relating to regeneration of mangroves and possibility of the inundation with salt water during high tide which can be utilized to the maximum extent for the development of mangroves in the area. The experts shall consider the same and give their final report. The experts have given the preliminary report on the plant diversity of salt marshes of Ennore and Kattupalli which is taken on record and we also request the Experts to include the same in the final report to enable this Tribunal to pass appropriate order. The contention raised by the learned counsel appearing for the parties particularly Mr. Yogeshwaran that the Kamarajar port Ltd and others which have caused damages in the Ennore creek should be imposed with fine under "polluter pays" principle will be taken at the appropriate time and this Tribunal after receiving the Experts report will decide about the same. The officers of Kamarajar Port have stated that the dumped dredged material has been removed. We request the officers of Kamarajar Port not to carry out any other activity except the routine maintenance work. We will pass appropriate orders after the receipt of the final report from the learned experts"</p> <p>Unquote</p> <p>The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p> <p>It is also informed that Hon'ble NGT has constituted a three member committee to study the effect of fly ash dumped by TANGEDCO in the salt pan lands of Kamarajar Port.</p> <p>The same has been confirmed by the Hon'ble NGT appointed advocate commissioner.</p> <p><i>It is also stated that the removal of the dredged material by KPL was informed to MoEF&CC vide our letter No. KPL/MS/Env/FP-EC/2015 dated 28.09.2017 as part of additional details sought during the 21st Meeting of the Expert Appraisal Committee (Infra-2).</i></p> <p>Further the site was visited by a sub-committee of EAC of MoEF&CC during 5th & 6th January 2018. The observations of the sub-committee as mentioned in the Minutes of the 31st meeting of the EAC (Infra-2) are reproduced below.</p> <p>"KPL has removed the soil and debris</p>
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			utilized for the reclamation of the wetland areas as per the order of the Hon'ble NGT. However many of the wet land areas are still dumped with fly ash disposed by TANGEDCO which is under removal as per NGT order". Copy of the minutes of the meeting enclosed as Annexure-XIV . There is no member available to preside the NGT proceedings. Hence there is no further progress in this matter.
11	In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment and Forests. (Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 6(x))	Not complied: The PA has handled more cars than the permitted numbers	Action taken Kamarajar Port is a premium port of Government of India for import/export of automobiles and the same has been greatly acknowledged by the foreign automobile manufacturers using Chennai as a automobile hub. Each car weighs on an average of 1000 kg. During the year 2016-17 and 2017-18, KPL has handled 2.75 MMT and 2.63 MMT of automobiles respectively, which is an excess of 75000 cars i.e., 0.075 MMT. The berth is to handle 0.75 MTPA (i.e., 2 lakh cars equivalent 0.2 MT and 0.5 MT project cargo) to which well within the approved limit. All these cargo are green cargo. However, KPL has appointed M/s. Engineers India Ltd, consultant to study and to take further necessary action in respect to capacity augmentation of the berth.
12	These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter. (Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 7)	Refer below: Consent validity was up to 2015 and later on it has not been renewed but the PA has submitted the application for renewal .No information was provided about the Public Liability Insurance.	Complied KPL is enforcing the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981 and the Environment (Protection) Act, 1986. With regard to the Public Liability Insurance, port is having Pubic Liability Non-Industrial Policy with United India Insurance Co. Ltd. The present period of insurance is from 27.2.2018 to 26.02.2019. The copy of the Pubic Liability Non-Industrial Policy is enclosed as Annexure X .
13	Any appeal against this Environmental Clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under Section 11 of the National Environment Appellate Act, 1997. (Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 11) (Ref: EC letter No. 11-51/2012-IA.III dated 12.03.2015, Clause 10)	Refer below: A case was filed by NGO,s with NGT. Application No. 8 of 2016. NGT directed KPL to remove the dumped material immediately within 4 weeks. KPL assured the court that the dumped material will be removed by 31.2.2017.	Complied KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road. As per the directions of Hon'ble NGT, KPL has removed the above material from the inter tidal zone of salt lands recently transferred to KPL and restored the original levels of salt lands at dumped area. The same was informed to MoEF&CC vide our letter No. KPL/MS/Env/FP-EC/2015 dated 28.09.2017 as part of additional details sought during the 21 st Meeting of the Expert Appraisal Committee (Infra-2). The Hon'ble NGT in its orders dated 11.09.2017 has mentioned that NGT requests the officers of Kamarajar Port Ltd., not to carry out any other activity except the routine maintenance work. The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as

			Annexure-XIII.
14	<p>The proponent shall upload the status of compliance of the stipulated EC conditions, including results of monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zonal Office of CPCB and the SPCB. The criteria pollutant levels namely; SPM, RSPM, SO₂, NO_x (ambient levels as well as stack emissions) or critical sect oral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.</p> <p>(Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009; Clause 13)</p> <p>(Ref:F.No.10-28/2005-IA-III dated 24.12.2014; Clause 10)</p> <p>(Ref: EC letter No. 11-51/2012-IA.III dated 12.03.2015; Clause 12)</p>	<p>Not complied:</p> <p>They have not uploaded the status of compliance of the stipulated EC conditions, including results of the monitored data on their websites. The monitored data are not displayed at the convenient location near the main gate of the company in the public domain.</p>	<p>Complied.</p> <p>The status of the compliance of the stipulated EC conditions and the results of the monitored data are being sent to Regional office of MoEF.</p> <p>The result of the monitoring data is uploaded in the company website. The Air quality survey carried out by TNPCB is also uploaded in the website.</p> <p>Port has installed one Continuous Ambient Air Quality (AAQ) station to monitoring PM₁₀ & PM_{2.5} at the cargo berth. The data is continuously streamed to Care Air Centre of TNPCB.</p> <p>M/s. Chettinad International Coal Terminal Pvt. Ltd, one of the BOT operators handling coal has also installed two continuous air quality monitoring stations and the same are connected to Care Air Centre of TNPCB.</p> <p>The copy of the environmental monitoring reports is enclosed as Annexure-V</p>
15	<p>The environmental statement for each financial year ending 31st March in Form – V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules, 1986, as amended subsequently, shall also be put on the website of the company along with the status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.</p> <p>(Ref: EC letter No. 11-21/2009-IA.III dated 23.07.2009)</p> <p>(Ref: EC letter No. 11-51/2012-IA.III dated 12.03.2015; Clause 13)</p>	<p>Not complied.</p> <p>The environmental statement for each financial year ending 31st March in Form-V has not been submitted and also has not been put on the website of the company along with the status of compliance of EC conditions.</p>	<p>Complied.</p> <p>The Environmental state (Form V) is included in the six monthly compliance report and submitted to RO, MoEF&CC. The copy is enclosed as Annexure XV.</p>
16	<p>All the recommendation of the EIA/EMP & Risk Assessment and Disaster Management Report shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation submitted in the EIA report shall be submitted to MoEF&CC along with half yearly compliance report to MoEF&CC-RO</p> <p>(Ref:F.No.10-28/2005-IA-III dated 24.12.2014; Clause A,(v))</p>	<p>Agreed to comply.</p> <p>The PA have agreed to comply the recommendations of the EIA/EMP & Risk Assessment and Disaster Management Report. Matrix format has not been prepared and submitted to RO</p>	<p>Complied.</p> <p>The matrix format report is included in the compliance report and submitted to RO, MoEF&CC. The copy is enclosed as Annexure XVI.</p>
17	<p>These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 1994, including the amendments and rules made thereafter.</p> <p>(Ref:F.No.10-28/2005-IA-III dated 24.12.2014; clause 5)</p>	<p>Refer below:</p> <p>Consent validity was up to 2015 and later on it has been renewed but the PA has submitted the application for renewal .No information was provided about the Public Liability Insurance.</p>	<p>Complied</p> <p>M/s. CIBTPL has obtained Consent to Operate from TNPCB. Consent Order No.170427640905 dated 21.04.2017 (Under section 21 of the Air(Prevention and Control of Pollution) Act,1981</p> <p>Consent Order No.170417640905 dated 21.04.2017(Under section 25 of the Water (Pollution and Control of Pollution) Act, 1974.</p> <p>The copy of the consent order is enclosed as Annexure –XVII</p> <p>FIRE SERVICE LICENSE: (Tamil Nadu Fire & Rescue Service)</p>

			<p>Under Section 13 of the Tamil Nadu Fire Services Act 1985 and with Tamil Nadu Fire service Rules 1990 Appendix III) Lic.No.3005/2017 dt.12.09.2017.</p> <p>M/s AECTPL has obtained Consent to Operate from TNPCB. Consent Order No. 170518979118 dated 28.6.2017 under water & Air Acts.</p> <p>The copy of the consent order is enclosed as Annexure –XVII</p>
18	<p>Dredged material should be dumped on the landward side and should not be dumped into sea (CRZ IV)., intertidal area (CRZIB) of the Buckingham canal and also in the salt pan areas as the salt pan areas are declared as CRZ-IB (intertidal zone) as per approved coastal Zone management plan of Tamil Nadu.</p> <p>(Ref: EC letter No. 11-51/2012-IA.III dated 12.03.2015- State CRZ clearance letter No. 23187/EC-3/2014-1 dated 16.12.2014; Clause 6 (b))</p>	<p>Not complied</p> <p>The dredged material is dumped in the intertidal area of the Buckingham canal and also in the salt pan area and for that there is a case in NGT (Application No.8 of 2016)</p>	<p>Complied.</p> <p>However, KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road.</p> <p>As per the directions of Hon'ble NGT, KPL has removed the above material from the inter tidal zone of salt lands recently transferred to KPL and restored the original levels of salt lands at dumped area.</p> <p>The Hon'ble NGT in its orders dated 11.09.2017 has mentioned that the dumped dredged materials in the area which affected the natural growth of mangroves and which was subsequently removed. Moreover NGT requests the officers of Kamarajar Port Ltd., not to carry out any other activity except the routine maintenance work.</p> <p>The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p>

The Project proponent has also submitted the point wise reply to the representation received from Coastal Resource Centre, Chennai as under:

S. No.	Comments of Coastal Resource Centre	Response of Kamarajar Port
1.	Several representations (dated 10/7/2017, 23/09/2017, 12/10/2017, 24/10/2017), were made to you expressing concern over Kamarajar Port's intent to convert more than 1000 acres of intertidal wetlands, including salt pans, into industrial real estate.	<p>Kamarajar Port Limited has not received any copy of the said representations from Coastal Resource Centre.</p> <p>It is informed that Kamarajar port is developing the land beyond the CRZ Areas, demarked as per CRZ Notification 2011, prepared by Institute of Remote Sensing, Anna University, Chennai, one of the authorized agencies by MoEF&CC. Kamarajar port has no intention to covert wetlands, salt pans into industrial real estate.</p> <p>All development activities are planned beyond CRZ area in the land owned by KPL after obtaining Environment & CRZ clearance from authorities.</p>
2	In January 2018, a three member sub-committee of the EAC visited Ennore and carried out site inspection.	A sub-committee of Expert Appraisal Committee (Infra-2) inspected various locations of the site on 5 th & 6 th January 2018. The committee also met the NGOs.
3.	Despite passage of four months, the report has not been made public or shared with the complainants. The Public Information Officer and the Appellate Authority of the Ministry of Environment, Forests and Climate Change has failed to furnish the report despite being asked for the same under RTI Act, 2005.	The report of the sub-committee may be available with EAC / MoEF&CC. The copy of the report is not given to KPL.
4	The failure to make public the document even under suggests a malafide intent, especially given that the illegal proposal is listed for reconsideration at the upcoming EAC meeting on 30.05.2018	The sub-committee has submitted the report to MoEF&CC. Hence it is not applicable to KPL.
5	We reiterate that Kamarajar Port is a repeated offender,	KPL is not a repeated offender.

		and has already violated key provisions of the CRZ Notification, 2011.	<p>However, KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road.</p> <p>As per the directions of Hon'ble NGT, KPL has removed the above material from the inter tidal zone of salt lands recently transferred to KPL and restored the original levels of salt lands at dumped area.</p> <p>The Hon'ble NGT in its orders dated 11.09.2017 has mentioned that the dumped dredged materials in the area which affected the natural growth of mangroves and which was subsequently removed. Moreover NGT requests the officers of Kamarajar Port Ltd., not to carry out any other activity except the routine maintenance work.</p> <p>The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p>
6	Kamarajar Port has failed to comply with the National Green Tribunal orders directing them to remove all material they dumped on the Ennore creek.	<p>Complied</p> <p>The allegations are not true. In fact During 2015, KPL has dumped a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road, in the lands owned by Port.</p> <p>KPL has a quantity of 73000 cum of dredged materials at the south side of NCTPS road and at the west of Port Access Road. One Mr. R. Ravindran has filed petition (application No. 08 of 2016) with Hon'ble NGT(SZ) stating that the dredged materials were dumped in the CRZ area. After hearing, Hon'ble NGT directed KPL to remove the dumped earth in the above said areas. KPL has removed the dumped material and informed the same to the Hon'ble NGT. Hon'ble NGT has appointed Mr. T. Sai Krishnan as an Advocate Commissioner to inspect the area and to report. Accordingly, the Advocate Commissioner inspected the site and filed Report on 11.07.2017.</p> <p>The Hon'ble NGT requested the Advocate Commissioner to visit the place once again and give the exact status that exists as on the date of inspection.</p> <p>Action was taken to remove the residue of dredged materials and the work was completed in the third week of Aug.2017. The Advocate Commissioner has visited the site on 01.09.2017 and submitted the report on 06.09.2017. The copy of the report dated 06.09.2017 filed by the advocate commissioner is enclosed as Annexure-XII.</p> <p>In the report, the Advocate Commissioner has pointed out that the petitioner has reported that dredged sand are available around the roots of mangroves. The Hon'ble NGT has directed KPL to remove the same manually. Accordingly, the same has been removed and reported on 11.09.2017. The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p> <p>The comments of the Hon'ble NGT vide Orders dated 11.9.2017 is as follows:</p> <p>Quote</p> <p>Kamarajar port also dumped dredged materials in the area which affected the natural growth of mangroves and which was subsequently removed, we are of the view that the same experts appointed by us shall be</p>	

		<p>entrusted with the work of giving their recommendation relating to the remediation process, particularly relating to regeneration of mangroves and possibility of the inundation with salt water during high tide which can be utilized to the maximum extent for the development of mangroves in the area. The experts shall consider the same and give their final report. The experts have given the preliminary report on the plant diversity of salt marshes of Ennore and Kattupalli which is taken on record and we also request the Experts to include the same in the final report to enable this Tribunal to pass appropriate order. The contention raised by the learned counsel appearing for the parties particularly Mr. Yogeshwaran that the Kamarajar port Ltd and others which have caused damages in the Ennore creek should be imposed with fine under "polluter pays" principle will be taken at the appropriate time and this Tribunal after receiving the Experts report will decide about the same. The officers of Kamarajar Port have stated that the dumped dredged material has been removed. We request the officers of Kamarajar Port not to carry out any other activity except the routine maintenance work. We will pass appropriate orders after the receipt of the final report from the learned experts"</p> <p>Unquote</p> <p>The copy of the orders of the Tribunal dated 11.9.2017 is enclosed as Annexure-XIII.</p> <p>It is also informed that Hon'ble NGT has constituted a three member committee to study the effect of fly ash dumped by TANGEDCO in the salt pan lands of Kamarajar Port.</p> <p>The same has been confirmed by the Hon'ble NGT appointed advocate commissioner.</p> <p><i>It is also stated that the removal of the dredged material by KPL was informed to MoEF&CC vide our letter No. KPL/MS/Env/FP-EC/2015 dated 28.09.2017 as part of additional details sought during the 21st Meeting of the Expert Appraisal Committee (Infra-2).</i></p> <p>Further the site was visited by a sub-committee of EAC of MoEF&CC during 5th & 6th January 2018. The observations of the sub-committee as mentioned in the Minutes of the 31st meeting of the EAC (Infra-2) are reproduced below.</p> <p>"KPL has removed the soil and debris utilized for the reclamation of the wetland areas as per the order of the Hon'ble NGT. However many of the wet land areas are still dumped with fly ash disposed by TANGEDCO which is under removal as per NGT order". Copy of the minutes of the meeting enclosed as Annexure XIV.</p> <p>There is no member available to preside the NGT (SZ) proceedings. Hence there is no further progress in this matter.</p>	
7	Existing coastal regulatory laws mandated that health of the ecosystem and the life and livelihood of the communities dependent on these very environments have to be given priority over commercial interests of industries etc.	Kamarajar port is not destroying any ecosystem. KPL is regularly monitoring various environmental parameters like ambient air quality (PM10, PM2.5, SOx, NOx), marine water (physio-chemical parameters, Phyto plankton, Zooplankton), noise levels, sediment quality (heavy metals, organic carbon). The reports are regularly submitted to State Pollution Control Board, Regional office of MoEF&CC. The copy of the latest environmental monitoring report is enclosed as Annexure V .	
8	The proposed encroachment will harm fisher livelihoods and increase the risk of disastrous flooding in Chennai. Opposition to these blatant illegalities is intense, and	KPL has not encroached any land nor have any plans to encroach any land. The lands which KPL owns are transferred from salt Department. All development	

		resentments amongst the local people to the collusion of regulators, including MoEF&CC with big corporate encroachers like Kamarajar Port is deep.	activities are planned beyond CRZ area in the land owned by KPL.
9		We bring to your notice the unfortunate turn of events in Thoothukudi, where long-simmering resentment against the MoEF and TNPCB on their collusion to protect Vedanta Sterlite's violations has led to a situation of utter chaos, and the loss of more than a dozen innocent lives.	KPL is following all the environmental norms and it is an environmental friendly port. Port is following the stipulated conditions mentioned in the Environmental clearances.
		We request to uphold the mandate of the committee-as you have done so far-by doing the following: 1. Do not take up the matter of Kamarajar Port's proposal for re-consideration. 2. Make the report of the sub-committee public. 3. Deny Kamarajar Port CRZ clearance to encroach into intertidal salt-pans for construction of ancillary facilities in the 31 st meeting to be held on 30.05.2018.	The present proposal of Kamarajar Port is for the development of projects envisaged in the Port master plan. The proposed expansion projects under phase III at Kamarajar Port does not have any adverse impact on Land and Marine Environment. All these projects will develop the country as well as the state. It will help for Socio-Economic development of the region and the state. KPL was not provided with the sub-committee report. KPL does not have the intention to encroach any land for the construction of ancillary facilities. KPL will comply with the conditions of the Environment & CRZ clearances.
<p><i>The Committee deliberated upon the Certified Compliance report issued by MOEF&CC Regional Office, Chennai vide letter dated 30.12.2016 with respect to environmental & CRZ clearance issued earlier to M/s Kamarajar Port Ltd and Action taken report submitted by the project proponent. The Committee noted that non compliance points were satisfactorily addressed by the project proponent. The committee after being satisfied with the submission of the above, recommended the project for grant of Environmental and CRZ Clearance as per the specific conditions mentioned in the minutes of 31st meeting of EAC (Infra-2) held on 29-30 May, 2018 along with other environmental conditions while considering the grant of Environmental and CRZ Clearance.</i></p>			
34.4.9	<p>Modernization of existing facilities and addition of New facilities entailing capacity at Visakhapatnam Port by M/s Visakhapatnam Port Trust - Amendment in Environmental and CRZ Clearance</p> <p>(IA/AP/MIS/655/2012; F.No. 11-93/2012-IA-III)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) Environmental and CRZ clearance was accorded to the project "Modernization of existing facilities and addition of New facilities entailing capacity at Visakhapatnam Port by M/s Visakhapatnam Port Trust vide letter F.No. 11-93/2012-IA-III dated 25.05.2016.</p> <p>(ii) As a part of the proposed developments in Visakhapatnam Port, the following facilities were proposed.</p> <ul style="list-style-type: none"> • Up-gradation of Existing Facility and creation of new facility at VPT for Iron ore handling on DBFOT basis (OHC & WQ-I). • Development of West Quay North (WQ-7 & WQ-8) berth with mechanized handling facilities for handling bulk cargoes on DBFOT basis. • Extension of Existing Container Terminal in the Outer Harbour of Visakhapatnam Port on DBFOT basis. <p>(iii) Development of WQ 7& WQ 8 berths is completed and VPT is not able to take the</p>		

proposal of handling the bulk cargoes through mechanized facilities forward as stated under phase-II in view of constraints as stated below:

1. A proposal was received from Indian Navy, requesting for allotment of land measuring 1500X100m which include major portion of the project site identified for stacking area i.e. near NMDC Screening area, for the development of Strategic facilities for Navy which has been attached top priority. However, VPT is pursuing Navy to reduce their requirement so that stacking area is not reduced. As a result the mechanization proposal cannot be taken up at present stage.
 2. Besides, there were no successful bidders identified for taking up the Mechanization part of the project.
- (iv) It is proposed to operate WQ 7 & WQ 8 berths by VPT for handling the bulk cargo such as B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through Harbor mobile cranes. (Semi-mechanized system).
- (v) The air pollution control equipments viz. deploying mobile fog canons and uninterrupted dust suppression system through water tanker for sprinkling of water while loading and unloading of the bulk cargoes and also on stacks.
- (vi) The trucks which are carrying the cargo from wharf to the stack yards are totally covered with tarpaulins.
- (vii) The proposed Cargo which is handled at WQ 7 & WQ 8 berths will be stacked at the existing available stack yards of VPT which are provided with Environment Safe guard's viz. Service road, raised kerb wall around stacks, sprinkling system (MDSS), plantation around stacks etc.
- (viii) The Cargo Handled for the year 2017-18 is 32.97 MMTPA against VPT CFO consent capacity 34.1 MMTPA.
- (ix) The total cargo handled by VPT for the 2017-18 (VPT berths 32.97 MMTPA + PPP berths 30.56 MMTPA) i.e 63.54 MMTPA.
- (x) Relevant clauses of Environment and CRZ Clearance vis-à-vis amendment proposed are as follows:

S. No.	Project proposal as per EC & CRZ clearance issued vide EC & CRZ clearance letter No. F.No.11-93/2012- IA-III, dated 25.05.2016	To be Amended as
1.	Project title Development of WQ-7&WQ-8 berth including Mechanical handling facilities in the Northern arm of inner harbor of Visakhapatnam Port.	Development of WQ-7&WQ-8 berth through internal resources and operate the berth for handling B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi mechanized system in the Northern arm of inner harbor of Visakhapatnam Port Trust by deploying harbor mobile cranes.
2.	Clause No.2 (ii) Development of West Quay North (WQ7 & WQ-8) berth with mechanized handling facilities for handling bulk cargoes on DBFOT basis: Presently the cargo such as blast furnace slag, gypsum and ores other than iron ore proposed under this project (WQ-7 & WQ-8), which are already being handled in the semi mechanized method elsewhere in port and in now	Development of WQ-7&WQ-8 berth through internal resources and operate the berth for handling B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi mechanized system in the Northern arm of inner harbor of Visakhapatnam Port Trust by deploying harbor mobile cranes.

	proposed to be changed to fully mechanized handling system.	
3.	Clause No.5 In order to address the dust generation problem, mechanization of Cargo handling is proposed, wherein bulk cargo/coal unloaded from ship falls in a hopper, from hopper passed on to closed conveyor, conveyor to stack yard, from stack yard to silo with bucket wheel reclaimer /conveyor arrangement, loading into railway wagons from silo etc. and transportation to the destination.	Development of WQ-7&WQ-8 berth through internal resources and operate the berth for handling B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi mechanized system in the Northern arm of inner harbor of Visakhapatnam Port Trust by deploying harbor mobile cranes.
4.	A Specific condition No.viii Cargo shall be unloaded directly into hopper from the ship and transported to the stack yards through closed conveyor system only. Inbuilt dust suppression systems shall be provided at hoppers and all the transfer points / storage yards. Cargo shall not be unloaded directly onto the berth. Water meters shall be provided at different locations to record the consumption of water used for dust suppression and daily log shall be maintained.	Development of WQ-7&WQ-8 berth through internal resources and operate the berth for handling B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi mechanized system in the Northern arm of inner harbor of Visakhapatnam Port Trust by deploying harbor mobile cranes.
5.	General condition xx All the mechanized handling systems and other associated equipments such as hoppers, belt conveyors, stacker cum reclaimers shall have integrated dust suppression systems. Dust suppression systems shall be provided at all transfer point.	Dust suppression system shall be installed at all cargo handling operational areas.

The EAC noted the following:-

- (i) The proposal is for grant of Amendment in Environmental and CRZ clearance accorded to the project "Modernization of existing facilities and addition of New facilities entailing capacity at Visakhapatnam Port in favour of M/s Visakhapatnam Port Trust vide letter F.No. 11-93/2012-IA-III dated 25.05.2016.
- (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

The Committee deliberated upon the information provided by the project proponent and noted that the proposal is to operate WQ 7 & WQ 8 berths by VPT for handling the bulk cargo such as B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through Harbor mobile cranes. (Semi-mechanized system). The Committee after detailed deliberation recommended following amendment in the Environmental and CRZ Clearance letter F.No. 11-93/2012-IA-III dated 25.05.2016:

"Development of WQ-7&WQ-8 berth through internal resources and operate the berth for handling B.F. Slag, Gypsum, Bauxite, Lime Stone, ilmenite sand, coking coal and Ores other than Iron Ore through semi mechanized mode (using Harbor mobile cranes) for a period of three years".

All other conditions in the Environmental and CRZ Clearance letter F.No. 11-93/2012-IA-III dated 25.05.2016 shall remain unchanged.

34.4.10 Development of Multi Cargo Port with supporting utilities and infrastructure facilities at Village Hazira, Taluka Choryasi, District Surat, Gujarat by M/s Adani Hazira Port Private Limited - Amendment in Environmental & CRZ Clearance

(IA/GJ/MIS/428/2010; F.No. 11-150/2010-IA.III)

The project proponent gave a detailed presentation on the salient features of the project and informed that:

- (i) M/s Adani Hazira Port Private Limited (AHPPL) has proposed to develop Multi Cargo Port with supporting utilities and infrastructure facilities over an area of 873.27 Hectare which includes forest land of 376.64 Hectare. Proposal was considered and ToR was granted on 07.04.2011 for conducting EIA studies and public hearing. M/s AHPPL has carried out the EIA studies and Public hearing for the master plan and submitted the final EIA to MoEF&CC for Environment and CRZ clearance.
- (ii) Since AHPPL was not having in principal approval of the said forest land during Environment and CRZ clearance procedure and for initial five year development plan the forest was not required also; AHPPL has submitted a letter on 29th May 2012 to MoEF&CC stating:

"We have proposed to develop 7 berths in first five years at Hazira. Though we have included 376.64 Ha of forest land in our vision of overall port development plan over a period of 15 years, the said forest land is not of compulsory requirement for us for development and operations of 7 berths initially. Our application seeking diversion of forest land is pending with the forest department and we do not require forest land at this stage for our port operations. We therefore state that our application for the subject clearance kindly be considered without inclusion of the forest area of 376.64 Ha which is not required for the port operation at present and we shall approach the Ministry for inclusion of this forest land in our project area once we get the required permissions of diversion of forest land for non-forestry purposes."
- (iii) Environment and CRZ clearance was accorded for said master plan vide letter F.No. 11-150/2010-IA-III dated 3rd May, 2013 excluding forest land. During the procedure of the forest land diversion and based on the assessment by some portion of the forest land was removed as per the advice of state forest department and thus the total land area was reduced to 301.0199 Ha.
- (iv) In principle approval for 210.1594 Ha forest land vide letter dated 17th October, 2016 bearing F. No. 8-36/2015-FC and In-principle approval for 90.8605 Ha forest land vide letter dated 19th October, 2016 bearing F. No. 8-35/2015-FC.
- (v) AHPPL now requests MoEF&CC to include the said forest land of 301.0199 Ha (210.1594 Ha+ 90.8605 Ha) into the existing Environment and CRZ clearance.

The EAC noted the following:-

- (i) The proposal is for grant of Amendment in Environmental and CRZ clearance accorded to the project "Development of Multi Cargo Port with supporting utilities and infrastructure facilities at Village Hazira, Taluka Choryasi, District Surat, Gujarat by M/s Adani Hazira Port Private Limited vide letter F.No. 11-150/2010-IA-III dated

	<p>3rd May, 2013.</p> <p>(ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.</p> <p>The Committee during deliberation noted that AHPPL requested MoEF&CC to include the forest land of 301.0199 Ha (210.1594 Ha+ 90.8605 Ha) into the existing Environment and CRZ clearance issued vide letter F.No. 11-150/2010-IA-III dated 3rd May, 2013. The Committee was informed that earlier AHPPL has submitted a letter on 29th May 2012 to MoEF&CC stating:</p> <p>"We have proposed to develop 7 berths in first five years at Hazira. Though we have included 376.64 Ha of forest land in our vision of overall port development plan over a period of 15 years, the said forest land is not of compulsory requirement for us for development and operations of 7 berths initially. Our application seeking diversion of forest land is pending with the forest department and we do not require forest land at this stage for our port operations. We therefore state that our application for the subject clearance kindly be considered without inclusion of the forest area of 376.64 Ha which is not required for the port operation at present and we shall approach the Ministry for inclusion of this forest land in our project area once we get the required permissions of diversion of forest land for non-forestry purposes."</p> <p>Accordingly, Environment and CRZ clearance was granted not taking in to account the forest land. Now the project proponent has requested for inclusion of the forest area of 376.64 Ha through amendment/corrigendum.</p> <p><i>The Committee was of the opinion that this is not a case of amendment/corrigendum but is of expansion. The EAC recommended the proposal to be delisted and asked the project proponent to apply afresh under expansion category.</i></p>
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Day 3: Wednesday, 26th September, 2018

34.5.1	<p>Proposed development of all weather, multi cargo, greenfield, captive jetties for handling capacity 52 MTPA at Jatadhari Muhan river, District Jagatsinghpur, Odisha by M/s JSW Utkal Steel Limited - Terms of Reference</p> <p>(IA/OR/MIS/74417/2018; F.No. 10-68/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s M.N. Dastur & Company (P) Ltd. gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> ○ The project proposes to develop Captive Jetty(ies) for the handling capacity 52 MTPA of various inbound and outbound cargo for the proposed 13.2 MTPA
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	<p>Integrated Steel Plant (ISP) along with 10 MTPA Cement Grinding Unit and 900 MW Captive Power Plant.</p> <ul style="list-style-type: none"> ○ The Jetty(ies) facility will have 10 berths with a continuous quay length of about 3400 m constructed on piles. About 180 acre of land shall be developed behind the berths for the Jetty(ies) backup facility for cargo storage. ○ Proposed inbound and outbound cargo mix will comprise: Inbound cargo - Coking coal, Anthracite, PCI coal, Thermal coal, Limestone, Dolomite, Bentonite, Clinker, Quartzite, etc. Outbound cargo - Finished Steel products, Pellet/Iron Ore concentrate, and Cement, etc. ○ About 30 million m³ of bed material is proposed to be dredged for creation of navigation channel and Jetty basin. The dredged material shall be used for land reclamation/ grade improvement. ○ Jetty(ies) will be protected by two Breakwaters. North Breakwater with a length of about 1850 m and South breakwater of about 2700 m will be confirmed after the mathematical/ physical model studies. ○ Cargo handling facility on the Jetty(ies) shall be fully mechanised comprising, inter-alia Unloading Cranes, Mobile Harbour Cranes (MHCs), Surge Bins, Jetty conveyors along with dust suppression system, and Mechanized stack yards (with combinations of Stacker & Reclaimers). ○ Other components of the Jetty backup facility will comprise Gate complex, Jetty Admin building, & MC building, Hard stands, Covered shed, Wind shields, Fire Engine room, Firefighting system (Yard hydrants, Fire water tanks), Electrical substation, Internal roads, Storm water drainage, Jetty amenities (Canteen, Stores, Workshops, etc.), STP, Greenbelt, etc. ○ Total water requirement shall be 2100 KLD met from the water allocated for ISP from Jobra Barrage on Mahanadi River. ○ CETP & STP of ISP would cater to the waste water treatment for Jetty. Treated water will be reused in horticulture and for dust suppression. ○ Solid waste of municipal origin shall be segregated into biodegradable and non-biodegradable fractions. Non-biodegradable waste shall be disposed off through an authorised vendor. Biodegradable waste shall be composted onsite and used as manure in horticulture. Necessary synergy in handling of wastes will be developed in ISP. ○ About 10 MVA power will be required for the proposed project. Electricity will be sourced from Central Electricity Supply Utility of Odisha (CESU) / ISP Feeder ○ Cost of the project: Approx. Rs. 2104 crores. ○ Employment potential: The proposed project shall create job opportunities in the tune of 1000 persons during construction phase and about 350 persons during operation phase. Additionally, indirect employment opportunities are expected to be generated in significant numbers. ○ Benefits of the project: Revenue generation for the State Government. The local people will be benefited through CSR activities. Socio-economic condition of the
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local people shall improve.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Amendment in Terms of Reference to the project 'Proposed development of all weather, multi cargo, greenfield, captive jetties for handling capacity 52 MTPA at Jatadhari Muhan river, District Jagatsinghpur, Odisha by M/s JSW Utkal Steel Limited'.
- (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. 'Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

The Committee discussed the project in details. The Committee noted that the proposed site is at a distance of 12 km from Paradip Port. The Committee advised the project proponent that the proposed location should be as per guidelines of Ministry of Shipping, as it is within the navigational limit of Paradip Port. After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIAEMP report:

- (i) Importance and benefits of the project.
- (ii) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- (iii) Recommendation of the SCZMA.
- (iv) Stage-I Forest Clearance to be obtained and submitted.
- (v) Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- (vi) Submit confirmation obtained from Ministry of Shipping that the proposed location is as per guidelines of Ministry of Shipping.
- (vii) Impact of breakwater on northern coast to be assessed and mitigation measures to protect the villagers of should be studied. This should be addressed through shoreline management plan.
- (viii) Flooding and related impact on creek and control area during the cyclonic storm should be studied.
- (ix) Ship navigational studies for the entrance channel should be carried out.
- (x) The project proponents shall satisfactorily address to all the complaints/suggestions that have been received against the project till the date of submission of proposals for Appraisal.
- (xi) Various Dock and shipbuilding facilities with capacities for existing and proposed project.
- (xii) The EIA would give a detailed analysis of the Impacts of storage and handling and the management plan of each cargo type along with the proposed compliance to the Hazardous Chemicals Storage rules.
- (xiii) Study the impact of dredging on the shore line.
- (xiv) A detailed impact analysis of rock dredging.

- (xv) Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
- (xvi) A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico-chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan.
- (xvii) Details of Emission, effluents, solid waste and hazardous waste generation and their management in the existing and proposed facilities.
- (xviii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xix) Permission from CGWA in case of groundwater use being proposed for the project.
- (xx) Wastewater Management Plan.
- (xxi) Details of Environmental Monitoring Plan.
- (xxii) To prepare a detailed biodiversity impact assessment report and management plan through the NIOS or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact on the rivers, estuary and the sea and include the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, subtidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standard survey methods.
- (xxiii) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point.
- (xxiv) A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- (xxv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- (xxvi) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- (xxvii) The Air Quality Index shall be calculated for base level air quality.
- (xxviii) The EIA would study the impact of dewatering and draw up an action plan for disposal of the excess water.
- (xxix) The EIA would study the impact of Demolition and conformance to the Construction and Demolition Rules under the E.P. Act 1986.
- (xxx) The E.I.A. would include a chapter on how the project conforms to the C.R.Z. management plan being drawn up by the State Government in compliance to NGT

	<p>orders.</p> <p>(xxxi) An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.</p> <p>(xxxii) Disaster Management Plan for the above terminal.</p> <p>(xxxiii) Layout plan of existing and proposed Greenbelt.</p> <p>(xxxiv) Status of court case pending against the project.</p> <p>(xxxv) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.</p> <p>(xxxvi) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.</p> <p>(xxxvii) The project is recommended for grant of Terms of Reference subject to final outcome/legal opinion on the Order dated 22nd November, 2017 of Hon'ble NGT in the Original Application No. 424 of 2016 (Earlier O.A. No. 169 of 2015) and Original Application No. 11 of 2014 in the matter of M/s. Mehdad & Anr V/s Ministry of Environment, Forests & Climate Change & Ors and Shamsunder Shridhar Dalvi & Ors. V/s Govt. of India & Ors.</p> <p>(xxxviii) A tabular chart with index for point wise compliance of above ToRs.</p> <p><i>It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</i></p>	
34.5.2	<p>Proposed Treatment Storage and Disposal Facility (Incineration Only) at Plot No. B-28 & 29, Industrial Area, Focal Point, Malout (Punjab) by M/s Sevrin Environ Management Co - Terms of Reference (IA/PB/MIS/76992/2018; F.No. 10-69/2018-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Shivalik Solid Waste gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project proposes to set up a Common Treatment Storage and Disposal Facility for Incineration of Hazardous Waste at Plot No. B-28 & 29, Industrial Area, Focal Point, Malout-152107 (Punjab). The setup will have installed production capacity to process Liquid Waste 4,000 lt./Day & Solid Waste 1,000 kg/Day. Total Plot area of the project is 1,690.83 m². The project site is located about 500 m away from National Highway no. 10 and 3 km away from State Highway no. 15.</p>	

- (ii) The project site has been allotted by PSIEC in Industrial Focal Point area. Site is allotted for Treatment Storage and Disposal Facility (Incineration Only).
- (iii) Total land area is 1690.83 sqm, Green Belt area will be developed as per the CPCB guidelines. The project will have production capacity to process Liquid Waste 4000 lit/day & Solid Waste 1000 kg/day.
- (iv) Total water requirement will be 2 KLD; source of water will be made available from PSIEC.
- (v) The power requirement is 50 KW, sourced from PSPCL. In case of power failure, one D.G. Set of 63 KVA capacity will be available to fulfil the requirement.
- (vi) Approx.10 workers will be employed (8 workers including officials working in industry and 2 Workers and officials residing in the industrial premises).
- (vii) Total cost of the proposed project is approx. Rs. 78.26 Lakh.
- (viii) There are no national park and eco sensitive zone within 15 km from the proposed site. There is no Eco-Sensitive zone in 10 km radius area. The project does not involve with any Forestland.
- (ix) Benefit of the project: Positive impact on environment in terms of better management of hazardous waste in the region. Aesthetics of the area will improve.
- (x) Employment Potential: More employment opportunities will be created. 10 Workers including officials will be working in industry.

The EAC noted the following:-

- (i) The proposal is for Terms of Reference to the project 'Proposed Treatment Storage and Disposal Facility (Incineration Only) at Plot No. B-28 & 29, Industrial Area, Focal Point, Malout-152107(Punjab) by M/s Sevrin Environ Management Co.
- (ii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at Central level by sectoral EAC.

After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIAEMP report:

- (i) Importance and benefits of the project.
- (ii) The E.I.A. would address to the conformity of site to the stipulations as made in the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and will have a complete chapter indicating conformity to the said rules.
- (iii) The project proponents will submit a certificate from the competent authority that the Industrial areas are approved and Hazardous waste incinerators are not disallowed in such clearances. Subject to the competent authority certifying as above, the project could be exempt from public hearing.
- (iv) Project proponents would also submit a write up on how their project proposals conform to the stipulations made in the "Protocol for Performance evolution and monitoring of the Common Hazardous Waste Treatment Storage and Disposal

	<p>facilities including common Hazardous Waste incinerators”, published by the CPCB on May 24, 2010.</p> <ul style="list-style-type: none"> (v) Status of compliance to the provisions of the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016. (vi) Compliance to the conditions of the consent to operate and authorization for the existing facilities. (vii) Details of various waste management units with capacities for the proposed project. (viii) List of waste to be handled and their source along with mode of transportation. (ix) Other chemicals and materials required with quantities and storage capacities. (x) Details of temporary storage facility for storage of hazardous waste at project site. (xi) Details of pre-treatment facility of hazardous waste at TSDF. (xii) Details of air emissions, effluents, hazardous/solid waste generation and their management. (xiii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract). (xiv) Permission from CGWA in case of groundwater use being proposed for the project. (xv) Process description along with major equipments and machineries, process flow sheet (quantitative) from waste material to disposal to be provided. (xvi) Hazard identification and details of proposed safety systems. (xvii) Layout maps of proposed Solid Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc. (xviii) Details of Drainage of the project up to 5 km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided. (xix) Ground water quality monitoring in and around the project site. (xx) The Air Quality Index shall be calculated for base level air quality. (xxi) Status of the land purchases in terms of land acquisition Act and study the impact. (xxii) Status of acquisition of land. If acquisition is not complete, stage of the acquisition process and expected time of complete possession of the land. (xxiii) R&R details in respect of land in line with state Government policy. (xxiv) Details of effluent treatment and recycling process. (xxv) Leachate study report and detailed leachate management plan to be incorporated. (xxvi) Action plan for measures to be taken for excessive leachate generation during monsoon period. (xxvii) Action plan for any pollution of ground water is noticed during operation period or post closure monitoring period. (xxviii) Detailed Environmental Monitoring Plan as well as Post Closure Monitoring Plan.
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	<p>(xxix) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.</p> <p>(xxx) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.</p> <p>(xxxi) A tabular chart with index for point wise compliance of above ToR.</p> <p><i>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The Committee exempted Public hearing as per para 7(i) III Stage (3)(i)(b) of EIA Notification, 2006 for preparation of EIA/EMP Report.</i></p>	
34.5.3	<p>St. Andrews Fishing Harbor at Manakudi-Mela Manakudi Post Kanyakumari by M/s St. Andrews Fishing Harbor - Terms of Reference</p> <p>(IA/TN/MIS/75503/2018; F.No. 10-55/2018-IA-III)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <ol style="list-style-type: none"> Department of Fisheries (DoF) is one of the line departments of Government of Tamil Nadu (GoTN) principally to address the welfare of fishermen community of the state and intended to establish the proposed St. Andrews Fishing Harbor, under PPP mode of establishment, with necessary infrastructures required for their safe and hygienic fishing activities. The proposed St. Andrews Fishing Harbor is a flag ship project of Government of Tamil Nadu which intended to create exclusive facilities to better Fish catching and processing to add value to benefit the fishing community of the project location, Manakudi, Kanyakumari. The proposed project of Fishing Harbor is falls under item no. 7 (e) of Category A of EIA Notification, 2006 and in amendments thereof, as it involves dredging (despite as Fishing Harbor it should be otherwise only category-B). This project is to develop various structures for development of new Fishing Harbor at Manakudi, Kanyakumari. It is located 5 Km towards west from District headquarters Nagercoil and 736 Km from State capital Chennai (8°5'22.72"N, 77°28'37.59"E). The site is on Arabian Sea shore in Kanyakumari district. A pair of training wall exists at the mouth of Manakudi estuary. The proposed Fishing Harbor is located at 645 m from the existing western training wall. The project is envisaged as coastal infrastructures towards a standalone fishing Harbor. The net fish handling capacity of the proposed Fishing Harbor is 96,825 MTPA. There is a requirement for dredging for required water depth in the Harbor area for 35,400 Cubic Meter. This dredged sand will be used to reclaim land for landside development. The command area of the proposed Fishing Harbor is envisaged for 4.31 Ha, inclusive of the reclaimed area for building infrastructures of 	

1.77 Ha using dredged soil.

- (vi) The present proposal of DoF is an effort of Government of Tamil Nadu to provide safe area for fishing boats and vessels with engineered structures for hygienic and safe handling and management of fish catches.
- (vii) The estimated cost of the project is Rs.229.35 Crores.

The EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'St. Andrews Fishing Harbor at Manakudi-Mela Manakudi Post Kanyakumari by M/s St. Andrews Fishing Harbor.
- (ii) The project/activity is covered under category 'A' of item 7 (e) i.e. Ports, harbours, break waters, dredging' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.

The Committee discussed the project in details. After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA/EMP report:

- (i) Importance and benefits of the project.
- (ii) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- (iii) Recommendation of the SCZMA.
- (iv) Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- (v) The project proponents shall satisfactorily address to all the complaints/suggestions that have been received against the project till the date of submission of proposals for Appraisal.
- (vi) Details of various facilities with capacities for proposed project.
- (vii) Study the impact of dredging on the shore line.
- (viii) A detailed impact analysis of rock dredging.
- (ix) Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
- (x) A detailed analysis of the physico-chemical and biotic components in the highly turbid waters round the project site (as exhibited in the Google map shown during the presentation), compare it with the physico-chemical and biotic components in the adjacent clearer (blue) waters both in terms of baseline and impact assessment and draw up a management plan.
- (xi) Details of Emission, effluents, solid waste and hazardous waste generation and their management in the proposed facilities.
- (xii) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xiii) Permission from CGWA in case of groundwater use being proposed for the project.

- (xiv) Wastewater Management Plan.
- (xv) Details of Environmental Monitoring Plan.
- (xvi) To prepare a detailed biodiversity impact assessment report and management plan through the NIOS or any other institute of repute on marine, brackish water and fresh water ecology and biodiversity. The report shall study the impact on the rivers, estuary and the sea and include the intertidal biotopes, corals and coral communities, molluscs, sea grasses, sea weeds, subtidal habitats, fishes, other marine and aquatic micro, macro and mega flora and fauna including benthos, plankton, turtles, birds etc. as also the productivity. The data collection and impact assessment shall be as per standard survey methods.
- (xvii) A certificate from the competent authority for discharging treated effluent/ untreated effluents into the Public sewer/ disposal/drainage systems along with the final disposal point.
- (xviii) A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- (xix) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- (xx) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.
- (xxi) The Air Quality Index shall be calculated for base level air quality.
- (xxii) The EIA would study the impact of dewatering and draw up an action plan for disposal of the excess water.
- (xxiii) The EIA would study the impact of Demolition and conformance to the Construction and Demolition Waste Management Rules, 2016 under the E.P. Act, 1986.
- (xxiv) The E.I.A. would include a chapter on how the project conforms to the C.R.Z. management plan being drawn up by the State Government in compliance to NGT orders.
- (xxv) An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.
- (xxvi) Disaster Management Plan for the above terminal.
- (xxvii) Layout plan of existing and proposed Greenbelt.
- (xxviii) Status of court case pending against the project.
- (xxix) Public hearing to be conducted and issues raised and commitments made by the

project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

- (xxx) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.
- (xxxi) The project is recommended for grant of Terms of Reference subject to final outcome/legal opinion on the Order dated 22nd November, 2017 of Hon'ble NGT in the Original Application No. 424 of 2016 (Earlier O.A. No. 169 of 2015) and Original Application No. 11 of 2014 in the matter of M/s. Mehdad & Anr V/s Ministry of Environment, Forests & Climate Change & Ors and Shamsunder Shridhar Dalvi & Ors. V/s Govt. of India & Ors.
- (xxxii) A tabular chart with index for point wise compliance of above ToRs.

It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.

34.5.4

Integrated Municipal Waste Management Project for Deoghar Nagar Nigam at Plot No: 723, 723/752, 701, 702, 720 , Rakba 23.56 Acre, Thana number 242, Khata No 58, Pachiyari Kothiya Village, District Deoghar, Jharkhand by M/s Deoghar Nagar Nigam - Terms of Reference (IA/JH/MIS/78087/2018; F.No. 10-70/2018-IA-III)

The project proponent and their accredited consultant M/s Wolkem India Limited gave a detailed presentation on the salient features of the project and informed that:

- (i) Deoghar Nagar Nigam has proposed to setup an Integrated Municipal Solid Waste Management system facility for pre-processing, processing facilities and sanitary landfill at Pachiyari Kothiya Village, Plot No: 723, 723/752, 701, 702, 720 , Rakba: 23.56 Acre, Thana number 242, Khata No 58, District Deoghar, Jharkhand. The proposed land is barren and not being used for any cultivation process. The total area earmarked for this project is an about 23.56 acre which comes under ownership of Deoghar Nagar Nigam.
- (ii) Project components are as follows:

Total area	23.56 Acre,		
Land use	S. No	Particular	Area in sqm
	1.	Build-up area	4,712
	2.	Platform area	9,764
	3.	Road area	4,329
	4.	Plantation area	15,113
	5.	Landfill area	61,425
	Total Area		95,343

- (iii) Proposed capacity: Capacity of Processing Facility: 200TPD (Capacity of Aerobic Compost Plant - 90TPD&RDF Processing Plant Capacity - 110 TPD).

- (iv) Connectivity: Railway station: Nearest railway station is Baidyanathdham railway station which is 5.78 km in S direction, & Deoghar Junction is 3.26 km in South direction from project site. SH/NH: SH-22, 2.0 km in SW direction, NH-114 A, 5.84 km SSE direction, NH-333, 5.88 km in SSW direction from project site. Nearest Airport: Dumka Airport is 67.27 Km in SE direction from project site. There is the proposal of Simra Deoghar International Airport is 10.5 Km away, from project site.
- (v) Water Supply & Source: The total water requirement for the project will be 10 KLD, including of all operational activities as well as for spraying purpose to control dust emission plantation & drinking purpose. Water will be purchase from the PHED water supply.
- (vi) Power requirement: 280 KVA of energy will be supplied from JVVNL for street lighting, Weigh Bridge, leachate collection pump, internal lightings and Biodigester plant etc.
- (vii) Plantation: About 32,111 sqm are will be planted in which 15,113 sqm areas will be planted in plot area & 16,998 sqm areas will be planted on outside plot area. Total 33% of plantation will be done.
- (viii) There is no eco-sensitive area like national park, sanctuary, biosphere reserve wild life corridor, tiger /elephant reserve exists in the 10 km radius.
- (ix) Estimated Project Cost: Rs. 37.2107 Crores.
- (x) Employment potential: About 15 employees will be employed during project operation phase. About 200 to 250 temporary employment will be generated for primary/secondary collection, transportation etc.
- (xi) Benefits of the project: As of now, there is no scientific disposal method being followed in this area so this project has the prime requirement in the area. The importance of effective Municipal Solid Waste Management (MSWM) services is to protect public health, the environment and natural resources. To promote the ecological management of solid waste in compliance with the principle of the 4 Rs: Reduce, Reuse, Recycle, Recover and safe disposal. Development of the facility will create more jobs in the area and also present the opportunity to provide improved products or services to people in the area.

The EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'Integrated Municipal Waste Management Project for Deoghar Nagar Nigam at Plot No: 723, 723/752, 701, 702, 720 , Rakba 23.56 Acre, Thana number 242, Khata No 58, Pachiyari Kothiya Village, District Deoghar, Jharkhand by M/s Deoghar Nagar Nigam.
- (ii) The project/activity is covered under category 'B' of item 7(i) Common Municipal Solid Waste Management Facility (CMSWMF) of the schedule to the EIA Notification, 2006 and its subsequent amendments, However due to applicability of General condition i.e. falls under interstate boundary (Bihar) which is distance about 2.65 km in NNW direction from project site it requires appraisal at Central level.

The Committee discussed the project in details. After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA/EMP report:

- (i) Importance and benefits of the project.
- (ii) A sensitivity analysis of the site shall be carried out as per the MoEF&CC criteria and form part of the EIA report.
- (iii) The EIA would include a separate chapter on the conformity of the proposals to the Solid Waste Management Rules, 2016 and the Construction and Demolition Waste Management Rules, 2016 including the sitting criteria therein.
- (iv) An integrated plan of operation including the segregation of wastes at the household level and its transportation to the site shall be submitted. List of waste to be handled and their source along with mode of transportation.
- (v) Details of various waste management units with capacities for the proposed project. Details of utilities indicating size and capacity to be provided.
- (vi) The project proponents should consult the Municipal solid waste Management Manual of the Ministry of Urban Development, Government of India and draw up project plans accordingly.
- (vii) Waste management facilities should maintain safe distance from the nearby pond.
- (viii) Methodology for remediating the project site, which is presently being used for open dumping of garbage.
- (ix) Layout maps of proposed solid waste management facilities indicating storage area, plant area, greenbelt area, utilities etc.
- (x) Details of air emission, effluents generation, solid waste generation and their management.
- (xi) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xii) Process description along with major equipments and machineries, process flow sheet (quantitative) from waste material to disposal to be provided.
- (xiii) Hazard identification and details of proposed safety systems.
- (xiv) Details of Drainage of the project upto 5 km radius of study area. If the site is within 1 km radius of any major river, peak and lean season river discharge as well as flood occurrence frequency based on peak rainfall data of the past 30 years. Details of Flood Level of the project site and maximum Flood Level of the river shall also be provided.
- (xv) Details of effluent treatment and recycling process.
- (xvi) Action plan for measures to be taken for excessive leachate generation during monsoon period.
- (xvii) Detailed Environmental Monitoring Plan.
- (xviii) Report on health and hygiene to be maintained by the sanitation worker at the work place.
- (xix) Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.
- (xx) Any litigation pending against the project and/or any direction/order passed by any

	<p>Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986 or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.</p> <p>(xxi) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.</p> <p>(xxii) A tabular chart with index for point wise compliance of above ToRs.</p> <p><i>It was recommended that 'ToR' along with Public Hearing prescribed by the Expert Appraisal Committee (Infrastructure-2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006. The draft EIA/EMP report shall be submitted to the State Pollution Control Board for public hearing. The issues emerged and response to the issues shall be incorporated in the EIA report.</i></p>	
34.5.5	<p>Proposed Expansion of Rajiv Gandhi International Airport from 25 MPPA to 50 MPPA, Shamshabad, Hyderabad, Telangana by M/s Hyderabad International Airport Limited - Terms of Reference</p> <p>(IA/TG/MIS/78250/2018; F.No. 10-71/2018-IA-III)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) M/s GMR Hyderabad International Airport Limited proposes to expand the terminal and associated facilities to augment passenger processing capacity in order to meet the demand of the projected traffic growth. GHIAL proposes for expansion of RGIA airport from the current approved 25 MPPA capacity to 50 MPPA.</p> <p>(ii) The current expansion proposal includes:</p> <ul style="list-style-type: none"> • Construction of new Terminal (T2) • Expansion of Terminal (T1) • Expansion of Cargo Terminals, cargo Satellite building and associate warehouse to cater up to 5.75LTPA capacity • Development of one new Runway 10/28 • Additional Rapid exit taxiways, parallel Taxiways & taxi lane's • Additional Aprons, GSE tunnel, General Aviation & VVIP facilities • Development of landside facilities such as airport access road, MLCP parking, passenger transport centre, Transport Hub, Commercial spaces, etc., • Supporting Utilities and facilities such as fuel tank, warehouse, CFR & ATC radar control station, Administrative & engineering Facilities, etc. • Capacity improvement of DG yard from 12MVA to 26MVA <p>(iii) The project will be carried out in following phases:</p> <p>Phase 1 C - 25MPPA to 40MPPA: FY2020- FY2022; Phase 2A – 40MPPA to 50MPPA: FY2025-FY2028. The project phases may be taken early or together with other phases as per the</p>	

aviation growth and demand.

- (iv) No additional land is required as part of the proposed expansion. The total airport area is 5495 acres. Land for the proposed expansion is part of the existing airport complex which is vacant.
- (v) The total water demand after full expansion is estimated to be about 14322 KLD. Water demand will be met through HMWSSB.
- (vi) Additional power requirement for the proposed expansion is estimated to be around 12000 KWH which will be met from Telangana Power Transmission Corporation Limited (TSTRANSCO).GHIAL has also developed a 5 MW solar power plant for captive consumption at Hyderabad airport.
- (vii) The expansion project proposal will generate indirect employment of about 4000 persons for utility services along with other 5 to 6 thousand in commercial & support services. Project construction is expected to generate more than 5000 direct employment and double the figure indirect employment which will span across 4-5 years for each phases.
- (viii) The preliminary estimated cost for the proposed expansion project is Rs. 8500 Crores. These expenses will be incurred as per the need of the project, and the airport development program.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'Proposed Expansion of Rajiv Gandhi International Airport from 25 MPPA to 50 MPPA, Shamshabad, Hyderabad, Telangana by M/s Hyderabad International Airport Limited.
- (ii) Earlier environmental clearance was granted by MoEF&CC vide letter No. 10-35/2016-IA-III dated 28th July, 2017.
- (iii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

The Committee during deliberation noted that this is an expansion project. Earlier environmental clearance was given for expansion of airport from 12 MPPA to 25 MPPA vide letter F. No. 10-35/2017-IA-III dated 28th July, 2017. Now the project proponent has proposed for Expansion of Rajiv Gandhi International Airport from 25 MPPA to 50 MPPA. The project proponent has informed the Committee that no additional land is required as part of the proposed expansion and public hearing was conducted by the Telangana State Pollution Control Board on 28.02.2017 for the same nature of airport expansion similar to the current proposal and requested Committee to exempt the instant project from conducting public hearing. After detailed deliberations on the proposal, the Committee recommended for grant of Terms of Reference as specified by the Ministry as Standard ToR in April, 2015 for the said project/activity and the following ToR in addition to Standard ToR for preparation of EIA-EMP report:

- (i) Importance and benefits of the project.
- (ii) A toposheet of the study area of radius of 10 km and site location on

	<p>1:50,000/1:25,000 scale on an A3/A2 sheet (including all eco-sensitive areas and environmentally sensitive places).</p> <p>(iii) Layout maps of proposed project indicating runway, airport building, parking, greenbelt area, utilities etc.</p> <p>(iv) Cost of project and time of completion.</p> <p>(v) The impacts of demolition and the activities related thereto shall be examined and a management plan drawn up to conform to the Construction and Demolition Waste Management Rules, 2016 under the E.P. Act, 1986.</p> <p>(vi) Certified Compliance Report issued by the MoEF&CC, Regional Office or concerned Regional Office of Central Pollution Control Board or the Member Secretary of the respective State Pollution Control Board for the conditions stipulated in the earlier environmental clearance issued for the project along with an action taken report on issues which have been stated to be partially complied or non/not complied.</p> <p>(vii) The report shall examine the details of excavations, its impacts and the impacts of transport of excavated material. A detailed Management Plan shall be suggested.</p> <p>(viii) The avifauna in the surrounding area shall be studied specially with reference to sensitive bird habitats, migratory routes, breeding grounds etc and a plan developed for conservation of bird habitats coupled with minimizing bird hits as per AAI norms.</p> <p>(ix) The impact of the proposed activities on the nearby inhabited areas will be presented in details in terms of transport management, accessibility to public places/schools/work places etc and air port noise.</p> <p>(x) The E.I.A. should specifically address to vehicular traffic management as well as estimation of vehicular parking area inside the Airport premises.</p> <p>(xi) An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA. The Plan to be implemented to the satisfaction of the State Urban Development and Transport Departments shall also include the consent of all the concerned implementing agencies.</p> <p>(xii) A detailed report on compliance to ECBC-2017 norms for proposed terminal buildings.</p> <p>(xiii) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.</p> <p>(xiv) A note on appropriate process and materials to be used to encourage reduction in carbon foot print. Optimize use of energy systems in buildings that should maintain a specified indoor environment conducive to the functional requirements of the building by following mandatory compliance measures (for all applicable buildings) as recommended in the Energy Conservation Building Code (ECBC) 2017 of the Bureau of Energy Efficiency, Government of India. The energy system includes air conditioning systems, indoor lighting systems, water heaters, air heaters and air circulation devices.</p>	
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- (xv) Details shall be provided regarding the solar generation proposed and the extent of substitution, along with compliance to the ECBC rules.
- (xvi) Details of emission, effluents, solid waste and hazardous waste generation and their management. Air quality modeling and noise modeling shall be carried out for the emissions from various types of aircraft.
- (xvii) The impact of aircraft emissions in different scenarios of idling, taxiing, take off and touchdown shall be examined and a management plan suggested.
- (xviii) The impact of air emissions from speed controlled and other vehicles plying within the Airport shall be examined and management plan drawn up.
- (xix) A detailed management plan, drawn up in consultation with the competent District Authorities, shall be submitted for the regulation of unauthorized development and encroachments within a 05 Km radians of the Airport.
- (xx) The E.I.A. will also examine the impacts of construction and operation of the proposed STP and draw up a detailed plan for management including that for odour control.
- (xxi) Classify all Cargo handled as perishable, explosive, solid, petroleum products, Hazardous Waste, Hazardous Chemical, Potential Air Pollutant, Potential Water Pollutant etc. and put up a handling and disposal management plan.
- (xxii) Noise monitoring and impact assessment shall be done for each representative area (as per the Noise Rules of MoEF&CC). A noise management plan shall be submitted to conform to the guidelines of the MoEF&CC and the DGCA.
- (xxiii) Noise monitoring shall be carried out in the funnel area of flight path.
- (xxiv) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xxv) Ground water abstraction and rain water recharge shall be as prescribed by the CGWA. A clearance/permission of the CGWA shall be obtained in this regards.
- (xxvi) Details of fuel tank farm and its risk assessment.
- (xxvii) Plan for management of Food waste from landing Air Crafts.
- (xxviii) The E.I.A. should present details on the compliance of the project to the Fly Ash Notification issued under the E.P. Act of 1986.
- (xxix) Rain water harvesting systems and adequate provision for storage and reuse shall be detailed in the EIA.
- (xxx) The report should give a detailed impact analysis and management plan for handling of the following wastes for the existing and proposed scenarios.
 - (a) Trash collected in flight and disposed at the Airport including the segregation mechanism.
 - (b) Toilet wastes and sewage collected from aircrafts and disposed at the Airport.
 - (c) Maintenance and workshop wastes.
 - (d) Wastes arising out of eateries and shops situated within the airport.
- (xxxi) Any litigation pending against the project and/or any direction/order passed by any Court of Law against the project, if so, details thereof shall also be included. Has the unit received any notice under the Section 5 of Environment (Protection) Act, 1986

	<p>or relevant Sections of Air and Water Acts? If so, details thereof and compliance/ATR to the notice(s) and present status of the case.</p> <p>(xxxii) Plan for Corporate Environment Responsibility (CER) as specified under Ministry's Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report.</p> <p>(xxxiii) A tabular chart with index for point wise compliance of above ToR.</p> <p><i>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infrastructure- 2) should be considered for preparation of EIA / EMP report for the above mentioned project in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006 for preparation of EIA/EMP Report. The Committee exempted Public hearing as per para 7(ii) of EIA the Notification, 2006.</i></p>																
34.5.6	<p>Dredging & Spoil Disposal Wellhead Platform-Off shore Tapti river at NTP-1 & NTP-2 Offshore (Near Suvali), Tehsil - Chorasi District Surat, Gujarat by M/s Oil And Natural Gas Corporation Limited (ONGC) - Amendment in Terms of Reference</p> <p>(IA/GJ/MIS/72981/2018; F.No. 10-20/2018-IA-III)</p> <p><i>The project proponent did not attend the meeting and as such, the proposal was deferred.</i></p>																
34.5.7	<p>Greenfield CETP and Incineration Plant at Plot No D-23, 24, 25 & C-1, UPSIDC Industrial Area Village Gopalpur, Tehsil Sikandrabad, District Bulandshahar, Uttar Pradesh by M/S Unnat Udhog Pvt Ltd - Amendment in Terms of Reference</p> <p>(IA/UP/MIS/50520/2016; F.No. 10-26/2016-IA.III)</p> <p>The project proponent and their accredited consultant M/s Kadam Environmental Consultants gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) M/s Unnati Udhog Pvt. Ltd. is proposing a Greenfield Project of 1 MLD CETP and 2 ton/hr capacity Incinerator facility further adding other wastes recycling facilities at Village Gopalpur, Sikandrabad Industrial area, District Bulandshahar, Uttar Pradesh.</p> <p>(ii) Earlier TOR was received from MoEFCC, Delhi vide F.No. 10-26/2016-IA.III dated 4th May, 2016. Now ToR Amendment is sought for following:</p> <table><tr><th>S. No.</th><th>Description</th><th>Details as per Previous ToR</th><th>Amendment required</th></tr><tr><td>1</td><td>Site Location/ Plot No</td><td>D- 23, 24, 25 & 26</td><td>D- 23, 24, 25 & C-1</td></tr><tr><td>2</td><td>Land Area</td><td>6,430 sqm</td><td>11,148 sqm</td></tr><tr><td>3</td><td>Project Component</td><td><ul style="list-style-type: none">CETP- 1 MLDIncinerator- 2 Tons/hr.</td><td><ul style="list-style-type: none">CETP -1 MLDIncinerator- 17520 Tons/Annum (2 Tons/hr.)Recycling of Electronic Waste- 5000 Tons/AnnumRecycling of Plastic waste- 8,000 Tons/AnnumDetoxification of Contaminated</td></tr></table>	S. No.	Description	Details as per Previous ToR	Amendment required	1	Site Location/ Plot No	D- 23, 24, 25 & 26	D- 23, 24, 25 & C-1	2	Land Area	6,430 sqm	11,148 sqm	3	Project Component	<ul style="list-style-type: none">CETP- 1 MLDIncinerator- 2 Tons/hr.	<ul style="list-style-type: none">CETP -1 MLDIncinerator- 17520 Tons/Annum (2 Tons/hr.)Recycling of Electronic Waste- 5000 Tons/AnnumRecycling of Plastic waste- 8,000 Tons/AnnumDetoxification of Contaminated
S. No.	Description	Details as per Previous ToR	Amendment required														
1	Site Location/ Plot No	D- 23, 24, 25 & 26	D- 23, 24, 25 & C-1														
2	Land Area	6,430 sqm	11,148 sqm														
3	Project Component	<ul style="list-style-type: none">CETP- 1 MLDIncinerator- 2 Tons/hr.	<ul style="list-style-type: none">CETP -1 MLDIncinerator- 17520 Tons/Annum (2 Tons/hr.)Recycling of Electronic Waste- 5000 Tons/AnnumRecycling of Plastic waste- 8,000 Tons/AnnumDetoxification of Contaminated														

			Container - 5000 nos. per day. • Recycling of Aluminum from Aluminum waste- 1700 Tons/Annum • Recycling of Lead from Battery scrap - 1700 Tons/Annum • Recycling of Copper from copper waste-1700 Tons/Annum
4	Fresh Water Requirement	164 KLD	4 KLD
5	Wastewater Generation	121 KLD	322 KLD
6	Wastewater Treatment Facility	CETP	CETP with Recycling RO
7.	Effluent Discharge Mode	Treated water discharge to UPSIDC drain	Zero Liquid Discharge (ZLD)
8.	Stack Details	• Incinerator- 1 No. • DG Set- 1 No.	• Incinerator & Smelting Plant- 1 No. • DG Set 3 Nos
9.	Fuel Requirements	400 lit/ hr.	1250 lit/hr
10.	Hazardous Waste Generation	• Used Oil • CETP Sludge • Empty Containers • Incineration Ash	• Used Oil • CETP Sludge • Empty Containers • Incineration Ash • Residue from Decontamination facility • Lead Bearing Residue • Lead ash • Acid form used batteries • Sludge and Filter Cakes • Hue Gas Dust and Other particulates

The EAC noted the following:-

- (i) The proposal is for Amendment in Terms of Reference to the project 'Greenfield CETP and Incineration Plant at Plot No D-23, 24, 25, 26 UPSIDC Industrial Area Village Gopalpur, Tehsil Sikandrabad, District Bulandshahar, Uttar Pradesh by M/s Unnat Udhog Pvt Ltd.
- (ii) TOR for the project was granted by MoEFCC, vide F.No. 10-26/2016-IA.III dated 4th May, 2016.
- (iii) The project/activity is covered under category A of item 7(d) 'Common hazardous waste treatment, storage and disposal facilities (TSDFs)' and 7(i) 'CETP of the Schedule to the EIA Notification, 2006 and its amendments.

The Committee discussed the project in detail and noted that ToR for the project was granted by MoEFCC, vide F.No. 10-26/2016-IA.III dated 4th May, 2016. Now the project proponent has proposed changed in the project like change of area and other waste recycling facilities. After detailed deliberations on the proposal, the Committee recommended for following amendments in Terms of Reference issued vide dated 4th May, 2016 with additional ToR for preparation of EIA-EMP report:

S. No.	Description	Details as per ToR letter F.No. 10-26/2016-IA.III dated 4 th May, 2016	Amendment recommended
1	Site Location/ Plot No	D- 23, 24, 25 & 26	D- 23, 24, 25 & C-1

2	Land Area	6,430 sqm	11,148 sqm	
3	Project Component	<ul style="list-style-type: none"> • CETP- 1 MLD • Incinerator- 2 Tons/hr. 	<ul style="list-style-type: none"> • CETP -1 MLD • Incinerator- 17520 Tons/Annum (2 Tons/hr.) • Recycling of Electronic Waste- 5000 Tons/Annum • Recycling of Plastic waste- 8,000 Tons/Annum • Detoxification of Contaminated Container - 5000 nos. per day. • Recycling of Aluminum from Aluminum waste- 1700 Tons/Annum • Recycling of Lead from Battery scrap - 1700 Tons/Annum • Recycling of Copper from copper waste-1700 Tons/Annum 	
4	Fresh Water Requirement	164 KLD	4 KLD	
5	Wastewater Generation	121 KLD	322 KLD	
6	Wastewater Treatment Facility	CETP	CETP with Recycling RO	
7.	Effluent Discharge Mode	Treated water discharge to UPSIDC drain	Zero Liquid Discharge (ZLD)	
8.	Stack Details	<ul style="list-style-type: none"> • Incinerator- 1 No. • DG Set- 1 No. 	<ul style="list-style-type: none"> • Incinerator & Smelting Plant- 1 No. • DG Set 3 Nos 	
9.	Fuel Requirements	400 lit/ hr.	1250 lit/hr	
10.	Hazardous Waste Generation	<ul style="list-style-type: none"> • Used Oil • CETP Sludge • Empty Containers • Incineration Ash 	<ul style="list-style-type: none"> • Used Oil • CETP Sludge • Empty Containers • Incineration Ash • Residue from Decontamination facility • Lead Bearing Residue • Lead ash • Acid form used batteries • Sludge and Filter Cakes • Hue Gas Dust and Other particulates 	

The following condition is also recommended to be incorporated in the ToR Amendment:

“Plan for Corporate Environment Responsibility (CER) as specified under Ministry’s Office Memorandum vide F.No. 22-65/2017-IA.III dated 1st May 2018 shall be prepared and submitted along with EIA Report”.

34.5.8 Affordable Housing Project “Surya Residency” at Khasra No. 30 & 36, village Girdharipura, Jaipur by M/s Ravi Surya Affordable Homes - Reconsideration for Environmental Clearance

(IA/RJ/NCP/75258/2018; F.No. 21-58/2018-IA-III)

The project proponent and the accredited Consultant M/s Gaurang Environmental Solutions Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:

The EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project “Affordable Housing Project “Surya Residency” at Khasra No. 30 & 36, village Girdharipura, Jaipur by M/s Ravi Surya Affordable Homes in a total plot area of 15,159.43 sqm and total construction (built-up) area of 95,557.69 sqm.
- (ii) The project/activity is covered under item 8(a) ‘Building and Construction Projects’ of the Schedule to the EIA Notification, 2006 and its amendments, and requires appraisal at State level. However, due to non-existence of SEIAA/SEAC in Rajasthan, the proposal is appraised at Central level by sectoral EAC.
- (iii) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.
- (iv) Project Proponent has submitted the additional information on Ministry’s website on 11.08.2018.

The committee deliberated upon the information provided by the project proponent. The EAC, after detailed deliberations on the proposal and submissions made by the project proponent, recommended the project for grant of environmental clearance and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (ii) The approval of the Competent Authority shall be obtained for structural safety of buildings due to earthquakes, adequacy of firefighting equipment etc as per National Building Code including protection measures from lightening etc.
- (iii) The project proponent shall obtain all necessary clearance/ permission from all relevant agencies including town planning authority before commencement of work. All the construction shall be done in accordance with the local building byelaws.
- (iv) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities for projects requiring Environmental Clearance shall be complied with.
- (v) All construction and demolition debris shall be stored at the site (and not dumped on the roads or open spaces outside) before they are properly disposed. All demolition and construction waste shall be managed as per the provisions of the Construction and Demolition Waste Rules, 2016. All workers working at the construction site and involved in loading, unloading, carriage of construction material and construction debris or working in any area with dust pollution shall be provided with dust mask.
- (vi) Fresh water requirement from PHED supply shall not exceed 470 KLD.
- (vii) A certificate shall be obtained from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed, the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
- (viii) A certificate from the competent authority for discharging treated effluent/ untreated

	<p>effluents into the Public sewer/ disposal/drainage systems along with the final disposal point.</p> <p>(ix) Any ground water dewatering should be properly managed and shall conform to the approvals and the guidelines of the CGWA in the matter. Formal approval shall be taken from the CGWA for any ground water dewatering.</p> <p>(x) Sewage shall be treated in the STP with tertiary treatment i.e. Ultra Filtration. The treated effluent from STP shall be recycled/re-used for flushing and landscaping. Excess treated water shall be discharged in to municipal drain.</p> <p>(xi) The local bye-law provisions on rain water harvesting should be followed. If local bye-law provision is not available, adequate provision for storage and recharge should be followed as per the Ministry of Urban Development Model Building Byelaws, 2016. As proposed 6 nos. of rain water harvesting pits shall be provided.</p> <p>(xii) Separate wet and dry bins must be provided in each unit and at the ground level for facilitating segregation of waste. Solid waste shall be segregated into wet garbage and inert materials. Wet garbage shall be composted in Organic Waste Converter. Adequate area shall be provided for solid waste management within the premises which will include area for segregation, composting. The inert waste from project will be sent to dumping site.</p> <p>(xiii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project shall be obtained.</p> <p>(xiv) A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project shall be obtained.</p> <p>(xv) A detailed traffic management and traffic decongestion plan shall be drawn up to ensure that the current level of service of the roads within a 05 kms radius of the project is maintained and improved upon after the implementation of the project. This plan should be based on cumulative impact of all development and increased habitation being carried out or proposed to be carried out by the project or other agencies in this 05 Kms radius of the site in different scenarios of space and time and the traffic management plan shall be duly validated and certified by the State Urban Development department and the P.W.D./ competent authority for road augmentation and shall also have their consent to the implementation of components of the plan which involve the participation of these departments.</p> <p>(xvi) No tree cutting/transplantation of existing trees has been proposed in the instant project. A minimum of 1 tree for every 80 sqm of land should be planted and maintained. The existing trees will be counted for this purpose. 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. As proposed 2289.69 sq. m. (15.11 %) area shall be provided for green area development.</p> <p>(xvii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, and proposed by the project proponent, an amount of Rs. 1.8 Crore @ 1.5% of project cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities such as education, medical and environment as proposed. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be</p>
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	monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.	
34.5.9	<p>Enhancement of capacity of Existing phase III Landfill Facility at Common Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF) at GIDC Ankleshwar, District Bharuch, Gujarat by M/s Bharuch Enviro Infrastructure Limited (BEIL) - Amendment in Environmental Clearance</p> <p>(IA/GJ/MIS/66199/2014; F.No. 10-10/2014-IA.III)</p> <p>The project proponent gave a presentation on the salient features of the project and informed that:</p> <p>The project was considered for amendment in Environmental Clearance in the 24th meeting of EAC held on 30th October, 2017. The request was considered and amendment in Environmental clearance was granted for enhancement of capacity from 11.58 lacs MT to 14.58 MT a within the same disposal facility (CHWTSDf) by MoEF& CC vide letter no. F.No. 10-10/2014-IA-III, dated on 16.04.18. Accordingly, EC letter is issued, which contains the word Municipal in place of Hazardous, which may kindly be replaced.</p> <p><i>The EAC noted the following:-</i></p> <ul style="list-style-type: none"> (i) Amendment in environmental clearance was issued to the project 'Expansion of Secured Landfill (Phase-III)' of existing Integrated Common Hazardous Waste Treatment, Storage and Disposal facility (TSDF) in GIDC Industrial Estate, Ankleshwar, District Bharuch (Gujarat) in favour of M/s Bharuch Enviro Infrastructure Ltd vide letter dated 16.04.2018. (ii) The project/activity is covered under category 'A' of item 7(d) 'All integrated facilities having incineration and landfill or incineration only' of the Schedule to the EIA Notification, 2006, and requires appraisal at Central Level. <p><i>The Committee noted that there was a typographical error in the amendment issued vide letter dated 16.04.2018. In the amendment letter instead of <u>Hazardous wastes</u>, <u>Municipal solid wastes</u> was written. The Committee recommended to correct the error and issue corrigendum. Accordingly, following correction is recommended:</i></p> <p><i>"The amendment is being granted only with relation to increased handling of Hazardous wastes due to improved handling and compaction. Apart from this, the project proponents will not make any changes in the project nature, structure or configuration and limit themselves to activities for which the environmental clearance has been given earlier".</i></p>	
34.5.10	<p>Expansion of Dehradun Airport In Respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand by M/s Airports Authority of India Dehradun - Environmental Clearance</p> <p>(IA/UK/MIS/75682/2017; F.No. 10-60/2017-IA-III)</p> <p>The project proponent and the accredited Consultant M/s Greencindia Consulting Private Limited gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> (i) The proposal is for Expansion of Dehradun Airport in respect of Construction of New 	

	Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand. Khasra No. 4294, Jolly Grant Village, Doiwala Tehsil, Dehradun District, Uttarakhand.
(ii)	The proposed project is a modernization/expansion project of Dehradun Domestic Airport at Jolly Grant village, Dehradun, Uttarakhand, involving construction of a new terminal building, development of commercial facilities. The existing terminal building will be demolished. Existing Dehradun airport is spread over an area of 132.09 Ha. (326.42 Acres) of land which was acquired by AAI.
(iii)	The project area is currently operational as Jolly Grant Airport, Dehradun with existing features like Runway, Apron, Apron Shoulder, Taxi Track, Runway Shoulder, boundary wall, perimeter roads and parking facilities.
(iv)	The current proposal involves construction of new terminal building, with allied facilities.
(v)	ToR for the project was granted by MoEFCC vide F.No. 10-60/2017-IA-III dated 5 th December, 2017.
(vi)	Public Hearing for the project was held on 2 nd June, 2018 at the project site.
(vii)	The project will utilize water supply from the ground water.
(viii)	The total water demand for the airport during operational phase is estimated be 285.7 KLD out of which fresh water will be 150 KLD which will be sourced from ground water. Total wastewater generation will be 142.8 KLD. The entire wastewater of 142.8 KLD will be treated in a well-designed MBBR Sewage Treatment Plant of 175 KLD capacity and the treated water will be used for flushing and landscaping purpose.
(ix)	Proper arrangements with authorized transporters and authorized disposers would be done and proper records for the same would be maintained. Adequate quantity and sizing of dustbins would be maintained throughout the airport area during the operation stage to receive solid wastes as and when generated. The collection bins will be regularly sprayed with disinfectants. A proper solid waste management system would be put in place. Waste collection shall be temporarily stored at identified locations before disposing as per established laws and procedures of the nearby Municipality waste disposal site.
(x)	The biodegradable portion of MSW will be treated at site by 1 Organic Waste Converters of 1000 kg per day capacity and manure generated will be used for plantation. Recyclable waste will be disposed-off by selling. Inert waste will be sent to MSW Disposal sites for land fill. Hazardous waste shall be disposed in accordance with Hazardous & Other Waste (Management & Transboundary Movement) Rules, 2016.
(xi)	Investment cost of the project is Rs. 344.75 Crores.
(xii)	Employment potential: The facility will generate direct & indirect employment opportunities for the local skilled, semiskilled & unskilled staffs/labours after the expansion of proposed project. Contractual employment for another 500 (approx.) people is estimated during construction phase, and 100 additional people during the operational phase.
(xiii)	Benefits of the project: In addition to better connectivity of the region, there will also be increased employment generation to the surrounding areas and will aid the economic development of the region. During the construction phase & operation

phase, employment opportunities will be provided. The proposed Airport expansion will enhance the safety, security and environmental standards and passenger comfort at Airport.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental Clearance to the project 'Expansion of Dehradun Airport In Respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand by M/s Airports Authority of India Dehradun.
- (ii) The project/activity is covered under category 'A' of item 7 (a) i.e. 'Airports' of the schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central level.
- (iii) Earlier Environmental Clearance was granted by MoEFCC vide F. No. 10-23/2009-IA-III dated 17.07.2009.
- (iv) Terms of Reference (ToR) for the proposal was granted by MoEF&CC vide F.No. 10-60/2017-IA-III dated 5th December, 2017.
- (v) Public Hearing for the project was held on 2nd June, 2018 at the project site.
- (vi) The proposal was earlier considered in 32nd meeting of Expert Appraisal Committee (Infra-2) held on 2-4 July, 2018.
- (vii) Project Proponent has submitted the additional information on Ministry's website on 20.09.2018.

The EAC deliberated on the certified compliance report issued by the MoEF&CC's Regional Office, Dehradun (the project was visited on 05.01.2018) and noted the compliance as given below:

A- SPECIFIC CONDITIONS:

STIPULATION I: A thick green belt shall be developed towards the existing Himalaya Hospital and Medical Institute which is only 500 M away from the project.

STATUS OF COMPLIANCE: Partially complied with. It was informed during monitoring that plantation inside the airport territory is not feasible due to security reasons thus a green patch towards Himalaya Hospital and Medical Institute has been left. The project authorities are required to explore the feasibility of maintaining the stipulated green belt outside the boundary of the airport towards the Himalaya Hospital and Medical Institute as stipulated.

STIPULATION II: Possibility shall be examined to treat and convert the biodegradable solid waste in to manure to be used within the airport complex.

STATUS OF COMPLIANCE: Not complied with. No effort has been made to convert the biodegradable solid waste in to manure as stipulated.

STIPULATION III: All the management plans envisaged in the EIA and EMP shall be strictly followed.

STATUS OF COMPLIANCE: Being complied with.

STIPULATION IV: All the assurances and action plan on the issues raised during the public hearing shall be strictly implemented.

STATUS OF COMPLIANCE: Complied with: It was informed that during monitoring that major commitments were for providing employment to local residents during construction and construction of an approach road to the village, which have been complied.

B. GENERAL CONDITIONS: STIPULATION I: The construction of the structure shall be undertaken as per the plans approved by the concerned local authorities/ local administration, meticulously conforming to the existing local and central rules and regulations.

STATUS OF COMPLIANCE: Complied with: It was informed that construction material was obtained from existing approved quarry and brick kilns.

STIPULATION II: Provisions shall be made for the housing of construction labour within the site with all necessary infrastructure and

facilities such as fuel for cooking mobile toilets, mobile STP, safe drinking water, medical health care crèche etc. The housing may be in the form of temporary structures to be removed after the completion of the project.

STATUS OF COMPLIANCE: Complied with. It was informed that mostly local labor was employed and hence no housing for labors was required. Temporary structures made by contractor for this purpose are found removed.

STIPULATION III: Appropriate measures must be taken while undertaken digging activities to avoid any likely degradation of water quality.

STATUS OF COMPLIANCE: Complied with. It was informed that digging was confined to foundation of building structure only. All efforts were made during construction to avoid contamination of water.

STIPULATION IV: Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:

a) No excavation or dumping on private property is carried out without written consent of the owner.

STATUS OF COMPLIANCE: Complied with. It was informed that no borrow sites had been used for the project. All the earth required was taken from the high land pockets within Airport Complex only.

b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.

STATUS OF COMPLIANCE: The excess earth has been used in filling and leveling the dry low lying areas in Airport Complex only.

c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and

STATUS OF COMPLIANCE: Complied with.

d) Construction spoils including bituminous material and other hazardous material must not be allowed to contaminate water courses and the sump sites for such materials must be secured so that they shall not leach into the ground water.

STATUS OF COMPLIANCE: Complied with.

STIPULATION V: The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.

STATUS OF COMPLIANCE: Complied with. It was informed that building construction material was obtained from existing approved quarry and brick kilns.

STIPULATION VI: Adequate precautions shall be taken during transportations of the construction material so that it does not affect the environment adversely.

STATUS OF COMPLIANCE: Complied with. It was informed that all the transport vehicles were covered with polythene sheets while transporting the construction material at site.

STIPULATION VII: Full support shall be extended to the officers of this Ministry/Regional Office at Lucknow by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.

STATUS OF COMPLIANCE: Complied with.

STIPULATION VIII: Ministry of Environment and Forests or any other competent authority may stipulate any additional conditions or modify the existing ones, if necessary in the interest of environment and the same shall be complied with.

STATUS OF COMPLIANCE: Agreed with.

STIPULATION IX: The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.

STATUS OF COMPLIANCE: Agreed with.

STIPULATION X: In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment and Forests.

STATUS OF COMPLIANCE: Complied with. It was informed that there was no change in the project profile.

STIPULATION XI: The project proponents shall inform the Regional office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.

STATUS OF COMPLIANCE: Not Complied with. The date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work was not conveyed to the Regional Office as stipulated.

STIPULATION XII: Uttarakhand Environment Protection and Pollution Control Board shall display a copy of the clearance letter at the Regional office, District Industries center and collector's office/ Tehsildar's office for 30 days.

STATUS OF COMPLIANCE: Complied with.

STIPULATION XIII: These stipulations would be enforced among others under the provisions of Water (Prevention and Control of

Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public liability (Insurance) Act 1991 and EIA Notification 1994, including the amendments and rules made thereafter.

STATUS OF COMPLIANCE: Agreed with.

STIPULATION XIV: All the statutory clearances such as approvals for storage of diesel from Chief Controller of Explosives, Fire Department, Civil Aviation Department, Forest Conservation Act, 1980 and Wildlife (Protection) Act, 1972, etc. shall be obtained as applicable by project proponent from the respective competent authorities.

STATUS OF COMPLIANCE: Complied with.

STIPULATION XV: The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the Uttarakhand Environment Protection & Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forest at <http://www.envfor.nic.in>. The advertisement should be made within 10 days from the date of receipt of the Clearance letter and a copy of the same should be forward to the Regional office of this Ministry at Lucknow.

STATUS OF COMPLIANCE: Complied with.

STIPULATION XVI: Environmental clearance is subject to final order of the Hon'ble Supreme Court of India in the matter of Goa Foundation Vs. Union of India in Writ Petition (Civil) No. 460 of 2004 as may be applicable to this project.

STATUS OF COMPLIANCE: Not Complied with. The NBWL clearance has not been obtained though Raja ji National Park is within the Eco-Sensitive Zone of the Airport.

STIPULATION XVII: Any appeal against this Environment Clearance shall lie with the National Environment Appellate Authority, if preferred, within a period of 30 days as prescribed under section 11 of the National Environment Appellate Act, 1997.

STATUS OF COMPLIANCE: Agreed with.

STIPULATION XVIII: A copy of the clearance letter shall be sent by the proponent to concerned panchayat, Zila Parishad/ Municipal Corporation, Urban Local Body and the Local NGO, if any, from whom suggestion/representations, if any were received while processing the proposal. The clearance letter shall also be put on the website of the company by the proponent.

STATUS OF COMPLIANCE: Complied with.

STIPULATION XIX: The proponent shall upload the status of compliance of the stipulated EC conditions, including results of the monitored data on their website and shall update the same periodically. It shall simultaneously be sent to the Regional Office of MoEF, the respective Zone office of CPCB and the SPCB, The Criteria pollutant levels namely; SPM, RSPM, SO₂, NO_x (ambient levels as well as stack emissions) or critical sectoral parameters, indicated for the project shall be monitored and displayed at a convenient location near the main gate of the company in the public domain.

STATUS OF COMPLIANCE: Not Complied with. The status of compliance of the stipulated EC conditions, including results of the monitored data has not been uploaded on their website and neither the same is sent to the Regional office periodically as stipulated.

STIPULATION XX: The project proponent shall also submit six monthly reports on the status of compliance of the stipulated EC conditions including results of monitored data (both in hard copies as well as by e-mail) to the respective Regional Office of MoEF, the respective Zone office of CPCB and the SPCB.

STATUS OF COMPLIANCE: Not Complied with. Six monthly compliance reports including results of monitored data are not sent to the Regional Office as stipulated.

STIPULATION XXI: The environmental statement for each financial year ending 31st March in Form-V as is mandated to be submitted by the project proponent to the concerned SPCB as prescribed under the Environment (Protection) Rules, 1986 as amended subsequently, shall also be put on the website of the company along with status of compliance of EC conditions and shall also be sent to the respective Regional Offices of MoEF by e-mail.

STATUS OF COMPLIANCE: Not Complied with. Not environmental statement for any financial year ending 31st march in Form-V has been submitted by the project proponent to the concerned SPCB as stipulated.

General Remarks:

- i) The project authorities are required to explore the feasibility of maintaining the stipulated green belt outside the boundary of the airport towards the Himalaya Hospital and Medical Institute as stipulated in Specific Condition.
- ii) No effort has been made to convert the biodegradable solid waste in to manure as stipulated in Specific Condition II.
- iii) The date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work was not conveyed to the Regional Office as stipulated in General Condition XI.
- iv) The NBWL clearance has not been obtained though Raja ji National Park is within the Eco-Sensitive Zone of the Airport in General Condition XVI.
- v) The status of compliance of the stipulated EC conditions, including results of the monitored data has not been uploaded on their

website and neither the same is sent to the Regional Office periodically as stipulated in General Condition XIX.

vi) Six monthly compliance reports including results of monitored data are not sent to the Regional Office as stipulated in General Condition XX.

vii) No environmental statement for any financial year ending 31st March in Form-V has been submitted by the project proponent to the concerned SPCB as stipulated in General Condition XXI.

The Committee also noted that the project proponent has submitted action taken report to Regional Office, MoEFCC, Dehradun vide letter no. AAI/DDN/Engg/EIA/2018/33 dated 14.09.2018. The details are as follows:

S.No.	Observation	Status of Compliance	Action taken by Project Proponent
1.	A thick green belt shall be developed towards the existing Himalaya Hospital and Medical Institute which is only 500 M away from the project. Specific condition no. (i)	Partially complied with. It was informed during monitoring that plantation inside the airport territory is not feasible due to security reasons thus a green patch towards Himalaya Hospital and Medical Institute has been left. The project authorities are required to explore the feasibility of maintaining the stipulated green belt outside the boundary of the airport towards the Himalaya Hospital and Medical Institute as stipulated.	Due to paucity of land within the airport boundary for development of green patch, AAI has approached Himalayan Hospital & Medical Institute (HHMI) for enhancing the existing green belt between airport boundary and HHMI Modalities for further action are being finalized with the Chancellor, HHMI. In addition, plantation drive was carried out with the help of Regional Office of MoEF&CC at Dehradun Airport on 11.07.2018.
2.	Possibility shall be examined to treat and convert the biodegradable solid waste in to manure to be used within the airport complex. Specific condition no. (ii)	Not complied with. No effort has been made to convert the biodegradable solid waste in to manure as stipulated.	Conversion of bio-degradable waste has been avoided to avoid birds in the vicinity for safe aircraft operations till date. However, one organic waste converter of capacity 1000kg (estimated quantity) is planned with new Terminal Building within the airport premises for treatment of such wastes. It will be planned such that it does not attract birds.
3.	The project proponents shall inform the Regional office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work. General condition no. (xi)	Not Complied with. The date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work was not conveyed to the Regional Office as stipulated.	Project I/C land development was started on 09.02.2008. Final approval of the project was accorded by AAI Board on 23.12.2008. Financial closure of the project was done on 12.01.2010. The project was taken up and completed by AAI from its own resources without any borrowing or financial assistance. These have now been conveyed to the Regional Office, and same will be done in the future.
4.	The NBWL clearance has not been obtained though Raja ji National Park is within the Eco-Sensitive Zone of the Airport in General Condition (xvi).	Not Complied with. The NBWL clearance has not been obtained though Raja ji National Park is within the Eco-Sensitive Zone of the Airport.	AAI approached State Forest Department, Uttarakhand for expeditious clearance of NBWL. In response, Chief Wildlife Warden (I.T.G.C.), Uttarakhand, Dehradun, vide letter No. Kh-396/32-1-I (GIS) dated 24.08.2018 (Annex-I, last page). Forest Dept. stated that project site falls beyond 10 km of Raja Ji National Park
5.	The status of compliance of the stipulated EC conditions, including results of the monitored data has not been uploaded on their website and neither the same is sent to the Regional Office periodically as stipulated in General Condition (xix).	Not Complied with. The status of compliance of the stipulated EC conditions, including results of the monitored data has not been uploaded on their website and neither the same is sent to the Regional office periodically as stipulated.	In Compliance to the stipulated conditions, monitoring test reports for half yearly period (Oct' 17 to March' 18) and EC compliance has been submitted vide this office letter No. AAI/DDN/Engg/EIA/2018/412 dated 29.05.2018. Next half yearly monitoring data and compliance report shall be submitted in due course. Results of monitored data have been uploaded on AAI website. Same may be perused at following link: https://www.aai.aero/en/corporate/resource
6.	Six monthly compliance reports including results of monitored data are not sent to the Regional Office as	Not Complied with. Six monthly compliance reports including results of monitored data are not sent to the Regional Office as	In compliance to the stipulated conditions, monitoring test reports for half yearly period (Oct' 17 to March' 18) and EC Compliance report has been submitted vide this office letter No. AAI/DDN/Engg/EW/2018/412

	stipulated in General Condition (xx).	stipulated.	dated 29.05.2018. Next half yearly monitoring data and compliance report shall be submitted in due course.
7.	No environmental statement for any financial year ending 31 st March in Form-V has been submitted by the project proponent to the concerned SPCB as stipulated in General Condition (xxi)	Not Complied with. Not environmental statement for any financial year ending 31 st march in Form-V has been submitted by the project proponent to the concerned SPCB as stipulated.	The environmental statement for financial year ending 31.03.2018 in Form-V will be submitted within stipulated period i.e. latest by 30.09.2018. (Attached)

Based on the information submitted and clarifications provided by the Project Proponent and detailed discussions held on all the issues, the EAC recommended the project for granting Environmental Clearance subject to stipulation of the following additional specific conditions along with other environmental conditions while considering for accord of environmental clearance:

- (i) As proposed, Environmental Clearance is for Expansion of Dehradun Airport In Respect of Construction of New Integrated Terminal Building and Allied Facilities at Dehradun, Uttarakhand by M/s Airports Authority of India Dehradun.
- (ii) Clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities shall be obtained.
- (iii) Consent to Establish/Operate for the project shall be obtained from the State Pollution Control Board as required under the Air (Prevention and Control of Pollution) Act, 1981 and the Water (Prevention and Control of Pollution) Act, 1974.
- (iv) Construction site should be adequately barricaded before the construction begins.
- (v) Notification GSR 94(E) dated 25.01.2018 of MoEF&CC regarding Mandatory Implementation of Dust Mitigation Measures for Construction and Demolition Activities shall be complied with.
- (vi) Soil and other construction materials should be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet.
- (vii) The soil/construction materials carried by the vehicle should be covered by impervious sheeting to ensure that the dusty materials do not leak from the vehicle.
- (viii) The excavation working area should be sprayed with water after operation so as to maintain the entire surface wet.
- (ix) Soil stockpile shall be managed in such a manner that dust emission and sediment runoff are minimised. Ensure that soil stockpiles are designed with no slope greater than 2:1 (horizontal/vertical). Top soil shall be separately stored and used in the development of green belt.
- (x) A detailed drainage plan for rain water shall be drawn up and implemented.
- (xi) As proposed, total fresh water requirement of 150 KLD will be met through ground water with prior permission from CGWB.
- (xii) Noise from vehicles and power machinery and equipment on-site should not exceed the prescribed limit. Equipment should be regularly serviced. Attention should also be given to muffler maintenance and enclosure of noisy equipments.
- (xiii) Where construction activity is likely to cause noise nuisance to nearby residents,

	restrict operation hours between 7 am to 6 pm.
(xiv)	Solid inert waste found on construction sites consists of building rubble, demolition material, concrete; bricks, timber, plastic, glass, metals, bitumen etc shall be reused/recycled or disposed off as per Solid Waste Management Rules, 2016 and Construction and Demolition Waste Management Rules, 2016.
(xv)	Diesel power generating sets proposed as source of backup power for elevators and common area illumination during operation phase should be of enclosed type and conform to rules made under the Environment (Protection) Act, 1986. The height of stack of DG sets should be equal to the height needed for the combined capacity of all proposed DG sets. Use of low sulphur diesel. The location of the DG sets may be decided with in consultation with State Pollution Control Board.
(xvi)	Aircraft maintenance, sensitivity of the location where activities are undertaken, and control of runoff of potential contaminants, chemicals etc shall be properly implemented and reported.
(xvii)	Proper drainage systems, emergency containment in the event of a major spill during monsoon season etc shall be provided.
(xviii)	The runoff from paved structures like Runways, Taxiways, can be routed through drains to oil separation tanks and sedimentation basins before being discharged into rainwater harvesting structures.
(xix)	Storm water drains are to be built for discharging storm water from the air-field to avoid flooding/water logging in project area during monsoon season / cloud bursts.
(xx)	Rain water harvesting for roof run-off and surface run-off, as plan submitted should be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. Rain water recharge shall be as per the guidelines prescribed by the CGWA.
(xxi)	Sewage will be treated in the STP of capacity 175 KLD. The treated water will be reused within the airport premises for landscaping, flushing, HVAC. No treated water shall be discharged in to Municipal Drain.
(xxii)	Continuous online air monitoring system shall be in place for expansion project.
(xxiii)	Acoustic enclosures for DG sets, noise barriers for ground-run bays, ear plugs for operating personnel shall be implemented as mitigation measures for noise impact due to ground sources.
(xxiv)	During airport operation period, noise should be controlled to ensure that it does not exceed the prescribed standards. During night time the noise levels measured at the boundary of the building shall be restricted to the permissible levels to comply with the prevalent regulations. A monitoring station for ambient air and noise levels shall be provided in the village nearest to the airport.
(xxv)	The solid wastes shall be segregated as per the norms of the Solid Waste Management Rules, 2016. Recycling of wastes such as paper, glass (produced from terminals and aircraft caterers), metal (at aircraft maintenance site), plastics (from aircrafts, terminals and offices), wood, waste oil and solvents (from maintenance and engineering operations), kitchen wastes and vegetable oils (from caterers) shall be carried out.
(xxvi)	Traffic congestion near the entry and exit points from the roads adjoining the Airport

	<p>shall be avoided. Parking should be fully internalized and no public space should be utilized.</p> <p>(xxvii) Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart, the project proponents will examine the current augmentation of road infrastructure and prepare and implement a traffic management plan to the satisfaction of the competent authority for decongesting the approach to the Airport.</p> <p>(xxviii) Energy conservation measures like installation of LED/CFLs/TFLs for the lighting the areas outside the building should be integral part of the project design and should be in place before project commissioning. Used CFLs and TFLs should be properly collected and disposed off/sent for recycling as per the prevailing guidelines/ rules of the regulatory authority to avoid mercury contamination.</p> <p>(xxix) An onsite disaster management plan shall be drawn up to account for risks and accidents. This onsite plan shall be dovetailed with the onsite management plan for the district.</p> <p>(xxx) As proposed, no tree shall be cut/felled. The landscape planning should include plantation of native species. The plantation species should be carefully chosen to avoid bird nesting and to improve pollution control and noise control measures. Water intensive and/or invasive species should not be used for landscaping. Adequate area shall be provided for green belt development.</p> <p>(xxxi) A water security plan to the satisfaction of the CGWA shall be drawn up to include augmenting water supply and sanitation facilities and recharge of ground water in at least two villages and schools, as part of the C.S.R. activities.</p> <p>(xxxii) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.</p> <p>(xxxiii) As per the Ministry's Office Memorandum F.No. 22-65/2017-IA.III dated 1st May 2018, an amount of 2.59 Crore i.e. @0.75% of project Cost shall be earmarked under Corporate Environment Responsibility (CER) for the activities as committed. The activities proposed under CER shall be restricted to the affected area around the project. The entire activities proposed under the CER shall be treated as project and shall be monitored. The monitoring report shall be submitted to the regional office as a part of half yearly compliance report, and to the District Collector. It should be posted on the website of the project proponent.</p>
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34.6 Any other item with the permission of Chair– Not Applicable

LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 34th MEETING OF EAC (INFRASTRUCTURE-2) HELD ON 24-26 SEPTEMBER, 2018

S. No.	Name	Designation	Attendance			Signature
			24 th Sept	25 th Sept	26 th Sept	
1.	Prof. T. Haque	Chairman	P	P	P	
2.	Shri K. Gowarappan	Member	A	A	A	
3.	Dr. Yashpal Singh	Member	P	P	A	
4.	Dr. S.K. Bhargava	Member	P	P	P	
5.	Dr. Ayi Vaman N. Acharya	Member	A	A	A	
6.	Dr. Chandrahas Deshpande	Member	A	A	A	
7.	Shri A. P. Singh	Member	A	A	A	
8.	Ms. Mili Majumdar	Member	P	P	A	
9.	Prof. Dr. Sanjay Gupta	Member	A	A	A	
10.	Dr. M. V. Ramana Murthy	Member	P	A	P	
11.	Shri Kushal Vashist	Director & Member Secretary	P	P	P	
