

Minutes of the 281st meeting of Expert Appraisal Committee held on 24th – 25th November, 2021 through Video Conferencing for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes 7(c); Ports, harbors, breakwaters, dredging 7(e) and National Highways 7(f)

The 281st Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conferencing at the Ministry of Environment, Forest & Climate Change (MoEF&CC), Indira Paryavaran Bhavan, New Delhi on 24th – 25th November, 2021 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 279th EAC meeting held on 15th November, 2021.

3. AGENDA WISE CONSIDERATION OF PROPOSALS:

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

Agenda No.3.1

Increase in cargo handling capacity from 40.95 to 60.95 MTPA with existing 9 berths and within approved project area of 1800 acre through modernisation/mechanisation at Gangavaram Port, Pedagantyada Mandal, Visakhapatnam District, Andhra Pradesh by M/s Gangavaram Port Limited – Environmental Clearance under Clause 7(ii).

[Proposal No. IA/AP/NCP/237816/2021; File No. 10/51/2021-IA.III]

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

3.1.1. The project proponent along with the EIA Consultant M/s. L & T Infrastructure Engineering Limited, Hyderabad made a presentation through Video Conferencing and provided the following information: -

- i. Gangavaram Port obtained Environmental and CRZ Clearance for a cargo handling capacity of 16.54 MTPA for the construction of four berths (dry bulk cargo-1, Fertilizer/limestone-1, container terminal-1 and break/multipurpose-1) and one exclusive berth for port crafts besides providing warehousing facilities and transit sheds vide EC No. 10-3/2005-IA.III dated 11.03.2005.
- ii. Subsequently for development of fifth berth, GPL obtained EC & CRZ Clearance vide order F.No.10-14/2009-IA.III dated 19.03.2010.
- iii. Further, Phase – II obtained EC & CRZ clearance vide Order F.No.11-91/2010-IA-III, dated 07.02.2012 with capacity augmentation from 16.54 MTPA to 40.95 MTPA and four additional berths (one mechanized coal berth to handle cape-size coal carrier and three multipurpose berths), for which, environmental public consultation was held on 12.05.2011 as per EIA notification, 2006 (as amended).
- iv. At present stage, Gangavaram port is operating with nine berths and provides cargo handling services for a variety of bulk and break bulk including coal, iron ore, Multi Cargo (Agri products, Slag, Lime stone, Steel products etc.), Fertilizer, Industrial Raw Materials such as Gypsum, Aluminum Ingots, Gypsum etc. During the last six years' cargo handling has been increased upto 34.45 MTPA. By increasing the operational efficiency of existing port infrastructure without any marine infrastructure development, cargo handling capacity can be enhanced from approved capacity of 40.95 MTPA to 60.95 MTPA.
- v. GPL applied for environmental and CRZ clearance under Clause "7(ii) Prior Environmental Clearance (EC) process for Expansion or Modernization or Change of product mix in existing projects" of EIA notification, 2006 and amendments thereafter as:
 - a. No additional marine infrastructure such as berths, capital dredging, breakwater, reclamation is proposed. No additional land is proposed as sufficient land is available within already approved port boundary of 1800-acre area,
 - b. No CRZ -I (A) area present within port area as well as port limit and only material handling systems such as cranes and permissible back-up infrastructure will be created within CRZ - II area of port area.
 - c. Development /modernization of port back-up area is majorly in non CRZ area and partially falling in CRZ-II area of approved 1800-acre area. CRZ from 1 application along with EIA report submitted to APCZMA and recommendation from APCZMA was obtained vide Letter No. 338/CRZ/Port/2021 dated 24/10/2021.
 - d. No addition of any new cargo type in the current proposal and only increase in cargo handling capacity through modernization/mechanization of approved cargo profile (type) in the current proposal. Approximately 70 % of proposed 20 MTPA, 7.75 MTPA is non-dusty cargo (container, steel products, agri-products etc.)
 - e. Modernization/mechanization of port will lead to reduction in carbon emissions due to increase in cargo evacuation through railway and up-gradation as well as

addition of material handling systems including covered conveyor etc. will reduce inter-carting.

- vi. Public consultation has been already carried out for 9 berths and 1800-acre area as per EIA Notification, 2006 and amendments thereafter. Points raised during public hearing such as providing jobs, dust control measures, greenbelt development and CSR activities like support on health, education medical are addressed properly and no major grievance from regulatory authorities' public.

3.1.2. Cargo Handling Capacity through Modernization:

S. No.	Name of the cargo	Existing Cargo (MTPA) (Consented Quantity)	Additional Cargo (MTPA)	Total Cargo ¹ (MTPA)
1	Containers	0.25	7.75	8.00
2	Multi Cargo: Agri products, (Food grains in bags or bulk, Chickpeas, Cereals, Pulses, Sugar, Raw Sugar), Slag, Lime Stone, Bauxite, Steel Products (Steel Beams, Coils, Billets, Angles, Channels, Project Cargo), Bulk Alumina & Other cargos.	6.20	6.50	12.70
3	Coal	25.00	3.25	28.25
4	Iron ore	3.00	2.50	5.50
5	Fertilizer	2.50	0	2.50
6	Industrial Raw Material (Ferro silicon, Charge Chrome, Chrome ore, Coal Tar (Bags), Aluminum Ingots, Aluminum Billets, Bentonite, Pig iron, Manganese ore, Wood items, Paper bundles, CP Coke Bauxite, gypsum, clinker, scrap)	3.50	0	3.50
7	Liquid cargo (edible oil, caustic lye)	0.50	0	0.50
Total		40.95	20.00	60.95

3.1.3. The proposed project falls under Schedule 7(e), Category "A" of EIA Notification 2006. The project proposed for Expansion under Clause 7(ii) of EIA notification, 2006 (as amended). Total investment/cost of the project is about Rs 5055 Crores.

3.1.4. Geo-coordinates of the project site:

From: 17°39'39.162"N	To: 17°37'41.643"
From: 83°14'8.411" E	To: 83°15'44.670"E

3.1.5. Land use /Land breakup of the proposed project site is as following-.

Sl. No.	LU/LC	Area (Ha)	Percentage %
1	Built up - Port	314.69	43.2
2	Vegetated/Open Area	359.95	49.41

3	Rocky Area	40.46	5.56
4	Open Scrub land	11.82	1.62
5	Water Reservoir	1.51	0.21
Total		728.43	100

3.1.6. Landuse/Landcover around 10 km radius of project site:

Sl. No.	Landuse/Landcover	Area (Hectares)	Percent age %
1	Agricultural Crop Land	1523.88	5.31
2	Agricultural Land-Fallow	708.36	2.47
3	Agricultural Land-Plantation	4379.14	15.26
4	Built up - Port	372.71	1.3
5	Built Up - Compact (Continuous)/Sparse (Discontinuous)	3858.11	13.4
6	Built Up (Rural)	350.98	1.2
7	Built Up- Quarry	48.68	0.2
8	Built Up-Industrial	5398.87	18.8
9	Built Up-Industrial Area-Ash / Cooling Pond / effluent and other waste	779.788	2.7
10	Forest-Deciduous (Dry/ Moist/Thorn)-Dense/ Closed	775.85	2.70
11	Forest-Deciduous (Dry/ Moist/Thorn)-Open/Closed	295.08	1.03
12	Forest-Forest Plantation	135.50	0.47
13	Forest-Scrub Forest	277.96	0.97
14	Vegetated / Open Area	6505.47	22.67
15	Barren Rocky/Stony waste/ Gullied	584.41	2.04
16	Sandy Area-Coastal	196.47	0.68
17	Scrub Land-Dense scrub	690.31	2.41
18	Scrub Land-Open scrub	681.36	2.37
19	Water Bodies -Canal/Drain	94.12	0.33
20	Water Bodies -Reservoir/ Tanks-Permanent/Tanks-Seasonal	597.39	2.07
21	Water Bodies-River/ Stream -Non Perennial	117.60	0.41
22	Wetlands-Coastal- Lagoon, creeks, mud flats etc	351.75	1.22
Total		28723.79	100

3.1.7. Terrain and topographical features: Eastern boundary of the port ground level varies from 0.8 m to 1.0 m and towards the western boundary of port location ground levels are higher than 2.0 m with respect to MSL.

3.1.8. Water requirements: The total water requirement during construction period is 1.0 MLD. The water required for proposed expansion/modernisation activity is 378 KLD which will be sourced from treated water of STP (10 KLD) and remaining 368 KLD shall be sourced from VISCOW. Permission for withdrawal of 1200 KLD from VISCOW is available and additional water requirement application is filed to VISCOW.

3.1.9. Waste Management: It is estimated that domestic solid waste generated will be ~3.6

T/m. Discarded material and plastic material waste is estimated to be 0.25 T/m. The solid waste sludge from STP is ~ 5.5 kg/day. Used oil, spent oil, Wastes/Residue containing oil, Oil soaked rags, Cotton waste, discarded containers, barrels & Used Battery will be collected and disposed to approved vendors and same will be continued to proposed project. Hazardous wastes generated at the port shall be disposed-off through authorized vendors duly adhering under guidelines of Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and its amendment.

3.1.10. STP Details: The sewage generated at the project site will be treated in existing STP. GPL is operating two STPs of capacity 30 KLD near to Harbour gate location beside stores and 5 KLD near Main gate. Another 15 KLD STP is proposed to meet the modernization/mechanisation plan. Treated water will be utilized for green belt.

3.1.11. Tree cutting: Clearance of vegetation shall be carried out as per project requirement. Clearance of scrub vegetation with few tree species such as *Phoenix sylvestris* (Etha), *Acacia Nilotic* (Nalla tumma) and *Borassus flabellifer* (Thadi) is envisaged near the proposed backup area.

3.1.12. Green Belt development: Greenbelt/area is developed in an extent of 318.21 Acres within the port range covering periphery of yards, roads, buildings and along conveyor belt. In total, Greenbelt has been developed more than 10% of the total area and 50m width in the boundary of the port.

3.1.13. CRZ details: The project falls majorly in Non CRZ area and partly falling in CRZ-II as per approved CZMP map (Map Nos. AP 114,115 and 116) and the activities proposed within CRZ area are permissible as per CRZ notification, 2011. No marine side construction activity is proposed under this modernization. APCZMA recommendations obtained vide Letter no. 338/CRZ/Port/2021 dated 24/10/2021.

3.1.14. Foreshore details: No additional marine infrastructure such as berths, breakwater, capital dredging and reclamation is proposed. Shoreline change assessment for past 10 years was carried out and following are the observations:

- i. Study area of 7 km of project stretch is considered.
- ii. Average shoreline change towards south of port is in the range of 0.04m to 2.3m per year.
- iii. Average Shoreline change within the port area is less than 2.0m per year.
- iv. Average Shoreline change towards north of port is less than 1.0m per year.
- v. Beach nourishment towards north of port is being carried out by GPL for stabilisation of coast.

3.1.15. Dust Suppression Measures: Dust suppression measures like Ambient air quality monitoring, Water sprinkling, Greenbelt development etc. are performed. The vessels are required to comply with the regulations and should have the "International Air Pollution Prevention Certificate. Dust suppression measures are as follows;

- i. Regular sweeping of bulk cargos
- ii. MDSS system at stock yards

- iii. Wind Breaking Wall
- iv. Heavy duty TPS Sweeping machines
- v. Railway Rakes/trucks with Tarpaulin covering
- vi. Automatic Truck tyre washing facility

3.1.16. Employment potential: Total man power requirement during the construction phase is approximately 200 to 250 workers. During operation phase, direct employment of 100 and indirect employment of 500 workers are envisaged.

3.1.17. Benefits of the project: The proposed expansion project will have major positive impact on Induced development, Improved Socio-economic conditions, Quality of Life, Employment Opportunities, Revenue Generation, Corporate Social Responsibility etc.

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

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

- i. The activity that are going to be implemented shall be as per Clause 7(ii) of EIA Notification, 2006.*
- ii. Overlay all the expansion activity in the google image as well as in the 1:4000 scale map.*
- iii. EAC noted that the coal handling area is not clean, hence mitigation measures has to be taken up by the PP.*
- iv. PP has to submit the comparative statement of baseline (Air Quality modelling studies) according to previous EC with the current expansion activity within 3 months.*
- v. EAC noted that erosion of shoreline has been noted at the project location due to existing activities; which will affect the project location, hence Shore Management and beach nourishment need to be undertaken and a report needs to be submitted. Beach Nourishment strategy has to be developed with the help from a reputed scientific institute specialized in the subject like NIOT.*

3.1.20. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281st meeting on 24th - 25th November, 2021 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

- i. No construction activity beyond the existing layout area shall be undertaken for the project. Only modernization/mechanization as envisaged in the present proposal shall be permissible.
- ii. Erosion of shoreline has been noted at the project location and adjoining areas due to existing port and hence Shore Management plan and beach nourishment plan need to be prepared and an implementation report needs to be submitted to the Ministry as a part of 6 monthly compliance report. Beach Nourishment strategy has to be developed with the help from a reputed scientific institute specialized in the subject.

- iii. All the recommendations and conditions specified by the Andhra Pradesh Coastal Zone Management Authority (APCZMA) vide letter No 338/CRZ/Port/2021 dated 24th October 2021 shall be complied with.
- iv. 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.
- v. Necessary approvals to be taken during implementation and commissioning from statutory bodies concerned.
- vi. Continuous online monitoring of air and water covering the total area shall be carried out and the compliance report of the same shall be submitted along with the 6 monthly compliance reports to the regional office of MoEF&CC.
- vii. Spillage of fuel / engine oil and lubricants from the site are a source of organic pollution which impacts marine life, particularly benthos. This shall be prevented by suitable precautions and also by providing necessary mechanisms to trap the spillage.
- viii. Necessary arrangements for the treatment of the effluents and solid wastes/ facilitation of reception facilities under MARPOL must be made and it must be ensured that they conform to the standards laid down by the competent authorities including the Central or State Pollution Control Board and under the Environment (Protection) Act, 1986. The provisions of Solid Waste Management Rules, 2016. E- Waste Management Rules, 2016, and Plastic Waste Management Rules, 2016 shall be complied with.
- ix. Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.
- x. The dust suppression measures for the proposed increase in the cargo should be ensured through mechanized handling of cargo and conveyance.
- xi. The waste water from oil spillage or cargo should be treated and disposed.
- xii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

Agenda No. 3.2

Development of proposed Mohali to Sirhind Highway (total length 27.370 km) starts from Bharat Petrol Pump Sector 110, SAS Nagar (Mohali) ends at NH-44 near Bharat Petrol

Pump, Village Saidpura, Sirhind, Punjab by M/s National Highways Authority of India – Terms of Reference

[Proposal No. IA/PB/NCP/236434/2021; File No. 10/52/2021-IA.III]

3.2.1. The proposal was withdrawn by the proponent.

Agenda No. 3.3

Development of Six Lane Greenfield spur from Delhi-Vadodara Greenfield Expressway near Bandikui terminate at Chainage 0.000 of Jaipur Ring Road in Bharatmala Pariyojana Phase-1 in the state of Rajasthan (total length - 67 km) by M/s National Highways Authority of India – Amendment in Terms of Reference.

[Proposal No. IA/RJ/NCP/238241/2021; File No. 10/40/2021-IA.III]

“The EAC noted that the Project Proponent and the consultant have given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in PFR/DPR/Form-1/Annexure-III. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and ToR/Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent.”

3.3.1. The project proponent along with the DPR consultant M/s SA Infra Structures, Pvt Ltd has made a presentation through Video Conferencing and provided the following information-

3.3.2. ToR for the project was recommended by the EAC in its 273th meeting held on 16th September 2021. The ToR letter was issued on 11th October 2021.

3.3.3. Reason for Amendment: The proponent has given the following reason for the above amendment: The proponent has requested for change in the ToR specific conditions (F.No. 10/40/2021-IA.III Dt: 11th October, 2021) and the committee requested to follow the IRC guidelines.

<i>PP is requesting to review specific and General conditions as per the ToR granted (File no. 10/40/2021-IA.III dated 11.10.2021)</i>		
Specific Condition Point #ii. Cumulative impact assessment study should be carried out along the entire stretch including the other packages and the current consideration.	Reply: The proposed project is stand-alone spur of six lane Greenfield to connect Delhi-Mumbai expressway with Jaipur Ring Road. Hence it does not include any other sections for obtaining prior environment clearance. Therefore the ToR point may be deleted.	ToR point may be deleted.
Specific Condition Point xi: A comprehensive plan	Reply: Roadside and medium plantation will be carried out as	Roadside and medium plantation shall be carried

for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such Plantation alongside of forest stretch will be over and above compensatory afforestation. Tree species should be same as per the forest type.	per IRC-SP-2009 on available Row. It is submitted three rows can only be planted in rural area and where no structures proposed.	out as per IRC-SP-2009 on available Row. Three rows shall be planted in rural area and where no structures proposed.
Specific Condition Point xii: Detailed Biodiversity assessment and conservation/mitigation plan be developed by a nationally reputed institute such as Gujrat Institute of Desert Ecology (GUIDE).	Reply: The proposed alignment neither passes through any national park, wildlife sanctuary conservation reserve nor falls within its Eco Sensitive Zone. The proposed project does not involve diversion of any forest land. DCF Dausa vide letter, dated 10.08.2021 informed that the said project does not involve diversion of any forest land. Hence, permission may be granted to carry out the Biodiversity assessment and conservation/mitigation plan by the expert of NABET accredited EIA consultant.	Carry out the Biodiversity assessment and conservation/mitigation plan by the expert of NABET accredited EIA consultant.
General Condition Point xi: Study regarding in line with the recent guidelines prepared by Wildlife Institute of India for linear infrastructure with strong emphasis on animal movement and identifying crossing areas and mitigation measures to avoid wildlife mortality.	Reply: The proposed project is more than 10 km away from any national park/wildlife sanctuary conservation reserve and also the project does not involve any diversion of forest land. In this regard DCF Dausa vide letter, dated 10.08.2021 informed the said project does not involve diversion of any forest land. Hence, the said general condition may kindly waive.	ToR point may be deleted.

3.3.4. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 281st meeting on 24th - 25th November, 2021 and **recommended** the proposal for grant of Amendment in Terms of Reference as mentioned in the table above along with the following specific conditions, in addition to all standard conditions applicable for such projects:

- i. *The proponent has requested for change in the ToR specific conditions (F.No. 10/40/2021-IA.III Dt: 11th October, 2021) and the committee requested to follow the IRC guidelines.*

- ii. *PP has to follow the green belt plantation as per forest department norms.*

Agenda No. 3.8

Development of Haryana Section from Km 0+000 to Km 135+056 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India – Re-consideration for Environmental Clearance.

[Proposal No. IA/HR/NCP/141416/2020; File No. 10-17/2020-IA.III]

The proposal was earlier considered in the 243rd EAC (Infra-1) meeting held on 26th – 27th September, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 17.11.2020 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them

On the request of the PP, the proposal is reconsidered in the EAC meeting.

For the extant proposal, Stage-1 Forest Clearance has been received therefore there is no need

for the alternate alignment. The same shall be submitted to the Ministry for issuance of Environmental Clearance.

Agenda No. 3.9

Development of Urban Extension Road-II (NH-344M) from Design chainage Km 0.000 to Km 38.111. Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH [1]352A at village Barwasni, Sonipat in Haryana as spur of Urban Extension Road-II (NH[1]344M) in the state of Delhi/Haryana. Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana. (Total Length of Project: 75.211 Km) by M/s National Highways Authority of India – Re-consideration for Environmental Clearance

[Proposal No. IA/DL/MIS/104396/2019; File No. 10-30/2019-IA.III]

The proposal was earlier considered in the 247th EAC (Infra-1) meeting held on 23rd - 24th November, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 24.12.2020 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC

for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting.

For the extant proposal, Stage-1 Forest Clearance has been received therefore there is no need for the alternate alignment. The same shall be submitted to the Ministry for issuance of Environmental Clearance.

Agenda No. 3.10 & 3.11 (Both the Agenda are same)

Construction of 6-lane highway from Chittoor to Thatchur NH-716B (Km0.000 to 126.550) from District Chittoor, Andhra Pradesh to Thatchur, District Tiruvallur, Tamil Nadu by M/s National Highways Authority of India - Re-consideration for Environmental Clearance

[Proposal No. IA/AP/MIS/75727/2018; File No. 10-49/2018-IA.III]

The proposal was earlier considered in the 251st EAC (Infra-1) meeting held on 28th December, 2020 and EAC has recommended the proposal. The Ministry has approved the proposal on 18.01.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I

forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

Agenda No. 3.12

Development of Punjab Section from Km 135+056 to Km 396+863 of Delhi-Amritsar-Katra Expressway by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.

[Proposal No. IA/PB/NCP/141510/2020; File No. 10-18/2020-IA.III]

The proposal was earlier considered in the 256th EAC(Infra-1) meeting held on 3rd – 4th March, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 28.06.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC

for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

Agenda No. 3.13

Development of access-controlled Ludhiana-Rupnagar Greenfield Highway, starting from Delhi-Katra Expressway (NE-5) near village Manewal and terminating on NH205 at Rupnagar near village Bheora including development of its spur (starting near village Pippal Majra and terminate at Kharar) in the State of Punjab under Bharatmala Pariyojana by M/s National Highways Authority of India (Total Length 110 Km) - Re-consideration for Environmental Clearance.

[Proposal No. IA/PB/NCP/178014/2020; File No. 10-64/2020-IA.III]

The proposal was earlier considered in the 262nd EAC (Infra-1) meeting held on 25th and 27th May, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 02.08.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

Agenda No. 3.14

Development of Economic Corridors, Inter-corridors, feeder routes and Coastal Road to improve the efficiency of freight movement in India (Lot-3/Odisha & Jharkhand/Package-2) Raipur-Vishakhapatnam (Ch. 0.000 - Ch. 124.661 km) (Length 124.661 km) in the State of Chhattisgarh under Bharatmala Pariyojana by M/s National Authority of India - Re-consideration for Environmental Clearance.

[Proposal No. IA/CG/NCP/131198/2019; File No. 10-3/2020-IA.III]

The proposal was earlier considered in the 271st EAC (Infra-1) meeting held on 26th – 27th August, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 20.09.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained

for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

Agenda No. 3.15

Development of access controlled Amritsar-Bathinda Greenfield Highway starting from Delhi-Amritsar Expressway near Sultanpur Lodhi (village Tiba) and terminate at Bathinda (near Sangat Kalan) as part of Amritsar-Jamnagar Economic Corridor under Bharatmala Pariyojana (Total Length 155 km) by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.

[Proposal No. IA/PB/NCP/224855/2020; File No. 10-65/2020-IA.III]

The proposal was earlier considered in the 271st EAC (Infra-1) meeting held on 26th – 27th August, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 20.09.2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the

forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to show the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

Agenda No. 3.16

Construction of 4 lanes Access Controlled (New NH-365BG) Greenfield Highway Section of Khammam to Devarapalli of length 162.126 km from Khammam in the state of Telangana to Devrapalli in the state of Andhra Pradesh under Economic Corridor under Bharatmala Pariyojana by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.

[Proposal No. IA/TG/NCP/166585/2020; File No. 10-51/2020-IA.III]

The proposal was earlier considered in the 275th EAC (Infra-1) meeting held on 29th September, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 27/10/2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. The PP has presented the alternate alignment.

The EAC had a detailed deliberation on the alternate alignment presented by the PP and recommended the proposal of alternate alignment. However, it has been observed by the EAC that since EIA/EMP for the portion of alternate alignment has not been done by the PP, an EIA/EMP including conduct of public hearing for the alternate alignment has to be done by the PP based on the standard ToRs.

EAC further recommended that since the PP has already applied for Stage – I forest clearance, and now since alternate alignment is available with the PP, EC for the proposal can be accorded by the Ministry as per the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; subject to condition that, in case Stage-I forest clearance is denied by the competent authority, the PP need to conduct EIA/EMP for the alternate stretch of alignment including conduct of public hearing.

In that scenario, the matter shall be further deliberated by the EAC for the EIA/EMP of the alternate alignment for the final recommendations of the EAC.

Agenda No. 3.17

Construction of 6/8 laning of Kanpur-Lucknow Expressway starting from Shaheed Path to Shuklaganj Jn. of NH-27 (Old No. NH-25) in the state of Uttar Pradesh by M/s National Highways Authority of India - Re-consideration for Environmental Clearance.

[Proposal No. IA/UP/MIS/75114/2018; File No. 10-65/2018-IA.III]

The proposal was earlier considered in the 275th EAC (Infra-1) meeting held on 29th September, 2021 and EAC has recommended the proposal. The Ministry has approved the proposal on 22/10/2021 for grant of EC. However, the EC letter has not been issued since the project involve diversion of forest land and PP has not submitted the Stage-1 forest clearance.

Ministry vide OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013, stated that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued. Provided an undertaking is submitted by the PP. Further, the PP has to fulfil following conditions before grant of EC letter. These conditions are also incorporated in the EC letter

- i. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980. Proponent shall submit an undertaking that work on non-forestry land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980, for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. **Details of all such stretches along with alternate alignment identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.**
- ii. Commencement of work in non-forest land will not confer any right to NHAI for granting approval under the Forest (Conservation) Act, 1980.

As per the Conditions of the OM no. J-11015/200/2008-IA.II(M) dated 19.03.2013; while appraising the project the proponent has not submitted the alternate alignment to bypass the forest land. Therefore, on recommendations of EAC, approval of Ministry has been obtained for such proposals, however, in absence of alternate alignment, the EC letter has not been issued as Stage –I forest clearance is not submitted to the Ministry.

It has been requested by the PP that, alternate alignment for the proposals awaiting Stage-I forest clearance is now available with them and the matter may be reconsidered by the EAC for the alternate alignment.

On the request of the PP, the proposal is reconsidered in the EAC meeting. However, the project proponent was unable to present the alternative alignment for the aforesaid project hence the EAC recommended the PP to wait for the Stage-I forest clearance. Once the Stage-I forest clearance is submitted, necessary Environmental Clearance shall be issued by the Ministry.

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Annexure-A

Following members were present during the 281th EAC (Infra-1) meeting held on 24th – 25th November 2021:-

S. No.	Name	Designation	Remarks	
			Day 1	Day 2
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Sh. S. Jeyakrishnan	Member	Present	Present
3.	Sh. Manmohan Singh Negi	Member	Present	Present
4.	Sh. ShamWagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Sh. R Debroy	Member	Absent	Absent
10.	Dr. Rajesh Chandra	Member	Absent	Absent
11.	Dr. M. V Ramana Murthy	Member	Present	Absent
12.	Smt. Bindu Manghat	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Absent	Absent
14.	Sh. Amardeep Raju,	Scientist'E' & MS, MoEF&CC	Present	Present
15.	Dr. Rajesh Prasad Rastogi	Scientist'C', MoEF&CC	Present	Present
16.	Mr. P.Balakumar	Research Associate	Present	Present