

Minutes of the 27th 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 25th January, 2018 in the Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, New Delhi – 3.

Day: Thursday, 25th January, 2018

27.1 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.

27.2 Confirmation of the Minutes of the 26th Meeting of the EAC held on 14-15 December, 2017 at New Delhi.

The minutes of the 26th Meeting of the EAC held on 14-15 December, 2017 were confirmed.

- * ***Recommendations of the EAC relating to grant of Terms of Reference and Environmental and CRZ Clearance to the projects/activity which requires both Environmental and CRZ Clearance are 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. Vs. Ministry of Environment, Forests & Climate Change & Ors. and Shamsunder Shridhar Dalvi & Ors. Vs. Govt. of India & Ors.***

27.3 Consideration of Proposals

27.3.1	<p>Sai City and Assortia Commercial Complex at Mustafapur, Phulwari, Patna (Bihar) by M/s Sri Anu Anand Construction Pvt Ltd - Terms of Reference</p> <p>(F.No. 21-1/2018-IA-III; IA/BR/NCP/71584/2017)</p> <p>The project proponent and the accredited Consultant M/s PARAMARSH gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The proposal is for development of "SAI CITY" and ASSORTIA COMMERCIAL COMPLEX promoted by Sri Anu Anand Construction Pvt. Ltd. The project site is located near Danapur - Khagaul Road at Mauza Mustafapur, Thana Phulwari, Thana Nos.-36, Tauzi Nos.-5276 Phulwari, Khata No. 165, 169, 170, 175, 177, 180, 181, 182, 183, 189, 190, 191, 192, 193, 197, 204, 205, 206, 268 & 277, Plot No. 432, 438, 440, 447, 450, 451, 453, 454, 455, 460, 461, 610, 612, 613, 615, 618, 619, 624, 625, 626, 628, 629, 630, 631, 632, 633, 639 & 642, Dist. Patna, Bihar. Total Plot Area of the project is 35,468 sqm with total Built-up area of 1,75,420.772 sqm.</p> <p>(ii) Total water requirement during Operation Phase will be 402 KLD in which fresh water will be 241 KLD. Source of water will be Groundwater.</p> <p>(iii) 285 KLD sewage shall be generated which will be treated in STP of capacity 300</p>
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KLD. The treated water (161 KLD) from the STP will be reused for flushing, green areas, car washing and fire water tanks. Rest treated water (96 KLD) will be discharge to municipal sewer line.

- (iv) The quantity of municipal solid waste generated from the proposed residential apartment is estimated to be 993 Kg/day.
- (v) The source of energy for the proposed project will be from SBPDCL. Total Electricity demand - 7421 kW Backup power supply- 3 Nos. 1000 KVA DG Set
- (vi) 7 nos. of rain water harvesting pits have been proposed for augmentation of ground water. The rainwater collected from the rooftop will be conveyed into the rainwater harvesting system consisting of desilting-cum-filter chamber and bore wells for recharge into the groundwater. RWH will be done only for the roof top.
- (vii) In commercial area 33426.433 sqm area has been provided in Basement and lower ground and 16380 sqm of parking area has been provided for residential area in covered and open area. Total area of 49806.433 sqm area is allocated as Total Parking Area within proposed Residential cum Commercial Building Project in Basement, Lower Ground Floor & Open Spaces. Parking provisions has been made as per Modified Building By-laws, Bihar.
- (viii) No National Park/ WLS lies in 10 Km Radius areas from the project site.
- (ix) Cost of the project is Rs. 94.64 Crores.
- (x) Benefit of the project: Increase the infrastructure of the area & will provide better shopping environment and will increase the livelihood of the people.
- (xi) Employment generation shall be 250 persons

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'Sai City and Assortia Commercial Complex at Mustafapur, Phulwari, Patna (Bihar) by M/s Sri Anu Anand Construction Pvt Ltd in a plot area of 35,468 sqm and total built-up area of 1,75,420.772 sqm.
- (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 SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.

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) The data collection and impact assessment shall be as per standard survey methods.
- (iii) Environmental data to be considered in relation to the project development would be (a) land, (b) groundwater, (c) surface water, (d) air, (e) bio-diversity, (f) noise and vibrations, (g) socio economic and health.

- (iv) Present land use of the proposed project site.
- (v) Copy of project sanction plan.
- (vi) Details of project configurations and built up area.
- (vii) NOC from Sanjay Gandhi Zoological Park Authority.
- (viii) The project proponents will give a latest status of the legal case (s) being considered (as related to the project) in various courts along with direction if any received and the status of compliance.
- (ix) A certified report on the sources and availability of water from the local body supplying water along with the permission received by them for the same shall be submitted. This report shall specify the total annual water availability with the organization (local body), the quantity of water already committed to other development projects, the quantity of water committed for this project and the balance water available for distribution. This should be specified separately for ground water and surface water sources and ensure that there is no impact on other users.
- (x) The permission of the CGWA for abstraction of ground water and for basement/excavation dewatering.
- (xi) The EIA would study the impact on setting up the STP on the study area both under conditions of normal working and malfunction.
- (xii) Layout plan indicating road, greenbelt, drainage, sewer line, STP, solid waste handling area, rain water harvesting structure, etc. in different colour to be furnished.
- (xiii) Layout of parking plan indicating entry and exit points of vehicular movement as well as traffic management plan. Highlight the fire tender pathway.
- (xiv) An estimation of the extent of dewatering for basements, description of the methodology used and assessment of impacts shall be submitted along with a plan for reutilisation of Water as per the CGWA Guidelines.
- (xv) Quantification of various effluent streams such as sewage, restaurant effluent, Laundry effluent etc.
- (xvi) Treatment scheme for effluent and its recycling mode.
- (xvii) The details of the treated sewage disposal and its impact on the recipient system shall be studied.
- (xviii) Action plan to prevent pollution from discharge of surface runoff into water bodies.
- (xix) Details energy conservation measures to be taken. All points mentioned in the proposal such as orientation to support reduced heat gain, use of ASHRAE 90.1, use of ECBC compliant envelope measures to be supported through drawings and details in the proposal.
- (xx) Details of DG sets. Prediction of ground level concentration due to emissions from DG sets.
- (xxi) Details of arrangement for meeting standby power from solar energy.
- (xxii) Details of rain water harvesting system to be furnished. Clarity on recharge pits, storage systems for rain water and use of appropriate filtration system for collected

	<p>rain water to be detailed.</p> <p>(xxiii) Calculation on sizing of solar water heating systems to be furnished.</p> <p>(xxiv) Solid waste management plan along with area earmarked for solid waste management scheme. 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.</p> <p>(xxv) Management of excavated soil. Pollution control measures to be taken to control fugitive emission during construction phase including marble /stone cutting.</p> <p>(xxvi) Layout plan indicating Greenbelt along with area earmarked to be provided.</p> <p>(xxvii) Disaster Management plan including onsite and offsite plan.</p> <p>(xxviii) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.</p> <p>(xxix) 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.</p> <p>(xxx) A detailed traffic management and a traffic decongestion plan, to ensure that the current level of service of the roads within a 02 kms radius of the project site is maintained and improved upon, shall be drawn up through an organisation of repute and specialising in Transport Planning. This should be based on 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 this 02 kms radius from the site under different scenarios of space and time to the satisfaction of the State Urban Development and Transport Departments with the consent of all the concerned implementing agencies shall be submitted with EIA report.</p> <p><i>It was recommended that 'ToR' prescribed by the Expert Appraisal Committee (Infra-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.</i></p>
<p>27.3.2</p>	<p>Setting Up of a Riverine Jetty (Outer Terminal 1) at Haldia Dock Complex, Kolkata Port Trust, West Bengal by M/s Kolkata Port Trust - Amendment in Terms of Reference</p> <p>(F.No. 10-56/2016-IA.III; IA/WB/MIS/56967/2016)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) Haldia Dock Complex of Kolkata Port Trust proposes to construct a bulk Cargo Handling Jetty as Outer Terminal – I at up stream of 3rd Oil Jetty on the river Hooghly at latitude 22°01'08.4" N & 88°04'29.4"E, to handle Panamax & Handy max vessels carrying bulk cargo viz, Coal, Limestone & other dry bulk cargo.</p> <p>(ii) Considering the future projections and the present capacity of the HDC to handle coal, Limestone etc. projects on anvil, it is accordingly, proposed to develop a berth with an optimal capacity of 5.00 MTPA. The expected traffic at the proposed Riverine Jetty at Outer terminal-1 will be 3.90 MTPA during 2018-19 and 5.00MTPA</p>

during 2025-26.

- (iii) The proposed berth will be located at a distance of about 30 m from the extreme mooring dolphin of the 3rd Oil Jetty and will be aligned along the mooring dolphins making an angle of 63^o east of North. The jetty profile has been frozen taking into consideration of design vessel size as Panamax bulk carrier having, 83,000 DWT, LOA 230 m; Beam 45 m; maximum. Loaded draft: 14.5 m. The jetty will be able to handle maximum Parcel size 30,000 Ton. for 7.5 m draft at Haldia. The overall length of the panamax vessels is 230m and allowing 25m on either side for mooring, the length of berth works out to 280m. The width of the berth is kept at 25 m. This will facilitate operation of the Harbour Mobile Cranes with hopper and conveyors.
- (iv) The capacities of the berth as well as the stockyard was worked out taking into consideration of a parcel size of 25,000 tonnes only considering the average parcel sizes handled at HDC over the past couple of years. It has been envisaged that the unloaded coal, Limestone is transferred through conveyor to the stacking area about 1.5 km away from the landing point at shore. The stockyard layout will be rectangular of overall size 750 m x 240 m. There will be 3 rows of stockpiles each of size 100 m x 50 m. There will be two tracks for Stackers & Reclaimers each of 16 m width running in between the rows of stacks. There will be a 5m wide service road running all around the yard for maintenance as well as to enable truck movement of coal and Limestone.
- (v) The entire stockyard will be surrounded by a 3M High compound wall along with 600mm high concertina coil. The stack yard area will be covered by 12 m high wind barrier with sprinkling gun for dust suppression. At the same time all the transfer points of conveyer will have arrangement with sprinkling system through which fine atomised water spray & mist will be generated to control airborne dust particles. There will be 20 m wide green belt around the stack yard. The evacuation of cargo through rail and road will be in a ratio of 80:20.
- (vi) It is proposed to have major equipments/ facilities like Mobile Harbour Cranes, Stacker cum Reclaimer, Rapid Wagon loading system with Silo, Conveyors, Front end loaders, Rail & road weigh bridge, Tyre washing facility for Road Traffic, Water supply and distribution system, Dust suppression and Fire-fighting facilities etc. ensuring unloading operations uninterrupted.
- (vii) The total capital cost of the project is estimated as Rs.481.47 Crores.
- (viii) The entire project is expected to be completed in 30 months from the date of commencement of pre-project activities.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of amendment in Terms of Reference to the project 'Setting Up of a Riverine Jetty (Outer Terminal 1) at Haldia Dock Complex, Kolkata Port Trust, West Bengal by M/s Kolkata Port Trust.
- (ii) The project/activity is covered under category 'A' of item 7(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) ToR was granted to the project by Ministry vide letter No. 10-56/2016-IA-III dated

20.09.2016.

(iv) The Project Proponent sought following amendments:

Components	As per approved ToR dated 20.09.2016	Proposed revision	Remarks
Jetty location	22° 01' 08.4" N and 88° 04' 29.4" E.	22° 01' 08.4" N and 88° 04' 29.4" E.	No change
Cargo profile	Coal	Coal, limestone & other similar dry bulk cargo.	Limestone and similar dry bulk cargo added.
Jetty dimension	270m x 25m Approach Trestle:120m	280m x 25m Approach Trestle:120m	Change Berth length-10m Approach Trestle: No Change
Area of stockyard	600mX200m =120,000m ²	750mX240m + 10,000m ² = 190,000m ²	Increase by 70,000m ²
Evacuation of Cargo	100% through Rapid wagon loading	Combination of wagon loading and road transport in 80:20 ratio.	Introduction of evacuation of cargo through Road Transport.
Equipment & facility	Mobile harbor crane, Stacker cum Reclaimer Rapid Wagon Loading System with Silo, Conveyors	Added facility: Steel Silo for Truck loading, 5m wide Road for cargo Evacuation	Additional facility for evacuation through Road is added.
Capacity	5.46 million tones	5.0 million tones	Downward revision
Project Cost	Rs.41297 Lakh	Rs. 48147 Lakh	16.6% upward revision

The EAC after deliberation on the proposal recommended the amendment in ToR as per para (iv) above, with the following additional terms of reference:

- (i) A detailed study of the impact on the environment of the region from the port activities since commencement. The impact of all the ancillary activities should also be studied.
- (ii) The EIA would study the impact of change in mode of transport of cargo (20% through road) along with mitigation measures.
- (iii) 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.
- (iv) No Objection Certificate from the concerned State Pollution Control Boards for the projects involving discharge of effluents, solid wastes, sewage and the like.
- (v) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- (vi) A detailed Plan for green belt development.
- (vii) 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.
- (viii) 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

	<p>sources, ensuring that there is no impact on other users.</p> <p>(ix) A detailed traffic management and a traffic decongestion plan, to ensure that the current level of service of the roads within a 02 kms radius of the project site is maintained and improved upon, shall be drawn up through an organisation of repute and specialising in Transport Planning. This should be based on 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 this 02 kms radius from the site under different scenarios of space and time to the satisfaction of the State Urban Development and Transport Departments with the consent of all the concerned implementing agencies shall be submitted with EIA report.</p>
<p>27.3.3</p>	<p>Installation of Two Incinerators and Capacity Enhancement of Existing Landfill Facility at existing Common Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF) at plot number D-43, Dahej Industrial Estate, Taluka Vagra, Dist. Bharuch M/s Bharuch Enviro Infrastructure Limited - Amendment in Terms of Reference</p> <p>(F.No. 10-43/2016-IA-III; IA/GJ/MIS/55789/2016)</p> <p>The project proponent and the accredited Consultant M/s Shivalik Solid Waste management Ltd. gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) M/s. BEIL proposed to install two Incinerators and enhance the capacity of existing secured landfill facility (SLF) at Plot No. D-43, Dahej Industrial Estate, Taluka Vagra, Dist. Bharuch, Gujarat. Earlier the BEIL has obtained environment clearance for existing TSDF in July 2013. The proposed project is for Installation of two Incinerators I & II: having capacity of 12 Million Kcal/hour each and capacity enhancement of existing secured landfill facility from 14 LMT to 19 LMT.</p> <p>(ii) The proposed project is Category “A” Common hazardous waste treatment, storage and disposal facilities (TSDFs) listed under activity 7 (d) as per EIA Notification dated 14th September 2006.</p> <p>(iii) Due to growth of chemical Industries in the Dahej industrial area, generation of hazardous waste Landfillable & incinerable waste has been increasing many folds. The existing secured landfill is likely to get exhausted much before planed period at the current rate of waste generation & disposal. Therefore, it is proposed to enhance the capacity of SLF from 14 lakhs MT to 19 lakhs MT and addition of two Incinerators. All the other facilities such as infrastructure, laboratory is already available at the existing site.</p> <p>(iv) The estimated cost of the Project is approximately Rs. 64 crores. The proposed project shall be an important endeavour to mitigate the degradation of environment in the region.</p> <p>(v) Earlier ToR was issued to the project by MoEFCC vide letter F. No. 10-43/2016-IA-III dated 26th October, 2016.</p> <p>(vi) Since the project is located within Dahej Industrial Estate of GIDC. Dahej Industrial Estate of GIDC is a part of Development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR) Dahej, District Bharuch. Since the PCPIR has already</p>

	<p>obtained Environmental Clearance on dated 17th September 2017 vide letter 21-49/2010/-IA-III for the entire industrialized region for which the public hearing was also conducted on 30th July 2014 details are attached. Therefore, the public hearing for the proposed project of BEIL may be exempted.</p> <p><i>During deliberations, the EAC noted the following:-</i></p> <ul style="list-style-type: none"> (i) The proposal is for grant of amendment in Terms of Reference issued to the project 'Installation of Two Incinerators and Capacity Enhancement of Existing Landfill Facility at existing Common Hazardous Waste Treatment, Storage and Disposal Facilities (TSDF) at plot number D-43, Dahej Industrial Estate, Taluka Vagra, Dist. Bharuch M/s Bharuch Enviro Infrastructure Limited. (ii) The ToR was issued to the project by MoEFCC vide letter F. No. 10-43/2016-IA-III dated 26th October, 2016. (iii) 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. (iv) The project is located within Dahej Industrial Estate of GIDC. Dahej Industrial Estate of GIDC is a part of Development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR) Dahej, District Bharuch. The PCPIR has obtained Environmental Clearance vide letter No. 21-49/2010/-IA-III dated 17th September 2017 for the entire industrialized region for which the public hearing was conducted on 30th July 2014. <p><i>The EAC, on being satisfied with the submissions of the project proponent, exempted 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 Dahej Industrial Estate of GIDC is a part of Development of Petroleum, Chemical and Petro-chemical Investment Region (PCPIR) Dahej, District Bharuch, Gujarat.</i></p>
<p>27.3.4</p>	<p>Expansion of Multipurpose berthing facility at Village Tunda, Taluk Mundra District Kutch, Gujarat by M/s Adani Ports and Special Economic Zone Limited - Terms of Reference</p> <p>(F.No. 10-1/2018-IA-III; IA/GJ/MIS/71557/2017)</p> <p>The project proponent 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 development of 'Multipurpose berths facility' at Village Tunda, Taluk Mundra District Kutch, Gujarat by M/s Adani Ports and Special Economic Zone Limited. (ii) Earlier environmental and CRZ clearance was granted to 'Waterfront Development Project' by the Ministry vide letter No. 10-47/2008-IA.III dated 12.01.2009 and its addendum dated 19.01.2009. Validity extension of the said clearance was granted vide MoEF&CC letter dated 07.10.2015. (iii) APSEZ has planned to develop multipurpose berthing facilities with back up area and all ancillary facilities (including conveyor belt connectivity from port to various

industries) to cater needs of various manufacturing units in and around the Port and SEZ areas by means of coastal cargo movement within the country. The existing sea water intake channel serving to the existing power plants (Adani Power Ltd. and Coastal Gujarat Power Ltd.) will be utilized as the navigation channel and berths will be located on the Eastern edge of the channel at northern end at approx. 22° 48' 4.13"N & 69° 32' 18.24" E. The back-up area will be adjacent to the proposed berths and within the notified Multiproduct SEZ. The multipurpose berthing facilities are likely to handle raw material as well as finished products of the targeted industries. Road /rail /conveyor /pipeline links connecting existing as well as proposed infrastructure to the proposed multipurpose berthing facility yard will be essential component of overall development. With above background the multipurpose berths are proposed inside the Intake channel and back up facilities are proposed at the adjacent available land.

- (iv) Land requirement for the proposed project will be to the tune of 58.67 ha which open land presently is owned by APSEZ.
- (v) Project/ activity covered under item 7 (e): Ports and Harbours of Schedule to the EIA Notification, 2006. As per EIA Notification 2006, all ports projects having cargo handling capacity of more than 5 MMTPA are to be appraised at Central Level
- (vi) Water requirement: Water requirement during construction phase and operation phase will be 130 KLD and 400 KLD respectively which will be sourced from existing water supply system of MUPL. Sewage will be treated in STP (35 KLD) and effluent will be sent to the CETP in SEZ area. Treated sewage will be utilized for greenbelt development.
- (vii) Power requirement: Electricity required during construction phase and operation phase will be 1500 KWH/hr and 65,000 KWH/day respectively which will be sourced from existing power supply system of MUPL. Provision for 1 x 320 KVA capacity of D G set will be kept for operation phase as power back up in case of power failure.
- (viii) Salient features of proposed development are as follows:
 - Total cargo handling capacity of the facilities will be approx. 11 MMTPA.
 - Type of cargo to be handled – Multipurpose (dry bulk and break bulk, liquid, project cargo and container).
 - Multipurpose barge berths having total quay length of 720 m.
 - Approx. 58.6 ha of intermediate backup area development (including various utilities and ancillary support mechanism) for storage of cargo including open yards, closed warehouses and containers.
 - Existing intake channel of 85 m width and (-) 6 m depth will be used for navigation of barges.
 - Capital dredging in front of berthing area in intake channel (approx. 0.6 Million Cum) & utilization of the same for level raising of backup area. No maintenance dredging is envisaged for the project.
 - Liquid terminal of 150,000 KL storage capacity and pipelines from jetty to terminal area and from terminal to nearby industries (base on requirement).
 - Road, railway and utility corridor connecting to proposed plot area from main

area.

- One mechanised handling system having 1000 TPH of import of clinker and 450 TPH of export of Fly ash in Pipe conveyor connecting from Adani Cement plant to proposed jetty.
 - Electrical connectivity to the proposed yard including transport lines, substations, switchyard, transformers, LT connections etc.
 - Water supply and sewerage line extensions / developments.
- (ix) Sewage will be treated in STP (35 KLD) and effluent will be sent to the CETP in SEZ area. Treated sewage will be utilized for greenbelt development.
- (x) Municipal wastes in the form of canteen wastes will be converted to manure. Other solid wastes such as papers, plastic, cardboard etc. will be segregated and send to authorised recyclers. Disposal of municipal solid waste will be carried out as per prevailing norms.
- (xi) The quantity of municipal solid waste generation is estimated to the tune of 0.15 TPD during operation phase.
- (xii) Being close to the shore, rainwater recharge may not yield positive impacts, however, possibilities for rainwater storage and utilization will be explored.
- (xiii) Adequate car parking spaces for the office staff will be provided next to the office buildings. A dedicated parking bay will be provided for the cargo evacuation vehicles.
- (xiv) Total cost of the project is Rs. 958 crores.
- (xv) Employment Potential: During construction phase, approximately 400 workers will be employed. During operation phase, the expected direct employment will be 150 persons and indirect employment will be 750 persons.
- (xvi) Benefits of the Projects: Multipurpose Berthing Facility will cater the needs of various manufacturing units in and around the port and SEZ areas by means of coastal cargo movement within the country. It will generate additional employment opportunities for locals and the CSR activities will be extended further.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'Expansion of Multipurpose berthing facility at Village Tunda, Taluk Mundra District Kutch, Gujarat by M/s Adani Ports and Special Economic Zone Limited.
- (ii) The project/activity is covered under category 'A' of item 7(e) 'Ports, harbours, break waters, dredging' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central Level.

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) The E.I.A. should present a comprehensive analysis of alternative sites along with

reasons for choosing the proposed site.

- (iii) The E.I.A. would in a separate chapter specifically address to all the clearances given to the project proponent earlier in the region.
- (iv) 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.
- (v) Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
- (vi) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
- (vii) Recommendation of the SCZMA.
- (viii) Various Dock and shipbuilding facilities with capacities for existing and proposed project.
- (ix) List of cargo to be handled along with mode of transportation.
- (x) Layout plan of existing and proposed Port.
- (xi) Study the impact of dredging on the shore line.
- (xii) A detailed impact analysis of rock dredging.
- (xiii) The Air Quality Index shall be calculated for base level air quality.
- (xiv) 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.
- (xv) 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.
- (xvi) Details of Emission, effluents, solid waste and hazardous waste generation and their management in the existing and proposed facilities.
- (xvii) The EIA would also include an affidavit that no Hazardous chemicals as defined under the Environment Protection Act, 1986 are proposed to be handled.
- (xviii) Toxicity Factor to be carried out on treated trade effluent beside chemical analysis.
- (xix) The existing project should avail of and submit consent to operate from the State Pollution Control Board.
- (xx) Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
- (xxi) Wastewater management plan.
- (xxii) Details of Environmental Monitoring Plan.
- (xxiii) 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. This plan, duly evaluated and validated by the State Biodiversity Board shall form a part of the EIA report.

- (xxiv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- (xxv) A detailed Plan for green belt development.
- (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) 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.
- (xxviii) A detailed traffic management and a traffic decongestion plan, to ensure that the current level of service of the roads within a 02 kms radius of the project site is maintained and improved upon, shall be drawn up through an organisation of repute and specialising in Transport Planning. This should be based on 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 this 02 kms radius from the site under different scenarios of space and time to the satisfaction of the State Urban Development and Transport Departments with the consent of all the concerned implementing agencies shall be submitted with EIA report.
- (xxix) Disaster Management Plan for the above terminal.
- (xxx) A response to complaint from Conservation Action trust and any other complaints that have been received by the project against the setting up of the project.
- (xxxi) The details of waste water disposal into the sea, its impacts and Management plan.
- (xxxii) Detailed status of court cases/show cause notices pending/disposed of against the project.
- (xxxiii) 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.
- (xxxiv) 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

	<i>report.</i>
27.3.5	<p>Common Hazardous Waste and Bio-medical Waste Treatment Facility at Harohalli Industrial Area - 2nd Phase, Harohalli Village, Ramanagara District, Karnataka by M/s Maridi ECO Industries Private Limited - Terms of Reference</p> <p>(F.No. 10-2/2018-IA-III; IA/KA/MIS/71634/2017)</p> <p>The project proponent and the accredited Consultant M/s Ramky Enviro Services Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <ol style="list-style-type: none"> (i) M/s. Maridi Eco Industries Pvt. Ltd. proposes to establish a Common Hazardous Waste and Bio-Medical Waste Treatment Facility in an area of 2.43 acres (9835 sqm) at Plot no. 312-A2 & 312-A2 (Part), 2nd Phase, Harohalli Industrial Area, Sy no. parts of 799 & 800, Harohalli Village, HarohalliHobli, KanakapuraTaluk, Ramanagara District, Karnataka. (ii) The proposed Common Hazardous Waste and Bio-Medical Waste Treatment Facility will provide scientific disposal of industrial hazardous waste through incineration along with bio-medical waste treatment and disposal services to health care establishments located in Bengaluru Urban, Bengaluru Rural, Mandya and Ramanagara Districts (approximately 25,000 beds). (iii) The total waste handling capacity of the proposed facility will be 25 TPD. The proposed facility will handle up to 20 TPD of Bio-Medical Waste, up to 5 TPD of Hazardous Waste, up to 2 TPD of non-hazardous commercial waste and up to 1 TPD of household domestic hazardous waste. However the total waste handled in a day will not exceed 25 TPD. (iv) The proposed facility shall include: (a) Incinerators for treatment of both hazardous and bio-medical waste – 1 x 500 kg/hr rotary kiln incinerator and 2 x 250 kg/hr static incinerators, (b) Autoclave – 5 TPD and (c) Shredder – 1000 kg/hr. In addition to hazardous waste and bio-medical waste, Maridi proposes to manage household hazardous waste and different kinds of non-hazardous waste streams (through incineration) including: (a) commercial and institutional waste (b) expired/rejected branded and packaged products (c) narcotics/drugs from customs/police department etc. Plastic recycling unit will also be established for recycling of shredded plastic after autoclave. (v) The capital cost for the proposed project is estimated to be Rs. 15 Crores. (vi) The net water requirement will be 80 KLD and will be met through KIADB industrial water supply/tankers/ borewell. (vii) The power requirement will be about 300 KW. Power will be supplied by Bangalore Electricity Supply Company Limited (BESCOM) and a DG set of 375 kVA will be used for emergency power backup. (viii) The proposed facility will be developed as Zero Liquid Discharge (ZLD) system. (ix) The wastewater shall be treated in in-house ETP and the treated wastewater shall be continuously re-circulated to fulfil the water requirement of Air Pollution Control Devices (APCDs) attached to the incinerator(s). (x) A Continuous Emission Monitoring System (CEMS) will be installed and the online

emission data generated will be transmitted simultaneously to SPCB/CPCB.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Terms of Reference to the project 'Common Hazardous Waste and Bio-medical Waste Treatment Facility' at Harohalli Industrial Area - 2nd Phase, Harohalli Village, Ramanagara District, Karnataka by M/s Maridi ECO Industries Private 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.

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) The E.I.A. would address to the conformity of site to the stipulations as made in the Hazardous and other wastes (Management, handling and trans boundary movement) Rules 2016 and will have a complete chapter indicating conformity to the said rules.
- (iii) 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.
- (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 facilities including common Hazardous Waste incinerators", published by the CPCB on May 24, 2010.
- (v) Status of compliance to the provisions of the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 and Bio-Medical Waste Management 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) Process description along with major equipments and machineries, process flow sheet (quantitative) from waste material to disposal to be provided.
- (xv) Hazard identification and details of proposed safety systems.
- (xvi) Layout maps of proposed Solid Waste Management Facilities indicating storage area, plant area, greenbelt area, utilities etc.
- (xvii) 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.
- (xviii) Ground water quality monitoring in and around the project site.
- (xix) The Air Quality Index shall be calculated for base level air quality.
- (xx) Status of the land purchases in terms of land acquisition Act and study the impact.
- (xxi) Status of acquisition of land. If acquisition is not complete, stage of the acquisition process and expected time of complete possession of the land.
- (xxii) R&R details in respect of land in line with state Government policy.
- (xxiii) Details of effluent treatment and recycling process.
- (xxiv) Leachate study report and detailed leachate management plan to be incorporated.
- (xxv) Action plan for measures to be taken for excessive leachate generation during monsoon period.
- (xxvi) Action plan for any pollution of ground water is noticed during operation period or post closure monitoring period.
- (xxvii) Detailed Environmental Monitoring Plan as well as Post Closure Monitoring Plan.
- (xxxv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
- (xxxvi) A detailed Plan for green belt development.
- (xxxvii) 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.
- (xxviii) 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.
- (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) 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.

27.3.6 Construction of New Integrated Terminal Building at LGBI Airport, Guwahati by M/s Airports Authority of India Guwahati - Amendment in Terms of Reference (F.No. 10-58/2016-IA-III; IA/AS/MIS/57418/2016)

The project proponent and the accredited Consultant M/s ABC Techno Labs India Private Limited gave a detailed presentation on the salient features of the project and informed that:

- (i) The proposed project is construction of new integrated terminal building at existing LGBI Airport at Guwahati in Assam state. The existing terminal building has saturated. In view of the future passenger traffic growth at Guwahati Airport, there is a requirement of construction of New Integrated Terminal Building.
- (ii) Integrated Terminal Building with area of 90000 sqm (excluding Service area as per requirement in Basement covering 7500 sqm area) shall be designed for 2900 Domestic and 200 International passengers at a time with the recommended area specifications and to match the level of service "B" as per IATA recommendations in initial years & finally to match level of service "C" in year of saturation.
- (iii) During finalisation of detailed project report (DPR), Scope of Work for proposed integrated terminal building at LGBI Airport, Guwahati was modified as per details given below.

S. No.	As mentioned in TOR letter	Modified Detailed
1.	Integrated terminal building area 77500 sqm excluding service area as per requirement of basement.	Total built up area of proposed terminal building will be 90,000 sqm apart from basement (7500 sqm) for services and storage.
2.	Water Requirement : 150 KLD	Fresh Water Requirement : 710 KLD for domestic, food courts, retails, office, HVAC, etc (Total water requirement including recycled water 1010 kld)
3.	Cost Rs. 912 Crores	Estimated project cost: Rs. 1232 Crores.

	<p><i>During deliberations, the EAC noted the following:-</i></p> <ul style="list-style-type: none"> (i) The proposal is for grant of amendment in Terms of Reference to the project 'Construction of New Integrated Terminal Building at LGBI Airport, Guwahati by M/s Airports Authority of India Guwahati. (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 to the project by Ministry vide letter No. 10-58/2016-IA-III dated 26.10.2016. <p><i>During the deliberation, the EAC noted that during finalisation of detailed project report (DPR), Scope of Work for proposed integrated terminal building at LGBI Airport, Guwahati was modified. Accordingly built-up area and water requirement has been revised. On issue of substantial increase in water requirement, the Committee was informed that it was due to error in calculation/estimation. The EAC after deliberation on the proposal recommended the amendment in ToR dated 26.10.2016.</i></p>
<p>27.3.7</p>	<p>Construction of New Integrated Terminal Building at LGBI Airport, Guwahati by M/s Airports Authority of India Guwahati - Environmental Clearance</p> <p>(F.No. 10-58/2016-IA-III; IA/AS/MIS/57418/2016)</p> <p>The project proponent and the accredited Consultant M/s ABC Techno Labs India 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 proposed project is "Construction of New Integrated Terminal Building at LGBI Airport, Guwahati" in Assam State. (ii) Construction of New Integrated Terminal Building conforming to GRIHA 4 Star Rating with all modern facilities in an area of 90,000 Sq. m excluding Service area of 7,500 sqm in Basement. Designed passenger capacity of new integrated terminal building is 2900 Domestic and 200 International passengers at a time. The building includes Departure area, arrival area, security hold area and concourse area. Multilevel car parking with all amenities is proposed for 500 cars and surface parking for VIP cars & 10 buses. (iii) The site is already well connected from the National Highway. State Govt will widen existing two lane road to 4 lane road for better connectivity. (iv) There is no critically polluted area within 10 Km radius area from the new terminal building site at Guwahati Airport. (v) The proposal for ToR was considered during 9th meeting of Expert Appraisal Committee held on 21st - 22nd September, 2016, the TOR was finalised vide letter Dated 26th October, 2016. (vi) Public hearing was conducted for the New Integrated Terminal Building at LGBI Airport Guwahati, on 30th December, 2017 at 11.00 AM at Circle Office, Azara in District Kamrup (M). (vii) Deepor Beel Bird Sanctuary is located at distance of 3.2 km in north-east direction. Deepor Beel (Lake) is listed in Ramsar Site of Assam. It covers 414 ha area.

- Application for permission from NBWL for has already submitted.
- (viii) Fresh water requirement: 710 KLD for domestic, food courts, retail, offices, HVAC, etc. (Total water requirement including recycled water - 1010 KLD) and will be extracted through bore wells at the airport. Necessary permission will be obtained for ground water extraction.
 - (ix) Approx. 810 KLD sewage will be generated after the operation of integrated terminal building which will be treated in STP of capacity 1000 KLD. Membrane Bio-Reactor (MBR) Technology will be used for treatment of waste water at the airport. After treatment, treated wastewater will be reused for HVAC, landscaping and green belt purpose. No wastewater will be discharged outside the airport premises.
 - (x) Approx. 3100 kg per day solid waste will be generated during operation of the project, which will be collected, segregated and managed by external agency for disposal. Used lubricating waste oil from maintenance of DG sets and batteries, electronic wastes will be collected separately and will be sold to authorized recyclers as per CPCB/ PCBA guidelines.
 - (xi) Landscape and greenery will be developed at and around the new integrated terminal building. More than 60 % of existing airport is open and grasses, trees and shrubs.
 - (xii) The passenger capacity of proposed new terminal building will be designed for 2900 domestic (including 200 International) at one point of time. The multilevel car parking facility will be provided for at least 1500 cars and 10 buses.
 - (xiii) Cost of the project is Rs. 1232 Crores.

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 at LGBI Airport, Guwahati by M/s Airports Authority of India Guwahati.
- (ii) Construction of New Integrated Terminal Building conforming to GRIHA 4 Star Rating with all modern facilities in an area of 90,000 sqm excluding Service area of 7,500 sqm in Basement.
- (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.
- (iv) ToR was granted by the Ministry vide letter No. 10-58/2016-IA-III dated 26.10.2016 along with Public Hearing.
- (v) The Project Proponent has sought amendment in the ToR on 29.10.2017 for revised built-up area, water requirement and cost of the project. The EIA/EMP report is prepared after incorporating these amendments and submitted to SPCB for Public hearing.
- (vi) Public hearing was conducted for the New Integrated Terminal Building at LGBI Airport Guwahati, on 30.12.2017 at Circle Office, Azara in District Kamrup (M).
- (vii) Deepor Beel Bird Sanctuary is located at distance of 3.2 km in north-east direction. Application for permission from NBWL for has already submitted.

The EAC deliberated on the information provided by the Project Proponent and noted that the present Airport was established in 1958. Further in 1989, Air Traffic Control Tower (ATC) was built up along with expansion of existing building which was commissioned in the year 1991-92. Environmental Clearance was not required at that time. The Committee also noted that the Public hearing was conducted on 30.12.2017 incorporating the revised built-up area and water requirement. The EAC deliberated upon the issues raised during the Public Hearing/Public Consultation meeting conducted by the Assam State Pollution Control Board on 30.12.2017. The issues were raised regarding impact on the surrounding area, Traffic problem due to connectivity with National highway and CSR initiatives. The Committee noted that issues have satisfactorily been responded by the project proponent and incorporated in the final EIA-EMP report.

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) As proposed, Environmental Clearance is for Construction of 'New Integrated Terminal Building' at LGBI Airport, Guwahati by M/s Airports Authority of India Guwahati.
- (ii) Project Proponent shall be obtained clearance from Directorate General of Civil Aviation (DGCA) and Airports Authority of India (AAI) for safety and project facilities.
- (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) Clearance from National Board for Wildlife (NBWL) is required before commencement of project/ activity.
- (v) Construction site should be adequately barricaded before the construction begins.
- (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) Ground water abstraction and rain water recharge shall be as may be prescribed by the CGWA. A clearance of the CGWA shall be obtained in this regards.
- (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 Rule, 2016 and Construction and Demolition Waste 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.
- (xxi) Total fresh water requirement from existing bore wells shall not exceed 710 KLD with permission from CGWB.
- (xxii) Sewage Treatment Plant (STP) of 1000 KLD capacity to treat the wastewater generated from airport. Treated water will be reused for flushing, horticulture, D.G. cooling and HVAC purposes.
- (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.

	<p>(xxvi) 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.</p> <p>(xxvii) Traffic Management Study and Mitigation measures as given in the EIA Report shall be implemented in letter and spirit. Apart an assessment of the cumulative impact of all activities being carried out or proposed to be carried out by the project, shall be made for traffic densities and parking capabilities in a 02 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organisation of repute and specialising in Transport Planning shall 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>(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) The company shall draw up and implement a corporate social Responsibility plan as per the Company's Act of 2013.</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>27.3.8</p>	<p>Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port trust at Gandhidham, Kutch, Gujarat by M/s Kandla Port Trust - Environmental & CRZ Clearance</p> <p>(F. No. 10-9/2017-IA-III; IA/GJ/MIS/61975/2017)</p> <p>The project proponent and the accredited Consultant M/s Mantec Consultants Pvt. Ltd. gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) Deen Dayal Port is situated at Latitude 23°01'N and Longitude 70°13'E on the shores of the Kandla Creek, Gulf of Kutch at a distance of 90 nautical miles from the Arabian Sea. The width of the channel varies from 200 meters to 1,000 meters. The total length of the Kandla Port approach Channel is around 23 km.</p> <p>(ii) Kandla Port Trust (renamed as Deendayal Post Trust) had obtained Terms of Reference for conducting EIA studies from MoEF&CC, vide letter F.No. 10-9/2017-IA.III dated 06.06.2017.</p> <p>(iii) Public Hearing was exempted by the Ministry as per para-7(ii) of EIA Notification, 2006, because public hearing has already been conducted by the Gujarat Pollution Control Board on 18.12.2013.</p> <p>(iv) CRZ recommendations have been received from SCZMA, Gujarat vide their letter no ENV-10-2015-248-E (T Cell) dated 29.06.2016 for the projects.</p>

- (v) The project involves following components:
- **Development of Container Terminal at Tuna off Tekra on BOT basis**
Jetty T shape 1100m x 54m, capacity 2.19 Million TEUs/annum, Dredging: Capital 13,56,000 m³ Maintenance 2,71200 m³/year, Land Area : 84 Ha Break water: Length of 1400 m with 20m ht.
 - **Construction of Port Craft Jetty & shifting of SNA Section at Kandla Port Trust**
 - **Railway Line from NH-8A to Tuna Port- 11.00 km**
- (vi) 5.0 KLD water will be used for various purposes during the project.
- (vii) Solid wastes generated from the colony will be taken care by the waste disposal plan. The construction waste may pose impacts on land environment by contamination of soil and hence the wastes shall be utilized for PCC works, Road construction, and other filling requirement etc. The accidental spillage of fuels and lubricants oils will be minimized by proper care.
- (viii) There will be temporary influx of people to the area who will be involved directly and indirectly during the construction of Jetty.
- (ix) The total land requirement for the project is 95 Ha. There is no land acquisition as land belongs to Kandla Port Trust.
- (x) Total project cost is Rs. 3214.17 crores.
- (xi) Benefits of the project: Faster evacuation of Cargo, thereby Increase in cargo evacuation capacity, Earning through special port charges on rail bound / rail borne cargo passing through the Railway line. Enhances the possibility of receiving higher revenue share quotes for various BOT projects to be developed nearby Tuna port.
- (xii) Employment potential: The indirect employment potential of the projects would be significantly beneficial for the area. The project requires recruiting numbers of skilled, semi-skilled and un-skilled manpower during the construction phase and indirect employment through contracts for civil construction, Mechanical erection, electrification, plumbing works and associated amenities. The proposed project is expected to employ about 200 people per day of various skills which would mean income to about 200 people.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Development of 3 remaining integrated facilities (Stage I) within the existing Kandla Port trust at Gandhidham, Kutch, Gujarat by M/s Kandla 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) Terms of Reference (ToR) was granted by MoEFCC vide F.No. 10-9/2017-IA.III dated 06.06.2017.
- (iv) Public Hearing was exempted by the Ministry as per para-7(ii) of EIA Notification, 2006, because public hearing has already been conducted by the Gujarat Pollution Control Board on 18.12.2013.

	<p><i>After detailed deliberation, the Committee sought following additional information:</i></p> <ul style="list-style-type: none"> (i) Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale. (ii) Submit a copy of google earth map on which the railway line is superimposed. (iii) Submit KML file of the project along with 3 years prior data. (iv) Upload Certified Compliance Report issued by the MoEF&CC, Regional Office 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. (v) The EIA Report should be updated with one month latest data (Non monsoon). (vi) Response to the representation submitted by the Conservation Action Trust. (vii) A copy of the Marine biodiversity management plan duly validated by the State Biodiversity Board (viii) No Objection Certificate from the concerned State Pollution Control Boards for the projects involving discharge of effluents, solid wastes, sewage and the like. (ix) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project. (x) A detailed Plan for green belt development. (xi) 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. (xii) 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. (xiii) A detailed traffic management and traffic decongestion plan to ensure that the current level of service of the roads within a 02 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 02 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. <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
27.3.9	<p>Development of Integrated facilities (Stage-II) within the existing Deendayal Port Trust (Erstwhile Kandla Port Trust) at District Kutch, Gujarat. (1. Setting up of Oil Jetty No.7. 2. Setting up of Barge jetty at Jafarwadi 3. Setting up of Barge port at Veera; 4. Administrative office building at Tuna Tekra; 5. Road connecting from Veera barge jetty to Tuna gate by M/s Deendayal Port Trust (Erstwhile Kandla Port Trust) -</p>

Reconsideration for Environmental & CRZ Clearance

(F.No. 11-13/2015-IA-III; IA/GJ/MIS/27227/2015)

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

- (i) The proposal is for Development of integrated facilities (Stage-II) within the existing Deendayal Port Trust Limit at Kutchh district of Gujarat by Deendayal Port Trust (1. Setting up of Oil Jetty No.7.; 2. Setting up of Barge jetty at Jafarwadi; 3. Setting up of Barge port at Veera; 4. Administrative office building at Tuna Tekra; and 5. Road connecting from Veera barge jetty to Tuna gate) by M/s Deendayal Port Trust (Deendayal Port Trust).
- (ii) Kandla Port is situated at Latitude 23°01' N and Longitude 70°13' E on the shores of the Kandla Creek. It is in the district of Kutch and is located on the west bank of Kandla creek which runs into the Gulf of Kutch at a distance of 90 nautical miles from the Arabian Sea. *Total area of the project is 61.75 Ha.*
- (iii) The *Project Components are as follows:*
 - Setting up of Oil Jetty No.7 (Capacity - 2MMTPA, Size - 110m x 12.40m, Approach - 210m- Back up area 1 Ha, Capital dredging – 72000 m³. Maintenance dredging - @15% per annum i.e. 10800 m³/year, Cost – 72 Crores), Site location: 23° 02'37.49" N & 70°13'08" E.
 - Setting up of Barge jetty at Jafarwadi (On BOT Basis) (Capacity - 3.00 MMTPA, Size - 180 x 20 m, Back up area - 20 Ha., Capital Dredging – 80000 m³, Maintenance dredging - 15% per annum i.e. 12000 m³/year, Cost - 105 Crores).
 - Setting up of Barge port at Veera (On BOT Basis) (Capacity - 6.29 MMTPA, Size - 160 x 60 m, Back up area – 20 Ha., Cost 160 Crores).
 - Construction of Administrative office (Port Operational) building at Tuna Tekra (Build up area - 1600m², Plot Area - 15,000m², Cost - 10 Crores).
 - Road connecting from Veera barge jetty to Tuna Gate (Length – 15500 m, Width - 7.30m, with both sides 1.50m shoulders, Cost - 48.82 Crores).
- (iv) Total cost of the project is 395.82 Crores.
- (v) Terms of Reference was granted by MoEFCC vide letter No. F.No. 11-13/2015-IA-III dated 23.06.2015.
- (vi) Public Hearing was exempted for the project.
- (vii) GCZMA has recommended all these five projects vide Letter No. ENV-10-2015-231-E (T Cell) dated 29.06.2016.
- (viii) Water will be received from high service reservoir near Bhachau and Narmada Canal through 18" pipeline of Gujarat Water supply and Sewerage Board. 34 KLD water will be used for construction purpose and about 23 KLD water will be used for domestic purposes.
- (ix) Wastewater (18 KLD) will be treated in the modern septic tanks. Treated wastewater will be used for gardening and green belt development activities.
- (x) Solid wastes generated from the colony will be taken care by the waste disposal

plan. The construction waste may pose impacts on land environment by contamination of soil and hence the wastes shall be utilized for PCC works, Road construction, and other filling requirement etc the accidental spillage of fuels and lubricants oils will be minimized by proper care. The proposed project does not envisage production of any hazardous waste material.

- (xi) Deendayal Port Trust has endeavored in maintaining eco-balance by way of tree plantation in and around port area. Extensive plantation is carried out every year. The survival rate of plants is very low due to saline soil and adverse weather conditions. Ongoing efforts are taken to increase the area under plantation. Additionally, green belt development is undertaken at, roadside and near residential and office buildings at Kandla, Gandhidham town and surrounding villages. The Greenbelt development plan is given in Section 9.8 of Chapter 09 in the EIA report.
- (xii) Dredging quantity to be conducted by Deendayal Port Trust (capital as well as maintenance) that will be required to maintain the port initially and throughout the year is as follows: Capital Dredging: 152000 m³; Maintenance Dredging: 22800 m³/year. Reclamation is required for backup area i.e 61.75 ha.
- (xiii) The fugitive dust emission will be controlled by water spraying. Precautions will be taken to use the covered storage area for cargos.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental & CRZ Clearance to the project 'Development of Integrated facilities (stage II) within the existing Deendayal (erstwhile Kandla) Port Trust Limit at Kutch district of Gujarat. (1. Setting up of Oil Jetty No.7. 2. Setting up of Barge jetty at Jafarwadi 3. Setting up of Barge port at Veera; 4. Administrative office building at Tuna Tekra; 5. Road connecting from Veera barge jetty to Tuna gate by M/s Deendayal 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) Terms of Reference was granted by MoEFCC vide letter No. F.No. 11-13/2015-IA-III dated 23.06.2015.
- (iv) Public Hearing was exempted by the Ministry as per para-7(ii) of EIA Notification, 2006, because public hearing has already been conducted by the Gujarat Pollution Control Board on 18.12.2013.
- (v) GCZMA has recommended all these five projects vide Letter No. ENV-10-2015-231-E (T Cell) dated 29.06.2016.
- (vi) The proposal was earlier considered by the EAC in its 8th meeting held on 28-29 July, 2016, 19th meeting held on 27-29 June, 2017 and 25th meeting held on 29-30 November, 2017, wherein the Committee sought some additional information.
- (vii) The Project Proponent submitted/uploaded the additional details on Ministry's website vide letters dated 02.01.2017, 05.05.2017, 12.10.2017, 13.12.2017 and 09.01.2018.

The Committee deliberated upon the information provided by the Project Proponent. The Committee after being satisfied with the submission of the Project Proponent

recommended the project for grant of Environmental and CRZ clearance subject to the submission of documents/information sought and stipulated the following specific conditions along with other environmental conditions while considering for accord of environmental and CRZ clearance:

- (i) Construction activity shall be carried out strictly according to the provisions of the CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.
- (ii) All the recommendations and conditions specified by the Gujarat Coastal Zone Management Authority vide letter No. ENV-10-2015-231-E (T Cell) dated 29.06.2016 shall be complied with.
- (iii) The Project proponent would submit a certificate from Gujarat Water Supply and Sewerage Board (GWSSB) for providing required water. This should be submitted with the first compliance report.
- (iv) The Project proponent shall ensure that no creeks or rivers are blocked due to any activities at the project site and free flow of water is maintained.
- (v) Dredging shall not be carried out during the fish breeding season.
- (vi) Dredging, etc shall be carried out in the confined manner to reduce the impacts on marine environment.
- (vii) Dredged material shall be disposed safely in the designated areas.
- (viii) Shoreline should not be disturbed due to dumping. Periodical study on shore line changes shall be conducted and mitigation carried out, if necessary. The details shall be submitted along with the six monthly monitoring report.
- (ix) The ground water shall not be tapped within the CRZ areas by the PP to meet with the water requirement in any case.
- (x) While carrying out dredging, an independent monitoring shall be carried out by Government Agency/Institute to check the impact and necessary measures shall be taken on priority basis if any adverse impact is observed.
- (xi) Mitigative measures as given in the Marine Bio-diversity Management Plan prepared by CSIR-NIO for protection of marine environment shall be complied with in letter and spirit.
- (xii) A copy of the Marine and riparian biodiversity management plan duly validated by the State Biodiversity Board shall be submitted before commencement of implementation.
- (xiii) A continuous monitoring programme covering all the seasons on various aspects of the coastal environs need to be undertaken by a competent organisation available in the State or by entrusting to the National Institutes/reowned Universities with rich experiences in marine science aspects. The monitoring should cover various physico-chemical parameters coupled with biological indices such as microbes, plankton, benthos and fishes on a periodic basis during construction and operation phase of the project. Any deviations in the parameters shall be given adequate care with suitable measures to conserve the marine environment and its resources.
- (xiv) Marine ecology shall be monitored regularly also in terms of sea weeds, sea grasses, mudflats, sand dunes, fisheries, echinoderms, shrimps, turtles, corals, coastal vegetation, mangroves and other marine biodiversity components as part of the

	<p>management plan. Marine ecology shall be monitored regularly also in terms of all micro, macro and mega floral and faunal components of marine biodiversity.</p> <p>(xv) The project proponents would also draw up and implement a management plan for the prevention of fires due to handling of coal.</p> <p>(xvi) Spillage of fuel / engine oil and lubricants from the construction 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.</p> <p>(xvii) Necessary arrangements for the treatment of the effluents and solid wastes 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.</p> <p>(xviii) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.</p> <p>(xix) Measures should be taken to contain, control and recover the accidental spills of fuel and cargo handle.</p> <p>(xx) Necessary arrangement for general safety and occupational health of people should be done in letter and spirit.</p> <p>(xxi) The commitments made during the Public Hearing conducted in 2013 for earlier project and recorded in the Minutes shall be complied with letter and spirit. A hard copy of the action taken shall be submitted to the Ministry.</p> <p>(xxii) All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to the RO, MoEF&CC along with half yearly compliance report.</p>
<p>27.3.10</p>	<p>Development of Multipurpose Terminal by replacement of existing EQ-2 to EQ-5 berths to cater to 14.00 M draft vessels in Inner Harbor of Visakhapatnam Port Trust on DBFOT basis by M/s Visakhapatnam Port Trust - Reconsideration for Environmental & CRZ Clearance</p> <p>(F. No. 11-19/2015-IA-III; IA/AP/MIS/28607/2015)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The proposal is for Development of Multipurpose Terminal by replacement of existing EQ-2 to EQ-5 Berths to cater to 14.50 M draft vessels in Inner Harbor of Visakhapatnam Port Trust. The work includes:</p> <ol style="list-style-type: none"> a. Demolition of the existing berths which are of monolithic type construction b. Construction of a single straight 522 m quay with 2 nos. berths each capable of berthing a ship up to 230 m long & 14.0 m draft. c. Existing approach channels and area off proposed berths will be deepened from existing 12.10 m to 16.10 m to cater to 14.0 m draft vessels. d. Replacement of existing cranes with higher capacity ones and deployment of

additional cargo handling equipment.

- (ii) The proposed Multipurpose Terminal, when fully operational, is expected to handle 6.45 million tonnes per year (Mt/yr) of cargo including 1,00,000 TEU of containers.
- (iii) Water demand will be 201894 m³/month of fresh water + 165000 m³/month of treated sewage for dust suppression. ~149620 m³/month of fresh water supplied by GVMC; 52274 m³/month of fresh water drawn from VPT's own wells & galleries. For future projects additional 120,000 m³/month of fresh water + 30,000 m³/month treated sewage will be required. Fresh water will be provided by GVMC; treated sewage to be drawn from 300000 m³/month cap.
- (iv) Berth demolition wastes (comprising blocks of steel reinforced concrete) and dredge spoils. Sludge, garbage and other solid & other liquid wastes may be discharged from ships. Berth demolition wastes will be dumped in low lying area in western part of the port. Dredge spoils will be dumped far offshore in area identified by Central Water and Power Research Station, Khadakvasla. Wastes discharged from ships will be handed over to the port's licensed contractors who have appropriate waste handling and disposal facilities.
- (v) The proposed project is directly related to Waterfront and hence is a permissible activity as per Clause 3(i)(a) of the CRZ Notification, 2011. The area is an existing berth with all necessary infrastructures i.e. "The area has been developed up to the shoreline". Therefore the area can be classified as CRZ-II.
- (vi) ToR was granted to the project vide letter no. 11-19/2015-IA.III dated 1st October, 2015.
- (vii) Investment/Cost of the project is Rs. 537.48 Crores.
- (viii) Andhra Pradesh Coastal Zone Management Authority has recommended the project vide letter No. 33/AP/APCZMA/2017 dated 20.03.2.017.
- (ix) Employment potential: The project will generate direct as well as indirect employment and open up opportunities for new businesses and industries. However since the proposed project is a modernization project, the employment Generation and economic effects will be small in comparison to the already thriving economy of the area.
- (x) Benefits of the project : A number of benefits are inherently ingrained in the proposed project which are as follows:
 - Efficiency of cargo handling operations will increase by way of larger parcel sizes and deployment new higher capacity cargo handling equipment with much improved serviceability.
 - The cargo mix will also change. The proportion of dry bulk cargo, whose handling leads to fugitive dust generation, will decrease. Thus although cargo handling will increase from ~2 Mt/yr to 6.45 Mt/yr, dust levels at the nearest receptors will increase by only ~2 µg/m³, which will hardly have any impact on the existing air quality.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of Environmental and CRZ Clearance to the project 'Development of Multipurpose Terminal by replacement of existing EQ-2 to EQ-5

	<p>berths to cater to 14.00 M draft vessels in Inner Harbor of Visakhapatnam Port Trust on DBFOT basis by M/s Visakhapatnam Port Trust.</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>(iii) Standard Terms of Reference was granted by MoEFCC vide F.No. 11-19/2015-IA.III dated 27th July, 2015. However, additional Terms of Reference (ToR) was granted by MoEFCC vide F.No. 11-19/2015-IA.III dated 1st October, 2015.</p> <p>(iv) Public Hearing was exempted by the Ministry as per para-7(ii) of EIA Notification, 2006, vide letter dated 01.10.2015.</p> <p>(v) Andhra Pradesh Coastal Zone Management Authority has recommended the project vide letter No. 33/AP/APCZMA/2017 dated 20.03.2.017.</p> <p>(vi) The proposal was earlier considered by the EAC in its 19th meeting held on considered 27-29 June, 2017, wherein the Committee sought some additional information. The Project proponent submitted the information on 21.12.2017.</p> <p><i>The Committee deliberated upon the information provided by the Project proponent. It was noted that the Certified Compliance Report No. EP/12.1/68/AP/1931 dated 29.11.2017 issued by the Regional Office (SEZ), MoEFCC Chennai does not contain compliance of each of the condition of EC&CRZ Clearance. Rather it is given as site visit report. After detailed deliberation, the Committee sought following additional information:</i></p> <p>(i) Resubmit the 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 each of the conditions stipulated in the earlier environmental & CRZ clearance issued to the project along with an action taken report on issues which have been stated to be partially complied or non/not complied.</p> <p>(ii) A certificate from Greater Visakhapatnam Municipal Corporation (GVMC) indicating for supplying 1,49,620 m³/month fresh water and permission from CGWA for drawl of ground water (52274 m³/month) from VPT own bore wells.</p> <p>(iii) Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.</p> <p>(iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.</p> <p>(v) 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.</p> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
27.3.11	<p>Common Effluent Treatment Plant at Paithan Mega Food Park, Post Wahegaon and Dhangaon, Taluka Paithan, District Aurangabad, Maharashtra by M/s Paithan Mega Food Park - Reconsideration for Environmental Clearance</p>

([F.No.10-9/2016-IA-III; IA/MH/MIS/33865/2015])

The project proponent and the accredited Consultant M/s SD Engineering Services Pvt Ltd gave a detailed presentation on the salient features of the project and informed that:

- (i) M/s Paithan Mega Food Park Pvt. Ltd Proposed Common Effluent Treatment Plant at Paithan Mega Food Park, Post Wahegaon and Dhangaon, Taluka Paithan, District Aurangabad, Maharashtra.
- (ii) The area of Food Park is 396441 m² and area of CETP is - 2240 m².
- (iii) Aurangabad is located at 40 km from site. Aurangabad airport is at a distance of 50 km from site and Mumbai airport is at 350 km from site. Aurangabad Railway station is located at 45 km from site. Mumbai seaport is located at 350 km.
- (iv) CETP comprises of following units:
 1. Bar Screen, 2. Oil & Grease Trap, 3. Equalization cum Neutralization tank, 4. Dissolved Air Flootation, 5. Bio Reactor/Aerobic Treatment, 6. Secondary Clarifier, 7. Collection Tank, 8. Pressure Sand Filter, 9. Activated Carbon Filter, 10. Garden Water Tank, 11. Sludge Thickener, 12. Filter Press.
- (v) There is no Eco Sensitive Zone. However the project site is 3.24 km towards South from Jaikwadi Bird Sanctuary.
- (vi) Treated water will be used for Green belt.
- (vii) ETP Sludge will be 350 kg/day. It will be dried and used as manure after composting.
- (viii) Green Belt will be develop on 115273 SQM area which is 33% of Project area
- (ix) Employment Potential: 13 workers for CETP, 500 (own employee) and 3500 (employee of individual units)
- (x) Cost of the project: 2.0 Crores
- (xi) Benefits of the project: Employment Generation for local villagers. Direct economical benefit for farmers.

During deliberations, the EAC noted the following:-

- (i) The proposal is for environmental clearance to the project 'Common Effluent Treatment Plant at Paithan Mega Food Park, Post Wahegaon and Dhangaon, Taluka Paithan, District Aurangabad, Maharashtra by M/s Paithan Mega Food Park.
- (ii) The project/activity is covered under category 'B' of item 7(h) 'CETPs' of the Schedule to the EIA Notification, 2006, and requires appraisal at SEIAA/SEAC level. However, since the site is near the Jaikwadi Bird Sanctuary (3.24 km), therefore considered at the central level.
- (iii) Terms of Reference was granted by Ministry vide letter No. 10-9/2016-IA-III dated 26.03.2016.
- (iv) Public Hearing was held on 16.12.2016, at Project site by MPCB. Major issues raised during public hearing and responses have been included in the EIA/EMP Report
- (v) The EIA/EMP report is in compliance of the ToR issued for the project, reflecting the present environmental concerns and the projected scenario for all the environmental

	<p>components.</p> <p>(vi) The proposal was earlier considered by the EAC in its 18th meeting held on 25-27 May, 2017, wherein the Committee sought some additional information. The Project proponent submitted the information on 22.12.2017.</p> <p><i>The EAC, was informed that the project is outside of Eco-sensitive Zone as per notification S.O. 2202 (E) dated 12.07.2017. The NOC in this regard is also issued by the Divisional Conservator of Forest (Wildlife), Aurangabad. The EAC noted that the Project proponent has not submitted the inlets norms of CETP as approved by the Maharashtra State pollution Control Board. After detailed deliberation, the Committee sought following additional information:</i></p> <p>(i) Submit the inlet quality standards prescribed by the Maharashtra State Pollution Control Board (MPCB). Letter dated 13.12.2017 issued by MPCB does not suffice the purpose.</p> <p>(ii) Submit copy of the consent to establish issued by the MPCB for the Food Park vide dated 02.07.2016.</p> <p>(iii) The irrigation plan submitted does not appear to be satisfactory. Water consumption has been shown as 2000 KLD, ETP design at 1000 KLD and irrigation capacity at 810 KLD. 5 Litres per square meter proposed is appeared to be in excess. Submit the revised Irrigation Management Plan.</p> <p><i>The proposal was, therefore, deferred till the desired information is submitted.</i></p>
<p>27.3.12</p>	<p>Environmental and CRZ Clearance for Expansion of JSW Port at Jaigad Ratnagiri Maharashtra by M/s H Energy Gateway Private Limited - Amendment in Environmental & CRZ Clearance</p> <p>(F.No. 10-17/2006-IA.III; IA/MH/MIS/59326/2015)</p> <p>The project proponent and the accredited Consultant M/s WAPCOS Ltd gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) JSW Jaigarh Port Limited (JSWJPL) was granted environmental and CRZ clearance to handle various solid and liquid cargoes for its phase-II expansion vide letter dated 19th December, 2013. The clearance includes 8 MTPA shore tankage based LNG receiving Terminal, re-gasification and send-out facility which has been duly transferred to H-Energy Gateway Private limited (HEGPL) vide MoEF&CC letter dated 3rd March, 2015.</p> <p>(ii) The facility is being developed by H-Energy. Pre-engineering for the LNG Terminal is already over and the Jetty construction has already started in line with the original approval. However, construction of the land based Terminal including the storage tankages would take at least 6 to 7 years to complete, whereas the construction of the Jetty is nearing completion. In order to put the idle infrastructure to productive use and to serve the country by alleviating the immediate energy needs, we are proposing to start 'Early Production Facility' by chartering and deploying a modified LNG vessel as FLOATING STORAGE AND RE-GASSIFICATION UNIT (FSRU) at the LNG Jetty until the land based terminal is ready.</p> <p>(iii) As stated above, FSRU is a LNG vessel with facilities for receipt of liquid LNG cargo</p>

through 'ship-to-ship' transfer using flexible hoses and on-board regasification of the same. The FSRU is a self-sufficient unit with storage and on-deck re-gasification facilities and would be able to handle about 6 million metric tons per annum. The shore side would require minimum infrastructure for receiving the natural gas (through high pressure natural gas unloading arms), metering it and sending it out using pipe lines (tie in pipe line to GAIL network at Dabhol). This sending out pipe line known as tie-in pipe line is also likely to be completed along with jetty facilities. Competent Authority (CA) for acquisition of ROU under PMP Act has already been appointed. Necessary approvals (such as PNGRB, MPCB, CRZ and PESO) are already in place for the tie-in pipeline.

- (iv) In this regard, HEGPL has applied for amendment in the earlier CRZ and environmental clearance (EC) issued by MoEF&CC, New Delhi. The proposal was considered in the 10th EAC meeting of Infra-2 and additional ToR were issued vide letter dated 28th November, 2016. As per ToR, the relevant study reports were prepared and submitted to State Coastal Zone Management Authority (MCZMA). The recommendation of MCZMA is duly obtained vide their letter no. CRZ 2017/CR 147/TC4 dated 3rd October, 2017. The certified compliance report on the environmental conditions stipulated in the earlier EC has been issued by the Regional Office (RO), MoEF&CC, Nagpur vide letter dated 12th April, 2017.
- (v) CRZ recommendation along with the study reports are duly submitted for appraisal. It is requested to amend the EC and CRZ Clearance (19th December, 2013 and transferred thereafter on 3rd March, 2015) to operate the FSRU for the interim period till the land based facilities get ready. This would help putting the idling infrastructures in to productive use at the same time establishing the energy chain.

During deliberations, the EAC noted the following:-

- (i) The proposal is for Amendment in Environmental and CRZ Clearance granted to the project 'Environmental and CRZ Clearance for Expansion of JSW port at Jaigad Ratnagiri Maharashtra in favour of M/s H Energy Gateway Private Limited vide MOEF&CC letter F.No. 10-17/2006-IA.III dated 19.12.2013 and 03.03.2015.
- (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 proposed amendments are as follows:

S. No.	Approved as per EC & CRZ letter dated 19.12.2013	Proposed for Early Production Phase	Remarks
1.	LNG import by LNG Carriers	No change	-
2.	LNG unload to 3 shore based LNG tanks	Floating LNG storage on deck, regasification & send out vessel	FSRU will be moored to the LNG jetty till shore based tanks are ready.
3.	LNG transfer from LNG Carrier to tanks	LNG transfer from LNG Carrier to FSRU by flexible cryogenic hoses.	Shorter cryogenic piping
4.	LNG jetty with 4 LNG unloading hard arms + 1 Vapour return Arm	2 High Pressure (HP) Natural Gas (NG) Arms	HPNG arms will be removed once LNG arms are installed after FSRU is decommissioned.
5.	HPNG send out (coupled with metering) from shore based	No change, except NG will be sent from FSRU by 30"	-

	open rack vaporizers	NG pipeline	
	<p>(iv) The proposal was earlier considered by the EAC in its 10th meeting held on 24-25 October, 2016 and additional ToR were issued vide letter dated 28th November, 2016. The proposal was further considered by EAC (Infra-2) in its 25th meeting held on 29-30 November, 2017, wherein the Committee sought some additional information. The Project proponent submitted the information on 27.12.2017.</p> <p><i>The Committee deliberated upon the information provided by the Project Proponent. The Committee after being satisfied with the submission of the Project Proponent recommended to amend the EC and CRZ Clearance dated 19th December, 2013 (and transferred thereafter on 3rd March, 2015) to operate the FSRU as per details given in para (iii) above for the interim period till the land based facilities get ready with following additional conditions:</i></p> <p>(i) All the recommendations and conditions specified by Maharashtra Coastal Zone Management Authority vide letter no. CRZ-2017/CR-147/TC-4 dated 03.10.2017 shall be complied with.</p> <p>(ii) Construction activity shall be carried out strictly according to the provisions of CRZ Notification, 2011. No construction work other than those permitted in Coastal Regulation Zone Notification shall be carried out in Coastal Regulation Zone area.</p> <p>(iii) The gaseous emissions from DG set shall be dispersed through adequate stack height as per CPCB standards. Acoustic enclosure shall be provided to the DG sets to mitigate the noise pollution.</p> <p>(iv) Automatic Detection System and Emergency shut off system shall be provided for LNG gas leak near pipeline connection from FSRU to subsea pipeline.</p> <p>(v) Thick greenbelt shall be developed in the periphery of the on land facility.</p> <p>(vi) No open discharge of sewage or oily waste shall be done in marine water. All liquid containing oil shall pass into sea only via oil separation system. The FSRU shall be equipped with centrifugal type bilge oil/ water separator that reduce oil in the discharge to 10 ppm. Sewage generated will be treated in the STP.</p> <p>(vii) All the recommendations mentioned in the rapid risk assessment report, disaster management plan and safety guidelines shall be implemented.</p>		
27.3.13	<p>4th container terminal and marine container terminal at JNPT by M/s Jawaharlal Nehru Port Trust - Reconsideration for Amendment in Environmental Clearance [F.No.10-81/2008-IA-III; IA/MH/MIS/10930/2007]</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project is located within the JNP area and EC for this is already obtained through MoEF& CC vide letter No. MoEF& CC Vide letter No. 10-81/2008-IA-III dated 29th July, 2008 and was renewed Environment Clearance No. 10-81/2008-IA-III dated 25th February, 2014.</p> <p>(ii) In the specific condition No. (vi), recommended by EAC in the EC File No. 10-81/2008-IA-III, it was mentioned that the dredged material should be used in the</p>		

	<p>reclamation work but according to the IIT Mumbai report the dredged material is not suitable for reclamation. Hence the clarification on the specific condition No. (vi) is required. In addition to this Maharashtra Pollution Control Board vide letter no. BO/CAC/-Cell/TB also recommended to get clarification on specific condition No. (vi).</p> <p>(iii) According to the IIT, Mumbai report dredged material is not suitable to use in reclamation work. Hence the specific condition No. (vi) in EC needs clarification hence the amendment is required.</p> <p><i>During deliberations, the EAC noted the following:-</i></p> <p>(i) The proposal is for Amendment in Environmental and CRZ Clearance granted to the project '4th container terminal and marine container terminal at JNPT by M/s Jawaharlal Nehru Port Trust vide MOEF&CC letter F.No. 10-81/2008-IA-III dated 29th July, 2008 and 25th February, 2014.</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>(iii) The proposal was earlier considered by the EAC in its 9th meeting held on 22.09.2016, wherein the Committee sought some additional information. The Project proponent submitted the information on 22.05.2017.</p> <p><i>The Committee deliberated upon the information provided by the Project Proponent. The Committee noted that the Maharashtra Coastal Zone management in its 116th meeting held on 22-23 March, 2017 recommended for deletion of the condition (vi) of EC & CRZ Clearance letter dated 29th July, 2008. The Committee after being satisfied with the submission of the Project Proponent, recommended amending the specific condition no. (vi) of EC & CRZ Clearance dated 29th July, 2008 as follows:</i></p> <p>(vi) <i>The dredged material shall be disposed of at DS-3 location approved by MoEFCC for capital dredging project of JNPT.</i></p> <p><i>The EC&CRZ is valid till 28th July, 2018. Thereafter, if any, works remaining related to the project, the project proponent will have to apply afresh.</i></p>
27.3.14	<p>Netaji Subhas Medical College and Hospital (Unit of Sitwanto Devi Mahila Kalyan Sansthan) at Mauza Amhara Bihta, District Patna (Bihar) by M/s Netaji Subhas Medical College and Hospital - Environmental Clearance</p> <p>(F.No. 21-323/2017-IA-III; IA/BR/NCP/67609/2017)</p> <p>The project proponent and the accredited Consultant M/s PARAMARSH gave a detailed presentation on the salient features of the project and informed that:</p> <p>(i) The project is located at 25°32'26.07"N, 25°32'29.71"N, 25°32'38.81"N, 25°32'41.93"N, 25°32'41.13"N Latitude and 84°51'26.79"E, 84°51'16.80"E, 84°51'23.11"E, 84°51'26.52"E, 84°51'30.79"E Longitude.</p> <p>(ii) This is new project. The total plot area is 1,03,113.90 sqm and total built-up area of 73,893 sqm. The project will comprise of Medical College, Hospital, & Hostel etc." buildings. Total 500 bed hospital shall be developed. Maximum height of the building</p>

will be not more than 33m.

- (iii) During construction phase, total water requirement is expected to be 10-15KLD which will be met by water tankers. During the construction phase, soak pits and septic tanks will be provided for disposal of wastewater. Temporary sanitary toilets will be provided during peak labour force.
- (iv) During operational phase, total water demand of the project is expected to be 579 KLD and will be met by the ground water sources and recycling of treated water.. Wastewater generated (440 KLD) uses will be treated in STPs of total 450 KLD capacity. 245 KLD of treated wastewater will be recycled (223 KLD for flushing, 10.3 KLD for gardening, 11.5 KLD for HVAC & DG Cooling). About 100 KLD will be disposed into municipal drains.
- (v) About 2.5 TPD Municipal solid wastes will be generated in the project. The bio-Medical waste (0.57TPD) will be handled as per guidelines of The Bio Medical Waste Management Rules 2016. Generated Bio Medical Waste will be disposed off through proposed Incinerator Plant.
- (vi) The total power requirement during construction phase is 500 kVA and will be met from South Bihar Power Distribution Co. Ltd. (SBPDCL) and total power requirement during operation phase is 1MVA and will be met from SBPDCL. Backup power supply-4 Nos. 125 KVA & 2 Nos. 250 KVA DG Set.
- (vii) Rooftop rainwater of building will be recharges through 9 nos. rain water recharge pits within premises.
- (viii) Parking facility for 185 ECS four wheelers in 4301 sqm and 1199 sqm area for two wheelers is proposed to be provided (according to local norms).
- (ix) Proposed energy saving measures would save about 10-20% of power.
- (x) It is located/ not located within 10km of eco-sensitive areas.
- (xi) There is no/court case pending against the project.
- (xii) Investment/cost of the project is Rs. 215 Crores.
- (xiii) Employment potential: 400 persons
- (xiv) Benefits of the projects: Approximate 503 employment (directly and indirectly) will be generated. Local market/convenient shopping complex will be established and infrastructural facility like road, water supply, sewerage will generate and institution facility will also be established nearby.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project 'Netaji Subhas Medical College and Hospital (Unit of Sitwanto Devi Mahila Kalyan Sansthan) at Mauza Amhara Bihta, District Patna (Bihar) by M/s Netaji Subhas Medical College and Hospital in a total plot area of 1,03,113.90 sqm and total construction (built-up) area of 73,893 sqm.
- (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

	<p>absence of SEIAA/SEAC in Bihar, the proposal is appraised at Central Level.</p> <p><i>After deliberation on the proposal, the Committee recommended the project for grant of environmental clearance and stipulated specific conditions along with other environmental conditions while considering for accord of environmental clearance subject to the submission of following Certificates/Documents:</i></p> <ul style="list-style-type: none"> (i) A detailed report on compliance to ECBC norms. (ii) The Certificate/permission of the CGWA for abstraction of ground water and for basement/excavation dewatering if any. (iii) A detailed traffic management and traffic decongestion plan to ensure that the current level of service of the roads within a 02 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 02 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. (iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project. (v) 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. (vi) A certificate from the competent authority handling municipal solid wastes and Bio-Medical Waste, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W./B.M.W. generated from project.
27.3.15	<p>Elementa Housing at plot no. 87/5, 96/1, 100, 101/1 Village Shangli, Tehsil Kasauli, District Solan, Himachal Pradesh - Environmental Clearance</p> <p>(F.No. 21-2/2018-IA-III; IA/HP/NCP/71614/2017)</p> <p>The project proponent and the accredited Consultant M/s Chandigarh Pollution Testing Laboratory EIA Division 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 Village Sangli, Tehsil Kasuali, District Solan, HP. Latitude 30^o54'52.1"N and longitude 77^o00'14.4"E. (ii) This is a new project. The total plot area is 17,909 sqm. FSI area is 26,175 sqm. The project will comprise of 182 No of flats 217 flats studio apartment & Total 399 flats shall be developed. Maximum height of the building is 25 m. (iii) During construction phase, total water requirement is expected to be 20 KLD which will be met by ground 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.

- (iv) During operational phase, total water demand of the project is expected to be 171 KLD which will be Sourced from Tube well (ground water) and Recycled Water (50 KLD). Wastewater generated shall be 136 KLD and treated in STP of 200 KLD capacity. Treated water will be used for Flushing (50 KLD), Plantation & Irrigation (86 KLD).
- (v) About 0.59 TPD solid wastes will be generated in the project. The biodegradable waste (0.32 TPD) will be processed through vermin-composting and the non-biodegradable waste generated (0.27 TPD) will be handed over to authorized local vendor.
- (vi) The total power requirement during construction phase is 200KW and will be met from HPSPCL, HP and total power requirement during operation phase is 800 KW and will be met from HPSPCL, HP. (DG Sets- 3X200KVA)
- (vii) Rooftop rainwater of buildings will be collected in 8 RWH tanks of total 30KLD capacity for harvesting after filtration.
- (viii) Parking facility for 248 four wheelers and 200 two wheelers is proposed to be provided (according to local norms).
- (ix) Proposed energy saving measures would save about 35 % of power.
- (x) It is not located within 10 km of any Eco Sensitive areas.
- (xi) There is no/court case pending against the project.
- (xii) Investment/Cost of the project is Rs. 65 Crore.
- (xiii) Employment potential- About 70-80 persons
- (xiv) Benefits of the project- Low cost houses provided to weaker section people, Pollution free environment for resident of Colony, 24 Hrs power backup, Provision of small market for daily domestic requirements and 24 Hrs security provisions at Entry & exits.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project 'Elementa Housing at plot no. 87/5, 96/1, 100, 101/1 Village Shangli, Tehsil Kasauli, District Solan, Himachal Pradesh in a total plot area of 17,909 sqm and total construction (built-up) area of 26,175 sqm.
- (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 Himachal Pradesh, the proposal is appraised at Central Level.

After deliberation on the proposal, the Committee recommended the project for grant of environmental clearance and stipulated specific conditions along with other environmental conditions while considering for accord of environmental clearance subject to the submission of following Certificates/Documents:

- (i) A detailed report on compliance to ECBC norms.

	<ul style="list-style-type: none"> (ii) The Certificate/permission of the CGWA for abstraction of ground water and for basement/excavation dewatering if any. (iii) A detailed traffic management and traffic decongestion plan to ensure that the current level of service of the roads within a 02 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 02 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. (iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project. (v) 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. (vi) 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.
<p>27.3.16</p>	<p>Development of Surkanda Devi Ropeway at Village Kaddukhal, District Tehri Garhwal, Uttarakhand by M/s Surkanda Devi Ropeway Project Company Pvt Ltd - Amendment in Environmental Clearance</p> <p>(F.No. 10-21/2014-IA-III; IA/UK/MIS/24270/2014)</p> <p>The project proponent gave a detailed presentation on the salient features of the project and informed that:</p> <ul style="list-style-type: none"> (i) The Government of Uttarakhand (GOU) wishes to develop an aerial passenger ropeway from Kaddukhal to Surkanda Devi Temple in order to promote tourism in the region. The time of travel from Kaddukhal to Surkanda Devi would reduce from 2-3 hours to about 15 minutes by the proposed ropeway. (ii) Environmental Clearance has been issued for designing, construction, operation & maintenance of the Ropeway Project to M/s Surkanda Devi Ropeway Project Company Pvt. Ltd., 23/1, Rajpur Road, Dehradun, vide F.No. 10-21/2014-IA-III dated 16th March 2016. (iii) Following amendment is sought in the EC letter dated 16.03.2016: <ul style="list-style-type: none"> a. Change in Correspondence Address. b. Power requirement and power back-up. c. Water utilization, waste water generation, treatment & disposal <p><i>During deliberations, the EAC noted the following:-</i></p> <ul style="list-style-type: none"> (i) The proposal is for grant of amendment in Environmental Clearance dated 16.03.2016 to the project 'Development of Surkanda Devi Ropeway at Village Kaddukhal, District Tehri Garhwal, Uttarakhand by M/s Surkanda Devi Ropeway

Project Company Pvt Ltd.

- (ii) The project/activity is covered under category 'A of item 7(g) 'Aerial Ropeway' of the Schedule to the EIA Notification, 2006 and its subsequent amendments, and requires appraisal at Central Level, as the Temple is at an elevation of 2737 m above MSL.
- (iii) The Project proponent has sought following amendment in the EC letter dated 16.03.2016:

S. No.	Details	As per existing EC	Proposed Amendment
(a)	Change in Correspondence Address	M/s Surkanda Devi Ropeway Project Company Pvt Ltd 23/1 Rajpur Road, Dheradun, Uttarakhand	M/s Surkanda Devi Ropeway Project Company Pvt Ltd C-58, First Floor, Ramesh Nagar (Double Story), New Delhi
(b)	Power requirement and power back-up	Clause iv The power required from UPCL is 100 kVA	The power required from UPCL is 250 kVA
		clause viii The power required from UPCL is 100 kKVA	
		Clause iv Back up at LTP from DG set is 75 kW	Back up at LTP from DG set is 325 kVA
(c)	During Construction phase	Clause viii Back up power at LTP from DG set is 1x750 kW	
		Clause iv Back up at UTP from DG set is 50 kW	Back up power at UTP from DG set is 20 kVA
(c)	During operation phase	Clause viii Back up power at UTP from DG set is 1x15 kVA	
		Water requirement 13.0 KLD (As per EIA report)	Water requirement 2.0 KLD
		Water requirement 63.0 KLD	Water requirement 6.0 KLD
		Waste water discharge 56.0 KLD	Waste water discharge 4.0 KLD
		Treatment: 2 STPs	Treatment: Septic tank and Soak pit

The Committee deliberated upon the information provided by the Project Proponent. The Committee after being satisfied with the submission of the Project Proponent recommended amending the Environmental Clearance dated 16.03.2016 as per details given in para (iii) above.

27.3.17 **“UNIVERSAL ROYAL RESIDENCY” Residential Building Project at Khasra Plot No. 75 (P), 76, 77 & 78, Mauza Bab Bakarpur, Khata No. 02, 16, 34 Tauzi No. 5059 Thana No. 35, Thana Danapur, District Patna by M/s Universal Green Infra Ltd- Environmental Clearance**

(F.No. 21-3/2018-IA-III; IA/BR/MIS/71591/2017)

The project proponent and the accredited Consultant M/s PARAMARSH gave a detailed presentation on the salient features of the project and informed that:

- (i) The project is located at 25°36'48.35"N, 25°36'47.12"N, 25°36'45.09"N, 25°36'45.96"N, 25°36'46.88"N Latitude and 85° 2'20.69"E, 85° 2'25.02"E, 85° 2'24.36"E, 85° 2'23.46"E, 85° 2'20.16"E Longitude.
- (ii) This is new project. The total plot area is 6431.77 sqm and total built-up area of 20940.86 sqm. The project will comprise of 180 Nos. residential flats in 4 Nos. Residential blocks. Maximum height of the building will be 39.15 m.
- (iii) During construction phase, total water requirement is expected to be 5-10KLD which will be met by water tankers. During the construction phase, soak pits and septic tanks will be provided for disposal of wastewater. Temporary sanitary toilets will be provided during peak labour force.
- (iv) During operational phase, total water demand of the project is expected to be 210 KLD and will be met by the ground water sources and recycling of treated water. Wastewater generated (102 KLD) uses will be treated in STPs of total 120 KLD capacity. 68 KLD of treated wastewater will be recycled (37 KLD for flushing, 1.2 KLD for gardening, 15 KLD for Car Washing and 15 KLD in fire water tanks). About 61 KLD will be disposed into municipal drains.
- (v) About 328 Kg/day Municipal solid waste will be generated in the project, which will be disposed off through local municipal body.
- (vi) The total power requirement during construction phase is 500 kVA and will be met from South Bihar Power Distribution Co. Ltd. (SBPDCL) and total power requirement during operation phase is 1610 kW and will be met from SBPDCL. Backup power supply- 1 Nos. 250 KVA DG Set.
- (vii) Rooftop rainwater of building will be recharges through 2 nos. rain water recharge pits within premises.
- (viii) Parking facility for 180 ECS four wheelers in 4868.20 sqm area and for two wheelers is proposed to be provided (according to local norms).
- (ix) Proposed energy saving measures would save about 10-20% of power.
- (x) It is not located within 10 km of eco-sensitive areas.
- (xi) There is no court case pending against the project.
- (xii) Investment/cost of the project is Rs. 12.11 Crores.
- (xiii) Employment potential- 30 persons.
- (xiv) Benefits of the projects – Approximate 30 employment (directly and indirectly) will be generated. Local market/convenient shopping complex will be established and infrastructural facility like road, water supply, sewerage will generate and institution facility will also be established nearby.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project “UNIVERSAL ROYAL RESIDENCY” Residential Building Project at Khasra Plot No. 75 (P), 76, 77 & 78, Mauza Bab Bakarpur, Khata No. 02, 16, 34 Tauzi No. 5059 Thana No. 35, Thana Danapur, District Patna by M/s Universal Green Infra Ltd in a total plot area of 6431.77 sqm and total construction (built-up) area of 20,940.86 sqm.
- (ii) The project/activity is covered under category ‘B’ of item 8(a) ‘Building and

	<p>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 Bihar, the proposal is appraised at Central Level.</p> <p><i>After deliberation on the proposal, the Committee recommended the project for grant of environmental clearance and stipulated specific conditions along with other environmental conditions while considering for accord of environmental clearance subject to the submission of following Certificates/Documents:</i></p> <ul style="list-style-type: none"> (i) A detailed report on compliance to ECBC norms. (ii) The certificate/permission of the CGWA for abstraction of ground water and for basement/excavation dewatering if any. (iii) A detailed traffic management and traffic decongestion plan to ensure that the current level of service of the roads within a 02 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 02 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. (iv) A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project. (v) 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. (vi) 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.
<p>27.3.18</p>	<p>India-based Neutrino Observatory (INO) at Pottipuram village, Uthamapalayam Taluk, Theni District Tamil Nadu by M/s Tata Institute of Fundamental Research - Environmental Clearance</p> <p>(F.No. 21-4/2018-IA-III; IA/TN/NCP/72042/2018)</p> <p>The project proponent and the accredited Consultant M/s MITCON Consultancy and Engineering Services 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 77°17'5.32" E and 9°56'46.20" N. (ii) The project is new. Earlier Environment Clearance was accorded by MoEF&CC vide F.No. 21-67/2010-I.A.III dated 1st June 2011. As per the orders passed by the NGT(March 2017), the Environmental Clearance given by the MoEF&CC, Government of India, has been held in abeyance and INO has been asked to obtain clearance from the National Board for Wild Life and apply for fresh environmental clearance with the MoEF&CC.

- (iii) The total plot area required over ground 26.825 ha and Underground 4.62 ha. The project will comprise of 4 Buildings. Total construction area of Underground facility is 20,552 sqm & Over ground facility is 10,762 sqm. Maximum heights of the building will be 10 m.
- (iv) During construction phase, total water requirement is expected to be 5 KLD which will be met by tanker. During the construction phase STP will be used for treatment & disposal of waste water.
- (v) During operational phase, total water demand of the project is expected to be 340 KLD and the same will be met by the 20 KLD drinking & service and 320 KLD cooling water. Wastewater generated (15 KLD) uses will be treated in STPs of total 15 KLD capacity. 15 KLD of treated wastewater will be recycled for flushing & gardening). Treated wastewater will be reused and will not be disposed in to drain.
- (vi) About 36 kg/day solid waste will be generated in the project. The biodegradable waste (21.6 kg/day) will be processed in OWC and the non-biodegradable waste generated (14.4 kg/day) will be handed over to authorized local vendor.
- (vii) The total power requirement during construction phase is 100 KW and will be met from Periyar-Theni TNEB / D.G. set and total power requirement during operation phase is 3.0 MW and will be met from Periyar-Theni TNEB / D.G. set.
- (viii) Rooftop rainwater of buildings will be harvested in 2RWH pits with size 3mx3mx 3m(D). Excess water will be drained to local stream.
- (ix) Parking facility for 5-four wheelers and 10 two wheelers is proposed to be provided against the requirement of 2 and 3 respectively (according to local norms).
- (x) Proposed energy saving measures would save about 10% of power.
- (xi) Eco Sensitive areas - Mathikettan Shola National Park in Idukki District, Kerala - Within 5 Km from the proposed project site.
- (xii) Court case details:
 1. PIL filed by Shri Vaiko in February, 2015 in the Madurai bench of the Madras High Court, W.P. (MD) No.733 of 2015. Interim orders have been passed that "restrains INO from commencement of any research work without PCB clearance".
 2. Appeal No. 6 of 2015 filed by Shri G. Sundarajan before NGT (SZ) at Chennai. As per the orders passed by the NGT (March, 2017), the Environmental Clearance given by the MoEF&CC, Government of India has been held in abeyance and INO has been asked to obtain clearance from the National Board for Wild Life and apply for fresh environmental clearance with the MoEF&CC.
- (xiii) Investment/Cost of the project is Rs. 300 crore.
- (xiv) Employment potential: Direct & indirect employment is envisaged.
- (xv) Benefits of the project: INO is projected to be a world class underground science laboratory straddling many fields. One of the largest basic sciences projects in India. (Nearly 100 scientists from 25 research institutes and Universities all over India.). Testifies to the collaborative spirit of the scientific community. Main aim to study naturally occurring particles-neutrinos. World-wide interest due to implications; possible technology spin-offs. INO will galvanise physics research around the

country. Expertise gained here will contribute to other physics projects around the world.

During deliberations, the EAC noted the following:-

- (i) The proposal is for grant of environmental clearance to the project 'India-based Neutrino Observatory (INO)' at Pottipuram village, Uthamapalayam Taluk, Theni District Tamil Nadu by M/s Tata Institute of Fundamental Research in a total plot area of 31.445 ha (over ground 26.825 ha and underground 4.62 ha) and total construction (built-up) area of 31,314 sqm (underground facility is 20,552 sqm & over ground facility is 10,762 sqm).
- (ii) Earlier Environment Clearance was accorded by MoEF&CC vide F.No. 21-67/2010-I.A.III dated 1st June 2011. As per the orders passed by the NGT(March 2017), the Environmental Clearance has been held in abeyance and INO has been asked to obtain clearance from the National Board for Wild Life and apply for fresh environmental clearance with the MoEF&CC.
- (iii) Forest Clearance (Stage-1) was granted by MoEFCC vide letter No. 4-TNC729/2010- BAN/8111 dated 27/29.10.2010.
- (iv) Mathikettan Shola National Park in Idukki District, Kerala is situated within 5 Km from the proposed project site. The Project Proponent has also applied for NBWL Clearance.
- (v) The proposal was applied to SEAC/SEIAA, Tamil Nadu for grant of Environmental Clearance under category 'B' of item 8(a) 'Building and Construction Projects' of the Schedule to the EIA Notification, 2006 and its subsequent amendments.
- (vi) The proposal was considered by the SEAC, Tamil Nadu in its 98th meeting held on 27.11.17. After deliberation the SEAC committee noted that the project cannot be appraised under 8 (a) 'Building and construction project' for the following reasons:
 - a. The tunnelling work involves carrying out blasting in hard and composite rock mass and requires huge quantity of high strength explosives to break it. Further, the tunnelling work involves the excavation of 600000 cubic metre of Charnockite rock from the mountain.
 - b. The tunnel and Cavern will be at the depth of 1000 m from the top of the Mountain. At the depth of 1000 m, mountain rock would be under tremendous pressure and the vertical stress is expected to be greater than 270 kilogram per metre square. This will create problems like Rock bust and roof collapse. The proposals of the PP regarding the safeguards will have to be scrutinized using the Geo-technical studies
 - c. The SEAC in general is of the view that the Western Ghats is a global biodiversity hotspots and treasure trove of biological diversity. It harbours many endemic species of flowering plants and endemic fishes and amphibians, reptiles, birds, mammals and invertebrates and it also an important centre of evolution of economically important domesticated plant species.
 - d. Also the proposed site forms part of catchment of various streams and stream let's and ultimately contribute to the Vaigai watershed which forms life support and livelihood of the dependent communities by providing water for drinking and agricultural need in 5 districts of Tamil Nadu.

In view of the preceding paragraph, the SEAC, Tamil Nadu was of opinion that this proposal cannot be appraised under 8 (a) as it involves many technical features other than a mere construction. SEIAA, Tamil Nadu was also of the opinion, that this project should be appropriately handled by Government of India.

- (vii) Considering the National importance of the proposal, Ministry decided to appraise the proposal at the Central level as a special case by sectoral EAC (Infra-II) Committee.

The Committee deliberates on the proposal and noted that the proposal is one of the largest basic science projects in India, nearly 100 scientists from 25 Research Institutes and Universities all over India, Testifies to the collaborative spirit of the scientific community. The proposal involves construction, mining, tunnelling, Cavern and scientific research. These aspects also need to be deliberate in detail during appraisal. The Committee was of opinion that Expert(s) from relevant fields like Mining/Geology and Research institutes may also invited for discussing this proposal. The Committee after detailed deliberation sought following additional information:

- (i) Submit the detailed Geo Technical Investigation Report on study carried out for locating underground laboratory of INO on Pottipuram Site.
- (ii) Detailed status of Court cases pending/disposed against the project.
- (iii) Details of public meeting held on 08.07.2010 by Collector with 1200 local villagers from Pottipuram Panchayat in tabular form alongwith action plan.

The proposal was, therefore, deferred till the desired information is submitted.

27.4 Any other item with the permission of Chair – NIL.

LIST OF PARTICIPANTS OF EAC (INFRASTRUCTURE-2) IN 27th MEETING OF EAC (INFRASTRUCTURE-2) HELD ON 25th JANUARY, 2018

S. No.	Name	Designation	Attendance	Signature
1.	Prof. T. Haque	Chairman	P	
2.	Shri K. Gowarappan	Member	P	
3.	Dr. Yashpal Singh	Member	A	
4.	Dr. S.K. Bhargava	Member	P	
5.	Dr. Ayi Vaman N. Acharya	Member	P	
6.	Dr. Chandrahas Deshpande	Member	A	
7.	Shri A. P. Singh	Member	A	
8.	Ms. Mili Majumdar	Member	P	
9.	Prof. Dr. Sanjay Gupta	Member	A	
10.	Dr M. V. Ramana Murthy	Member	A	
11.	Dr. Vinod K. Singh	Scientist 'D' & Acting Member Secretary	P	
