

MINUTES OF THE 203rd MEETING OF THE EXPERT APPRAISAL COMMITTEE FOR PROJECTS RELATED TO COASTAL REGULATION ZONE HELD ON 28th NOVEMBER, 2018 AT INDIRA PARYAVARAN BHAWAN, MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE, NEW DELHI.

The 203rd Meeting of the Expert Appraisal Committee for projects related to Coastal Regulation Zone was held on 28.11.2018 at Brahamputra Conference Hall, Vayu Wing, 1st Floor, Indira Paryavaran Bhawan, New Delhi. The members present were:

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| 1. | Dr. Deepak Arun Apte | - | Chairman |
| 2. | Dr. V.K Jain | - | Member |
| 3. | Dr. M.V. Ramana Murthy | - | Member |
| 4. | Dr. N.K Verma | - | Member |
| 5. | Dr. Manoranjan Hota | - | Member |
| 6. | Shri. N.K. Gupta | - | Member |
| 7. | Smt. Bindu Manghat | - | Member |

Shri T.P. Singh, Dr. Anil Kumar Singh, Shri. Prabhakar Singh, Shri. Narendra Surana, Dr. Mohan Singh Panwar, Dr. Anuradha Shukla and Shri Sanjay Singh were absent.

Also in attendance: Shri W. Bharat Singh, Director, MoEFCC and Dr. Bhawana Kapkoti Negi, Technical Officer, MoEFCC. The deliberations held and the decisions taken are as under:

2.0 CONFIRMATION OF THE MINUTES OF THE LAST MEETING.

The Committee having noted that the Minutes of the 202nd meeting are in order, confirmed the same with suggestions that in case any typographical/grammatical errors are noticed the same may be corrected suitably. The Committee was however informed that in the last meeting of the Committee, the deliberation in respect of item No. 3.3 i.e Amendment of CRZ Clearance issued to Navi Mumbai International Airport by CIDCO, the minutes have inadvertently missed out the submission by CIDCO why construction of road on stilt is not feasible in the segment A-B as follows:

- (i) The mangrove affected areas are only in patches and the reclamation for the arterial road along the northern boundary of NMIA in A-B section is already completed except at the 8 locations having the mangrove patches. The airport core area reclamation forms a high embankment of 8 km height on one side, which would obstruct the free flow of water near the stilts. In addition to this, timeline for the project is also getting hampered due to need to construct stilt bridge, considering the fact that EHVT re-routing ducts are to be laid along this road.
- (ii) The mangrove cutting permission is already obtained from Forest Department and Bombay High Court for entire stretch (including 3.05 Ha in section A-B). CIDCO has already initiated compensatory mangrove plantation through FDCM and paid the requisite fees to Forest Department.

The Committee agreed that the above may be considered as noted in the minutes of the item discussed in the last meeting

3.0 FRESH PROPOSALS:

3.1 Proposal for “Chennai-Andaman Nicobar Islands Submarine Cable System at eight Islands (Port Blair, Little Andaman (Hut Bay), Car Nicobar, Kamorta, Great Nicobar (Campbell Bay), Havelock Long and Rangat Islands) of Andaman and Nicobar by Department of Telecommunication[F.No. 11-28/2018-IA.III] - CRZ Clearance reg.

The proposal of Department of Telecom is for “laying of Chennai- Andaman Nicobar Islands Submarine Cable System at eight Islands viz.Port Blair, Little Andaman (Hut Bay), Car Nicobar, Kamorta, Great Nicobar (Campbell Bay), Havelock Long and Rangat Islands. Depart of Telecommunication (DOT) has appointed Telecommunication Consultants India Ltd. (TCIL) as technical consultant for the project. A presentation was made by TCIL on behalf of DOT and provided the following information:

- i) The submarine Cable will connect Indian mainland at Chennai with eight Islands of Andaman and Nicobar viz. Port Blair, Little Andaman (Hut Bay), Car Nicobar, Kamorta, Great Nicobar (Campbell Bay), Havelock, Long and Rangat.
- ii) Cable will land at beaches and will terminate in the proposed Beach Manhole (BMH) locations.
- iii) Cable from BMH will then be taken to cable landing station (CLS) for distribution.
- iv) All 8 BMHs and 3 CLS are falling within the ICRZ area as per the survey conducted by IRS, Anna University, Chennai.
- v) Cable will be laid at sea bed but if the depth is more than 1 km then it is buried upto 0.6 to 1 m depth through the ROV equipment.
- vi) Total segments of submarine cable will be 8, total cable length will be 2245.96 km and total route length will be 2199.66 km
- vii) Details of Submarine Cable System are as follows:

Segment	Cable Length (km)	Route Length (km)
Seg-1: Chennai to Port Blair	1452.08	1424.57
Seg-2: Port Blair to Little Andaman	141.36	138.18
Seg-3: Little Andaman to Car Nicobar	191.65	186.11
Seg-4: Car Nicobar to Kamotra (Western Route)	186.37	181.79
Seg-5:Kamotra to Great Nicobar (Western Route)	146.32	142.10
Seg-6: Port Blair to Havlock Island	46.43	45.973
Seg-7:Havlock Island to Long island	54.620	54.079
Seg-8: Long Island to Rangat Island	27.128	26.860
Total	2245.96	2199.66

- viii) CRZ Category of Beach Man Hole (BMH) and Cable Landing Stations (CLS) Sites:

S.N	BMH Location	ICRZ Classification	Geographical coordinates
1.	Port Blair	ICRZ-II	11°38.711' N, 92°4.914' E
2.	Havelock Island	ICRZ-III	11°59.068' N; 92°57.149'E

3.	Hut Bay, Little Andaman	ICRZ-III	10°35.243' N; 92°33.710'E
4.	Car Nicobar	ICRZ-III	09°0.519' N; 92°49.674' E
5.	Kamorta	ICRZ-III	08°02.303' N, 93°32.499'E
6.	Campbell Bay, Great Nicobar	ICRZ-II	07°00.799'N, 93°56.153'E
7.	Rangat Island	ICRZ-III	12°30.903' N, 92°58.005'E
8.	Long Island	ICRZ-III	12°21.898' N, 92°55.316'E
S. No.	CLS Location	ICRZ Classification	
1	Campbell Bay	ICRZ-III	07°01.4680'N,93°93.2000'E
2	Kamorta	ICRZ-III	08°03.9507'N,93°54.1626' E
3	Long Island	ICRZ-III	12°36.7700 N, 92°92.1244' E

ix) Area Details of CLS Sites are as follows:

Island	Plot Area	Built-up Area
Kamorta Island	1682 sq.m	539 sq.m
Campbell Bay	7910.75 sq.m	511.5 sq.m
Long Island	934 sq.m	560 sq.m

- x) No BMH and CLS route falls within 10 km area of marine protected area/ wildlife sanctuary except Cambell Bay National Park which is located about 4.7 km from the reserved buffer zone of Campbell Bay BMH Site.
- xi) Coral reefs are a common feature of Andaman and Nicobar Island. Corals are present in 10 km area of some BMH site like Havelock, Campbell Bay, Kamotra, Car Nicobar, and Hut Bay.
- xii) The Nicobar Islands have more nesting Leatherback turtles than any other site in the northern Indian Ocean.
- xiii) Although widespread in Andaman and Nicobar Islands but turtle nesting is not reported at any of the proposed landfall site or BMH site.
- xiv) There are about 19 Important Bird areas (IBA) is whole Andaman & Nicobar district. Out of the total the IBA Sites relevance to the CANI routes are Little Andaman (Hut Bay), Car Nicobar (Nicobar) and Great Nicobar (Kamorta) only which are located away from the BMH location but within 10 KM area from BMH.
- xv) NEC, Japan will execute cable deployment and repeaters and associated environmental management during cable laying process on behalf of the project proponent.
- xvi) Chennai Andaman and Nicobar Island (CANI) cable system will have speed of 100 (Gbps) Gigabit per second. CANI Submarine Cable System will help in augmenting the existing capacity to likely high capacity demand for communication and internet applications.
- xvii) The cable system has initial traffic capacity consisting of eight segments with one being repeatered from Chennai to Port Blair and unrepeatered segment from Port Blair to 7 different landing points. Cable will comprise of four pair of optic fibres.
- xviii) CANI cable system will provide secure, reliable, robust, and affordable telecom facilities in these islands.

- xix) Desktop study for the proposed cable route has been carried out by a consortium of three, companies, i.e. Ocean Science & Surveying Pvt. Ltd, Atlantic Consultancy and Saltwater Cables for all areas except for Rangat and Long Islands.
- xx) The desktop study for Rangat and Long Island has been carried out by the consortium comprising of: Eqms India Pvt. Ltd, Ocean Science & Surveying Pvt. Ltd, and Atlantic Consultancy.
- xxi) Cable will land at all the islands and a BMH will be constructed to house the cable. A beach man hole (BMH) measuring 4 m x 3 m x 4 m will be developed for housing the cable. This cable landing station will be a one to two room structure required for housing the machinery and equipment for cables.
- xxii) Existing BSNL exchange buildings are proposed to be used as cable landing station except at locations where space is not available, new room is required to be constructed for usage as cable landing station with existing BSNL premises.
- xxiii) Cable landing points at sea edge, BMH and cable route from landing point to BMH and from BMH towards cable landing station till 500 m will fall under ICRZ area as defined under the IPZ Notification, 2011.
- xxiv) As per requirement of IPZ Notification, 2011, Anna University has been contracted for carrying out the CRZ survey and mapping of proposed landing points, BMH site and the cable route and through survey, it is found that these sites fall under ICRZ II and ICRZ-III area.
- xxv) The total Cost of the project will be Rs 71.28 crores.
- xxvi) The ANCZMA has recommended the project vide letter No. APCCF/EPA/83/Vol-X (E)/323 dated 08.11.2018.

2. Special Secretary (IT), A&N Administration and APCCF and Member Secretary, ANCZMA were also present. The officials of A&N Administration stated that Universal Service Obligation Fund (USOF), Department of Telecommunication (DoT) proposed plan of connecting the Andaman and Nicobar (ANI) group of islands (eight nos. of islands) with mainland in India at Chennai through submarine optic fibre cable system on a fast mode as Andaman and Nicobar Islands telecommunication connectivity is in a very poor state and the UT Administration and its population have long been deprived of reasonable acceptable connectivity unlike mainland India. *The Committee was also informed that the submarine cable system in addition to being an initiative of better connectivity of the A&N Islands has also a segment purely dedicated for Defence sector.*

3. The fiber optic option is the most cost-effective one and the one that is most compatible with the rest of the global network of transmission infrastructure. Without fiber optic connections to the rest of the world, internet services development and integrations to the rest of the world, internet services development and integration into the global information economy are achievable only with unnecessarily high cost, greater difficulty and more risk than need be the case given the choice of technology available. It was informed that in 2013, the European Investment Bank estimated that the international transmission capacity of submarine fiber optic cable is being 7 – 10 times cheaper than current prices for satellite-based links which currently is being provided to Andaman and Nicobar Islands. It was further informed that an alternative to marine routing of the system is a terrestrial route. However, in practice the installation costs of a land-based system would be far higher than the marine option. Moreover for terrestrial systems permitting is complex, time consuming and cable faults are more frequent. In addition to these practical and security issues, there are clearly complicated potential environmental and social impacts to be expected from terrestrial cable burial for a system with a length of several thousand kms. Most carriers today therefore prefer

submarine fiber optic systems for long haul international transmission. This is confirmed by the continued successful existence of several precedents for the development of such systems to serve India's telecommunications needs.

4. It was also stated that the proposed CANI Cable System will be of immense strategic significance to India in addition to assisting the Andaman & Nicobar Islands communications security, especially during natural disasters or failures of other systems. Currently the only medium of proving telecom connectivity between Mainland and Andaman & Nicobar Islands is through satellites, but the bandwidth available is very limited and A&N is devoid of connectivity in practice. It was also stated that there is an issue of redundancy i.e. no alternate media is available in case of any emergency. Lack of bandwidth and telecom connectivity is also hampering socio-economic development of the islands. Hence it is essential to have submarine OFC connectivity between the mainland India and Andaman & Nicobar Islands, being the only option for catering to projected future bandwidth requirements. The Committee was also informed that the CANI route will not cross any designated Traffic Separation Schemes but does however cross the Ten Degree Channel, which is an important International shipping lane. There are currently 3 IS and 1 OOS cables passing through this channel.

5. The Committee deliberated the CRZ implications and observed that the EIA Report submitted mentions that the environmental consequences during the construction phase of the proposed cable landing are anticipated to be short-term, temporary, and minor. It was also noted that the onshore activities (construction activities within the coastal regulation zone) will be limited to excavation of a trench using standard construction equipment and installing the cable at the beach man hole locations at the island. That the overall time frame of the onshore activities will be limited to 4-5 days. The EIA Report also mentions that the land and sediment grade will return to pre-existing conditions within a relatively short timeframe following installation. All other activities are mainly linked with the offshore marine cable installation. Construction activities will result in some negative environmental impacts during route clearance and cable laying, particularly to benthic biota along the survey route. However, at any one location, the disturbance will occur over a very short duration, natural recovery will readily occur and impacts will therefore be minor and reversible.

6. The Committee observed that all over and in neighboring Indonesia group of Islands, submarine cable laying is widely practiced. The Committee also observed that while some form of damage to the corals is inevitable along the cable route, the damage can be limited with due safeguards and as the route is more or less fixed, the project proponent need to carry out additional marine EIA study as part of Detail Project Report (DPR) before undertaking the task through NIOT, Chennai, who has vast expertise in the area. The Committee observed that, this study is required as abundant precaution in addition to the study report made available. The study also should highlight conservation and restoration measures for corals and associated flora and fauna.

7. The Committee further observed that whereas it is inclined to support the project in larger public interest but there are procedural gaps such as: (i) the CRZ map prepared by IRS, Chennai need to be authenticated based on new ICRZ and IIMPs prepared for the major and small islands of A&N Islands; (ii) the recommendation of the project by ANZMA based on ICRZ and IIMPs which has expired on 31.07.2018 may be infructuous in the eye of law. In so far as the CRZ maps prepared by IRS, Anna University is concerned, the Committee decided that authentication of the same can be carried out by NCSCM, Chennai, the agency which had prepared the new ICRZ and IIMPs of A&N Islands. Regarding position of law in regard

to the recommendation of the project by ANZMA based on ICRZ and IIMPs which have expired on 31.07.2018, the Committee observed that these are administrative issues to be placed before the Ministry and it is not inclined to deliberate on the issue. The Committee however agreed that the same is merely a procedural in nature and validity or non-validity of CRZ map drawn may be addressed by the Ministry.

8. The Committee also observed that the CRZ recommendation from the Tamil Nadu Coastal Zone Management Authority (TNCZMA) and application thereof for CRZ Clearance for the submarine cable within the jurisdiction of TNCZMA as per CRZ Notification, 2011 is yet not in place. The Committee therefore observed that the appraisal and recommendations for the present is as per provisions enshrined under the IPZ Notification, 2011 for the submarine cable from A&N Islands and within the jurisdiction covered under the extant regulations.

9. Based on the deliberations held and submissions made, the Committee decided that in larger public interest the proposal can be recommended for IPZ/CRZ clearance subject to the following condition:

- i) As part of Detailed Project Report (DPR) to be carried out, a road map for conducting additional marine EIA study through NIOT, Chennai especially in areas likely to pass through corals shall be submitted within three months from the date of clearance (if accorded) to the Ministry and also to NIOT, Chennai. The study shall explicitly spell out additional mitigation measures required to be undertaken along the route of the cable laying including financial implication that will have to be met by the project proponent. Thereafter, the study shall be completed within three months. The measures so suggested by the study shall be further prescribed either by way of a corrigendum or an amendment to the IPZ/CRZ clearance by the Ministry.
- ii) An inbuilt monitoring and compliance of the measures suggested by NIOT, Chennai shall be prepared by the project proponent and the same reported to the concerned departments/agencies including MoEFCC and NIOT, Chennai.
- iii) The project proponent shall ensure that NIOT, Chennai is associated as a third party observer in the cable laying system until its final completion. NIOT, Chennai shall give advice from time to time during the period and the project proponent shall take measures accordingly.
- iv) The project proponent shall earmark a special budget for marine protection measures and in particular for coral transplantation or coral plantation in the region along the cable route.
- v) Defence clearance as admissible shall be obtained prior to undertaking the work of cable laying.
- vi) Utmost care shall be taken while transferring and storage of construction material to project site so that the IPZ/CRZ characteristics of the site / route is least disturbed.
- vii) All beach manhole (BMH) locations must be on landward side and not on the beach.

3.2 Proposed 200 MW Solar Park Project (Phase-1 located in the Mouzas-Dadanpatrabar, Mania & DakshinPuroshottampur under Ramnagar-II, District East, Midnapur, in West Bengal by Solar Power Generation Department, Government of West Bengal [F.No. 11-29/2018-IA.III] – CRZ Clearance reg.

This item was not discussed as the Members of the EAC have not received any material for perusal leave alone the project documents. In addition, the project proponent was also absent. It was therefore decided that item may be taken up as and when project proponent is ready.

RECONSIDERATION/AMENDMENTS

3.3 Amendment in CRZ Clearance for Marine disposal of treated effluent to Bay of Bengal through dedicated pipeline from its Bulk Drug Unit at Ida, Pydibhimavaram by M/s Saraca Laboratories Limited, Hyderabad [F.No. 10-47/2007-IA.III] - reg.

M/s Saraca Laboratories Limited, Hyderabad was accorded CRZ clearance on 08.10.2007 for marine disposal of treated effluent to Bay of Bengal through dedicated pipeline from existing Bulk Drug Unit at Ida, Pydibhimavaram. Another Bulk Drug manufacturing unit owned by the same management of M/s Saraca Laboratories Limited, Hyderabad by the name of M/s Andhra Organics Ltd. is located adjacent and was also accorded CRZ clearance on 17.09.2007 for dedicated marine disposal of its treated effluent from the unit.

2. M/s Saraca Laboratories Limited made a presentation and provided the following information:

The unit was established in the year 2005 and Environmental clearance was granted to our unit vide order no. J-11011/350/2006-IA-II(I) for expansion the capacity and change of products in 2007. Proponents did combined study to fix marine outfall point through National Institute of Oceanography (NIO). Accordingly, the NIO has recommended marine outfall point near Donepeta hamlet of Mentada village. The unit approached State Pollution Control Board to change their outlet from current Zero Liquid Discharge facility to Marine out fall through combined pipeline of unit and M/s. Andhra Organics Limited (Group Company). The Board directed unit to obtain amendment of CRZ clearance by changing the words of "Dedicated Pipeline" to "combined pipeline of M/s Saraca Laboratories Limited and M/s Andhra Organics Ltd. Member Secretary, A.P Pollution Control Board recommended this through their letter dated 12.08.2016 to MoEF&CC. The proposal was considered in the 165th meeting held on 16-17th January, 2017 and the committee desired that the proposal should be considered by Sectoral EAC based on the recommendation of the State CZMA. Based on the recommendations of the EAC, we have applied to Andhra Pradesh state CRZ management authority and our proposal was considered in the meeting held on 25.10.2017. APCZMA issued letter vide letter No. 38/APCZMA/2017 dated 13.11.2017 for issue of corrigendum for combined pipeline recommending MoEF&CC, Government of India to issue necessary Corrigendum duly incorporating the words "combined pipeline of M/s Saraca Laboratories Ltd. and M/s Andhra Organics Ltd". Based on the recommendations of the State CZMA we have applied for corrigendum in Industry Portal as per the directions of the EAC Committee meeting. The quantification of effluents discharges of description M/s Saraca Laboratories Ltd. 95.0 KLD and M/s Andhra Organics Ltd. 284.0 KLD.

It was also informed that their request was earlier considered in the 165th meeting of the Committee held on 16-17 January, 2017 but was deferred and suggested that proposal should be based on the recommendations of the state CZMA.

3. The Committee observed that M/s Saraca Laboratories Ltd. is supposed to be Zero Liquid Discharge and the resultant effect of the proposed effluent disposal is a concern. The Committee also observed that ZLD is a feasible option for pharmacy (Bulk Drug units). The Committee also noted that the Consent given by the State Pollution Control Board also mentions ZLD.

4. In view of the above, the Committee decided that the project proponent shall explore ZLD and if technically not feasible shall come up with merits of their case and place before the Committee. Accordingly, the instant request was dropped.

MISCELLANEOUS

4.0 Discussion on the matter of “Shoreline Protection Management Plan for coast of Tamil Nadu”- reg.

This item was deferred as members felt that TNCZMA or concerned agency in Chennai who had submitted the shoreline protection management plan should necessarily be present and make a detailed presentation on adoption of environmentally friendly measures so that concerns of EAC if any can be addressed.

5.0 Any other item with the permission of the chair

The being no item left, the meeting ended with a vote of thanks to the Chair.
